DRAFT SUPPLEMENTAL INITIAL STUDY WITH PROPOSED MITIGATED NEGATIVE DECLARATION

Railroad Street Improvements Project

May 2019

Prepared For:

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CHAPTER 1

Introduction

1.1 Introduction and Regulatory Guidance

The City of Elk Grove (City) has prepared this Draft Supplemental Initial Study/Mitigated Negative Declaration (Supplemental IS/MND), which examines the proposed changes to the proposed Railroad Street Plaza Project and associated potential environmental impacts caused by these changes. This Supplemental IS/MND revises the City's November 2016 IS/MND (see Appendix A). The intent is for this Supplemental IS/MND to be reviewed alongside the original 2016 document. These documents describe the purpose of the proposed Project, how the proposed Project could potentially impact the existing environment and recommends proposed mitigation measures to reduce potential negative impacts to the surrounding environment.

Regulatory Guidance

California Environmental Quality Act (CEQA) compliance is required for all projects for which a public agency has a discretionary action, unless a project is exempted by statute in an act of the Legislature. CEQA, as amended, requires that public agencies regulate activities which may affect the quality of the environment. This ensures that major consideration is given to preventing damage to the environment. Guidelines for implementation of CEQA are found in the *CEQA Guidelines* (Title 14, Chapter 3 of the California Code of Regulations [CCR]).

This Supplemental IS/MND is a public document to be used by the City, acting as the CEQA lead agency to determine whether the Railroad Street Improvements Project (Project) may have a significant effect on the environment pursuant to CEQA. If the lead agency finds substantial evidence that any aspect of the Project, either individually or cumulatively, may have a significant effect on the environment that cannot be mitigated, regardless of whether the overall effect of the Project is adverse or beneficial, the lead agency is required to prepare an environmental impact report (EIR), use a previously prepared EIR and supplement that EIR, or prepare a subsequent EIR to analyze the Project at hand (Public Resources Code Sections 21080[d], 21082.2[d]).

If the agency finds no substantial evidence that the Project or any of its aspects may cause a significant impact on the environment with mitigation, an MND shall be prepared with a written statement describing the reasons why the proposed Project, which is not exempt from CEQA, would not have a significant effect on the environment and therefore why it does not require the preparation of an EIR (State CEQA Guidelines Section 15371).

According to State CEQA Guidelines Section 15070, a Negative Declaration (ND) shall be prepared for a Project subject to CEQA when either:

1) The IS shows there is no substantial evidence in light of the whole record before the agency, that the Project may have a significant effect on the environment, or
2) The initial study identifies potentially significant effects, but:

a. Revisions in a project plans or proposals made by, or agreed to by the applicant before the proposed MND and initial study are released for public review would avoid the effects or mitigate the effects to the point where clearly no significant effects would occur, and
b. There is not substantial evidence, in light of the whole record before the agency that a proposed project as revised may have a significant effect on the environment.

This IS/MND has been prepared in accordance with CEQA, Public Resources Code Section 21000 et seq., and the State CEQA Guidelines Title 14 California Code of Regulations (CCR) Section 15000 et seq.
The proposed Project is not exempt from CEQA consideration. The City has determined that the Project involves the potential for significant environmental effects; these potential environmental effects are evaluated in this IS/MND in Chapter 3.0.

The IS concludes that the Project would potentially have significant environmental effects, but that these effects would be reduced to a less than significant level with recommended mitigation measures. Therefore, an MND is anticipated to be prepared.

1.2 Lead Agency

The City's Public Works Department has initiated preliminary design of the Project and it requires approval from the Elk Grove City Council. Therefore, in accordance with CEQA Guidelines Section 15051(b)(1), the City is acting as State lead agency for this Project under CEQA. CEQA approval would be achieved with this IS/MND. This IS/MND has been prepared in compliance with CEQA to support the proposed MND and other required permits and approvals.

1.3 Purpose and Document Organization

The CEQA Checklist is used to evaluate the potential environmental effects of a project and includes a list of environmental considerations against which a Project is evaluated. For each checklist item, a determination is made as to whether a project will involve: 1) No Impact, 2) a Less Than Significant Impact, 3) a Less Than Significant Impact with Mitigation Incorporated, or 4) a Potentially Significant Impact.

- **No Impact:** A No Impact determination applies where a project does not create an impact in the respective checklist category.
- **Less Than Significant:** A Less Than Significant Impact determination applies when a project would not create a significant impact and mitigation is not required to lessen the impact to less than significant.
- **Less Than Significant with Mitigation Incorporated:** A Less Than Significant with Mitigation Incorporated determination applies where a project would potentially result in a significant impact, but mitigation measures have been included to reduce the effect to a less than significant level.
- **Potentially Significant:** A Potentially Significant Impact determination is appropriate when there is substantial evidence that an effect of a project may be significant and mitigation of the impact is either not available or does not reduce the impact to a less than significant level. If there are one or more Potentially Significant Impact entries in the Initial Study, an EIR is required.

This IS/MND prescribes mitigation measures for the potentially significant environmental effects of the Project. Some mitigation measures are regulatory requirements established by the City and other agencies and routinely implemented in conjunction with new development. This IS/MND describes the proposed Project, its environmental setting, discusses the potential environmental effects of the Project, and identifies feasible mitigation measures that would reduce the potentially significant adverse environmental effects of the Project to a less than significant level. The IS/MND includes the following chapters:

Chapter 1 Introduction. This chapter provides an introduction and describes the purpose and organization of this IS/MND.

Chapter 2 Project Description. This chapter provides the Project background and a detailed description of the proposed Project, and describes the process used for notifying and involving the public during Project planning and for coordination with relevant agencies and organizations.

Chapter 3 Initial Study Checklist. This chapter considers the Project's potential for significant environmental effects in the subject areas identified in Appendix G of the CEQA Guidelines, the CEQA Checklist and provides mitigation measures, where necessary to reduce potentially significant impacts to a less than significant level.

Chapter 4 List of Mitigation Measures. This chapter provides a summary of mitigation measures for the proposed Project.

Chapter 5 List of Preparers. This chapter identifies the staff and consultants responsible for preparation of this document.

Chapter 6 List of Acronyms. This chapter provides a list of abbreviations used throughout the document.

Chapter 7 References. This chapter identifies resources used in the preparation of this document.

CHAPTER 2
Project Description

2.1 Project Location

The proposed Project is located along Railroad Street, Grove Street from Railroad Street east to the eastern boundary of the City owned Old Town Plaza parcel, and the intersections of Elk Grove Boulevard and Railroad Street, and Grove Street and Railroad Street, in the City of Elk Grove in Sacramento County (**Figure 1** through **Figure 3**). The Project is located in an area of agricultural, commercial, and various residential land uses in the northeastern region of the City.

2.2 Project Description

2.2.1 2016 Initial Study/Mitigated Negative Declaration

The following is the Project description as described in the 2016 IS/MND:

The City of Elk Grove is proposing the Railroad Street Plaza Project which includes entitlements for (1) Capital Project Design Review to establish a multi-use plaza and pertinent infrastructure; (2) a General Plan Amendment to change the Project site's land use designation from Light Industry to Parks/Open Space; and, (3) an Old Town Special Planning Area Amendment to change the site's land use designation from Commercial to Public Plaza. The entitlements would allow the phased development of a multi-use plaza including a large covered structure with open sides, a restroom building, seating and gathering areas, and landscaping, as well as an adjacent surface parking lot. This Project was ultimately revised and updated in 2018 to include roadway improvements and an additional parking lot.

2.2.2 Updated Project Components

The City of Elk Grove (City) in coordination with the Department of Housing and Urban Development (HUD) proposes to construct roadway improvements on Railroad Street in the City of Elk Grove, California, as part of the Railroad Street Improvements Project (proposed Project).

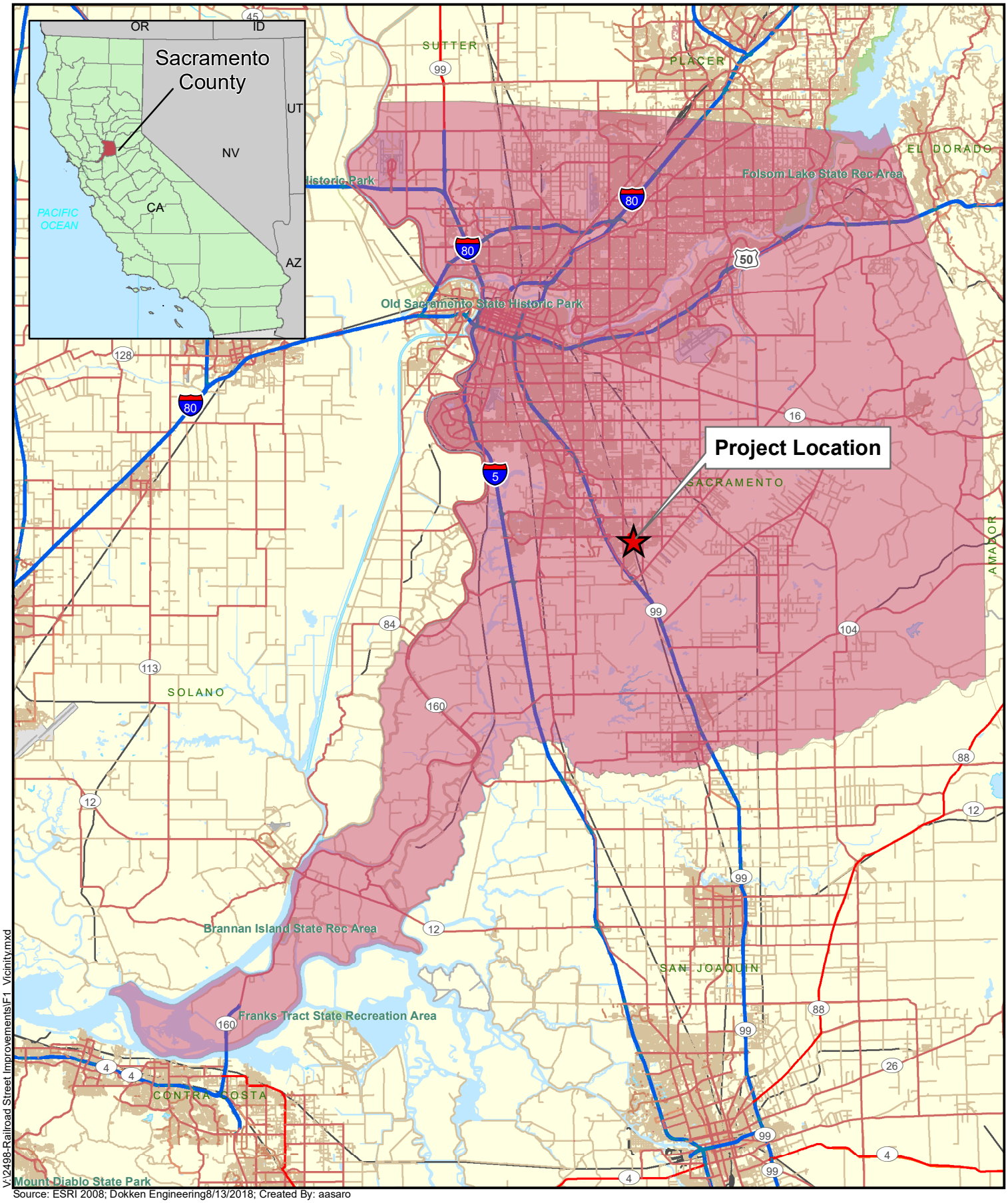
The proposed improvements would consist of road reconstruction, and construction of new curbs, gutters, accessible sidewalks and ramps, utilities, and two parking lots along an approximate 2,000-foot long segment of Railroad Street. These improvements are referred to as "Updated Project Components" throughout this document.

Sidewalks are proposed along the east and west sides of Railroad Street and along the north and south sides of Grove Street that tie into the intersections of Elk Grove Boulevard and Railroad Street and Grove Street and Railroad Street. An approximately 2,000-foot long segment of Railroad Street would be reconstructed. Ramp reconstruction is proposed at the intersection of Elk Grove Boulevard and Railroad Street and six accessible ramps would be constructed (two at the intersection of Grove Street and Railroad Street, two south of the intersection of Grove Street and Railroad Street, and two along Railroad Street). Two parking lots would also be constructed, one on the west side of Railroad Street adjacent to the historic Elk Grove Winery Warehouse and one on the east side of Railroad Street. New gas, sanitary sewer, and storm drain lines are proposed along Railroad Street and Grove Street.

The purpose of the proposed Project is to provide necessary improvements to Railroad Street and adjacent sidewalks in support of the City's goal to develop a multi-use plaza and pertinent infrastructure in the City's historic district.

The Project is needed for improved flow of traffic for travelers, as well as improved accessible ramps and sidewalks for safety and efficiency.

Permanent right-of-way acquisitions are anticipated along Railroad Street and Grove Street to accommodate the proposed Project. Temporary construction easements, utility easements, and encroachment permits may be needed on a limited basis to accommodate the installation of the proposed improvements. Existing private utilities will remain active during Project construction. No road closures are anticipated to occur and access to each residence will be maintained. Minor temporary detours for local traffic may take place. Construction is anticipated to last six months.



Source: ESRI 2008; Dokken Engineering8/13/2018; Created By: aasaro

V:\2498-Railroad Street Improvements\F1 Vicinity.mxd

0 5 10 15 Miles

FIGURE 1
Project Vicinity
Railroad Street Improvements Project
Elk Grove, Sacramento County, California

Source: ESRI World Street Maps Online; Dokken Engineering 11/12/2018; Created By: hsheldon

v:\1836_11thStBridge\Cultural\F2_Loc_10-12-10.mxd

0 0.25 0.5 0.75 1 Miles

FIGURE 2
Project Location
Railroad Street Improvements Project
Elk Grove, Sacramento County, California

V:\2498-Railroad Street Improvements\F3_Project Features_20180828.mxd

Source: ESRI Maps Online; Dokken Engineering 11/12/2018; Created By: hsheldon

1 inch = 138.1 feet

0 60 120 180 240 300 Feet

Figure 3
Project Features

Railroad Street Improvements Project
Elk Grove, Sacramento County, California

2.3 Funding

This Project is locally and Federally funded with Community Development Block Grant funds administered by HUD. As such, the Project requires compliance with both the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). The City is the lead agency for CEQA purposes and the responsible entity for NEPA purposes.

2.4 Project Construction

Analysis contained in this Supplemental IS/MND has taken into consideration activities within the entire Project Area, and all mitigation measures included as part of the Project would be implemented throughout these areas.

Construction would begin with the installation of construction and detour signs (if required), followed by full roadway closure, or partial lane closures, to conduct grinding and road preparation. Temporary Construction Easements (TCEs) would be obtained for construction equipment staging within adjacent commercial owned properties, and is included in this analysis. There are no permanent closures of permitted driveways anticipated to be required as part of the Project. There will be temporary closures of driveways for short durations (likely less than 4 hours at a time).

Construction of the Project is anticipated to take approximately 6 months, and is scheduled for Fall of 2019. Construction will be limited to between 7:00 AM and 6:00 PM on weekdays. Excavators, compactors, grinding machines, backhoes, bobcats, pavement scarifiers, rollers, and scrapers are large equipment that may potentially be used on the Project. Project construction could occur either at once (continuous) or in stages, depending on timing and scheduling constraints. Utility relocations will be coordinated with the corresponding utility companies and relocated prior to Project construction.

2.5 Required Project Approvals

As a requirement for implementation of the Project, the following permits, approvals, and concurrences would be required from the following agencies:

- City of Elk Grove City Council – Adoption of the MND; Mitigation, Monitoring, and Reporting Program (MMRP), and other actions associated with Project approval.
- State Historic Preservation Office (SHPO) – Section 106 Concurrence of No Adverse Effect.
- Department of Housing and Urban Development (HUD) National Environmental Policy Act (NEPA) Review: Environmental Assessment (EA).

2.6 California Native American Tribal Consultation

California Native American tribes that are traditionally and culturally affiliated with the Project Area have requested consultation pursuant to Public Resources Code Section 2100.3.1 and consultation has concluded at the time of this IS/MND. The State of California Native American Heritage Commission (NAHC) was contacted and provided a list of Native American tribes traditionally and culturally affiliated with the Project Area. Three of the California Native American tribes identified by the NAHC had previously contacted the City requesting to be notified of and consulted regarding proposed Projects within the City's jurisdiction, pursuant to Public Resources Code section 21080.3.1(b)(1): Ione Band of Miwok Indians, United Auburn Indian Community of the Auburn Rancheria, and Wilton Rancheria. Letters with information on the Project and requesting that tribes contact the City with any concerns regarding potential

impacts to cultural resources, including tribal cultural resources, were sent to each of the three tribes. Follow-up phone calls were also made to each of the three tribes. None of the tribes expressed concerns regarding potential impacts to tribal cultural resources that could result from the Project. Consultation has been concluded.

2.7 Other Project Assumptions

This IS/MND complies with all applicable State, Federal, and local codes and regulations including but not limited to the City of Elk Grove Improvement Standards, the Guidance Manual for On-Site Storm Water Quality Control Measures, the California Health and Safety Code, and the California Public Resources Code.

2.8 Technical Studies and Supporting Documentation

The following technical studies were conducted in support of this Supplemental IS/MND:

- Biological Resources Technical Report (Dokken Engineering), December 2018
- Cultural Resources Inventory Report/Historic Property Evaluation Report (Dokken Engineering), December 2018
- Railroad Street Plaza Initial Study with Mitigated Negative Declaration (Michael Baker International), November 2016

CHAPTER 3
Initial Study Checklist

This chapter explains the impacts that the proposed Project could have on the human, physical, and biological environments in the Project Area. It describes the existing environment that could be affected by the proposed Project, potential impacts from the modified Project, and proposed mitigation measures to avoid or reduce significant adverse impacts of the proposed Project.

As a Supplemental IS/MND, this document only discusses sections of the 2016 IS/MND document which have changed as a result of revisions in the Project design, changes in the environmental setting, changes in environmental circumstances (new laws or regulations), or changes in the anticipated environmental impacts. The following environmental sections of the 2016 IS/MND have not substantially changed and are not readdressed in this IS/MND: Aesthetics, Agricultural Resources, Geology/Soils, Greenhouse Gas Emissions, Land Use/Planning, Mineral Resources, Noise, Population/Housing, Public Services, Recreation, Transportation/Traffic, Utilities and Services Systems, and Mandatory Findings of Significance.

The following sections have changed as a result of the revisions in the proposed Project design, and are discussed in **Chapter 4** of this document:

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Hazards & Hazardous Materials
- Hydrology/Water Quality
- Tribal Cultural Resources
- Wildfire

The environmental factors checked below would be potentially affected by this Project, involving at least one impact that is a "potentially significant impact "as indicated by the checklist on the following pages. Although this Supplemental IS/MND only discusses the sections which have changed as a result of revisions in the Project design, all environmental factors potentially significantly impacted by the 2018 Project and the 2016 Project are included in the checklist below. All potentially significant impacts listed below have been reduced to a less than significant level through the implementation of mitigation measures. This checklist does not include sections with a less than significant impact or no impact.

☒ Aesthetics	☐ Agriculture and Forestry Resources	☒ Air Quality
☒ Biological Resources	☒ Cultural Resources	☒ Geology/Soils
☐ Greenhouse Gas Emissions	☒ Hazards & Hazardous Materials	☒ Hydrology/Water Quality
☐ Land Use/Planning	☐ Mineral Resources	☐ Noise
☐ Population/Housing	☐ Public Services	☐ Recreation
☐ Transportation/Traffic	☒ Tribal Cultural Resources	☐ Utilities/Service Systems
☐ Energy	☐ Wildfire	☒ Mandatory Findings of Significance

DETERMINATION:

On the basis of this initial study:

☐ I find that the proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the Project have been made by or agreed to by the Project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed Project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed Project, nothing further is required.

Signature	Date
Kevin Bewsey, P.E.	City of Elk Grove
Printed Name	For

3.1 Aesthetics

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
1. AESTHETICS — Would the Project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?	☐	☒	☐	☐
c) Substantially degrade the existing visual character or quality of public views of the site and its surroundings? If the Project is in an urbanized area, would the Project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area?	☐	☐	☒	☐

Discussion of Impacts

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

No Impact. See the approved 2016 IS/MND.

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

No Impact. The Project would require the removal of select trees to the east of Railroad Street to allow for the proposed improvements. No trees on private property are anticipated to be removed. The City would comply with the City's tree Preservation and Protection Chapter 19.12 and obtain a tree permit for any trees that need to be removed and meet the definition of a protected tree. With the implementation of measure AES-1 the proposed Project would have a less than significant impact on protected trees.

c) Substantially degrade the existing visual character or quality of public views of the site and its surroundings? If the Project is in an urbanized area, would the Project conflict with applicable zoning and other regulations governing scenic quality?

Less than Significant. In addition to the improvements proposed by the 2016 IS/MND, the Updated Project Components would change the visual character of the site due to the additional parking lots; however, as stated in the 2016 IS/MND, the Project site is surrounded by residential and nonresidential development and an active railroad line and is also routinely transformed for use as a special event site with temporary stages and other structures, as well as parking and lighting. Thus, development of the site, as proposed, would be a logical continuation of the surrounding development and use of the site. The Project site is designated by the Elk Grove General Plan as Light Industry (LI) and zoned Special Planning Area–Old Town (SPA-OT). The Project is consistent with the existing zoning for the corridor. No additional impacts or mitigation would occur as a result of the proposed Project other than what was discussed within the 2016 IS/MND.

d) Would the Project create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area?

Less than Significant Impact. Less than Significant Impact. The Updated Project Components would introduce new permanent light sources onto the site including pole-mounted street and parking lot lighting. Compliance with applicable City regulations and design guidelines would ensure Project lighting is designed in a manner that would minimize impacts to adjacent properties and the night sky. Therefore, this impact would be less than significant.

Applicable 2016 Mitigation Measures Incorporated

None.

Additional Project-Level Mitigation Measures

AES-1: The City shall protect in place, where feasible, all City trees that fall within four categories; landmark trees (19.12.030), trees of local importance (19.12.040), secured trees (19.12.050), and trees in the ROW or on City property (19.12.060). The City shall comply with City Code 19.12.070 and obtain a tree permit prior to removal of any protected trees pursuant to Chapter 19.12 Tree Preservation and Protection.

3.2 Agricultural and Forestry Resources

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
2. AGRICULTURAL AND FORESTRY RESOURCES — Would the Project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

Environmental Setting

No farmland occurs within or adjacent to the Project Area. The Project site is designated by the Farmland Mapping and Monitoring Program as Urban and Built-Up Land (DOC 2016) and zoned SPA-OT (Special Planning Area-Old Town) which does not permit agricultural uses or operations. Parcels in the Project Area are not enrolled in a Williamson Act contract.

The existing trees in the Project Area are not considered to be forestry resources per definitions of Public Resources Code (PRC) Section 12220(g), timberland as defined by PRC Section 4526, or timberland zoned Timberland Production per Government Code Section 51104(g).

Discussion of Impacts

a) *Would the Project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?*

No Impact. No Prime, Unique, or Farmland of Statewide Importance occurs within or adjacent to the Project Area. The Updated Project Components would have no impact on farmland.

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

No Impact. There are no parcels zoned for agricultural use or under a Williamson Act contract located within or directly adjacent to the project area; therefore, no impacts to agricultural resources would occur.

c) *Would the Project conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production?*

No Impact. Neither the City of Elk Grove nor Sacramento County contains any forestland or land zoned for forestland, timberland, or timberland production; therefore, no impact would occur.

d) *Would the Project result in the loss of forest land or conversion of forest land to non-forest use?*

No Impact. Neither the City of Elk Grove nor Sacramento County contains any forestland or land zoned for forestland, timberland, or timberland production; therefore, no impact would occur.

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

No Impact. No Prime, Unique, or Farmland of Statewide Importance occurs within or adjacent to the Project Area. The Updated Project Components would have no impact on farmland.

Applicable 2016 Mitigation Measures Incorporated

None.

Additional Project-Level Mitigation Measures

None required.

3.3 Air Quality

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
3. AIR QUALITY — Would the Project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
b) Result in a cumulatively considerable net increase of any criteria pollutant under an applicable Federal or State ambient air quality standard?	☐	☒	☐	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d) Result in other emissions (such as those leading to odors or dust) adversely affecting a substantial number of people?	☐	☐	☒	☐

Regulatory Setting

Commonly used indicators of ambient air quality conditions are existing concentrations of the following criteria pollutants: ozone, carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), lead, and particulate matter (PM). For particulate matter, two types are considered: less than or equal to 10 microns in diameter (PM_{10}) and particulate matter less than or equal to 2.5 microns in diameter ($PM_{2.5}$). These criteria pollutants are regulated by the EPA and ARB through national and California ambient air quality standards (NAAQS and CAAQS), respectively. The ARB and SMAQMD are responsible for ensuring these standards are met.

Ozone and NO2 are considered regional pollutants because they or their precursors affect air quality on a regional scale. Nitrogen oxides (NO_X) react photochemically with reactive organic gases (ROG) to form ozone. This reaction occurs at some distance downwind of the source of pollutants. Pollutants such as CO, SO_2, and lead are considered to be local pollutants that tend to accumulate in the air locally. Particulate matter is considered to be a local as well as a regional pollutant. The primary pollutants of concern in the Project Area are ozone, ROG, NO_X, CO, and PM.

In addition, toxic air contaminants (TACs) are of concern in the Project Area. Effects from TACs tend to be local rather than regional. The health effects of TACs can result from either acute or chronic exposure. Many types of cancer are associated with chronic TAC exposures. The majority of the estimated health risks from TACs can be attributed to a relatively few compounds, the most important being particulate matter from diesel-fueled engines ("diesel particulate matter" or DPM). There are no ambient air quality standards established for TACs.

Federal and State Air Quality Regulations

The Federal Clean Air Act (FCAA), as amended, is the primary Federal law that governs air quality while the California Clean Air Act is its companion State law. These laws, and related regulations by the EPA and ARB, set standards for the concentration of pollutants in the air. At the Federal level, these standards are called National Ambient Air Quality Standards (NAAQS). NAAQS and State ambient air quality standards have been established for six transportation-related criteria pollutants that have been linked to potential health concerns: CO, NO_2, ozone (O_3), PM, and SO_2. In addition, national and State standards exist for lead (PB) and State standards exist for visibility reducing particles, sulfates, hydrogen sulfide (H_2S), and vinyl chloride. The NAAQS and State standards are set at levels that protect public health with

a margin of safety, and are subject to periodic review and revision. Both State and Federal regulatory schemes also cover toxic air contaminants (air toxics); some criteria pollutants are also air toxics or may include certain air toxics in their general definition. Refer to Table 1 for State and Federal criteria air pollutant standards, effects, and sources.

Sacramento Metropolitan Air Quality Management District

Table 1. SMAQMD Thresholds of Significance

	Construction Phase	Operational Phase
Mass Emission Thresholds		
Nitrogen Oxide (NOx) (Ozone precursor)	85 pounds/day	65 pounds/day
Reactive Organic Gases (ROG) (VOC) (Ozone precursor)	None.	65 pounds/day
Particulate Matter (PM10)	Zero (0). If all feasible best available control technology (BACT) and BMPs are applied, then 80 pounds/day and 14.6 tons/year.	Zero (0). If all feasible BACT and BMPs are applied, then 80 pounds/day and 14.6 tons/year.
Particulate Matter (PM2.5)	Zero (0). If all feasible BACT and BMPs are applied, then 82 pounds/day and 15 tons/year.	Zero (0). If all feasible BACT and BMPs are applied, then 82 pounds/day and 15 tons/year.
Concentration Thresholds (Based on the California Ambient Air Quality Standard, identical threshold for both phases of development.		
Carbon Monoxide (CO)	20 ppm 1-hour standard (23 mg/m^3); 9 ppm 8-hour (10 mg/m^3)	
Nitrogen Dioxide (NO2)	0.18 ppm 1-hour standard (339 (339 µg/m^3); 0.03 ppm Annual Arithmetic Mean (57 µg/m^3)	
Sulphur Dioxide (SO2)	0.25 ppm 1-hour standard (665 µg/m^3); 0.04 ppm 24-hour standard (105 µg/m^3)	
Lead	1.5 µg/m^3 30-day average	
Visibility Reducing Particles	Extinction coefficient of 0.23 per kilometer - visibility of ten miles or more due to particles when relative humidity is less than 70 percent	
Sulfates	25 µg/m^3 24-hour standard	
Hydrogen Sulfide (H2S)	0.03 ppm (42 µg/m^3) 1-hour standard	
Vinyl Chloride	0.01 ppm (26 µg/m^3) 24-hour standard	

The SMAQMD's air quality management plans include control measures and strategies to be implemented to attain State and Federal ambient air quality standards in Sacramento County. The SMAQMD then implements these control measures as regulations to control or reduce criteria pollutant emissions from stationary sources or equipment. Applicable SMAQMD attainment plans include:

An 8-Hour Ozone Attainment and Reasonable Further Progress Plan and Revised 8-Hour Ozone Attainment and Reasonable Further Progress Plan.

The 2009, 8-Hour Ozone Attainment and Reasonable Further Program Plan describes measures to be

implemented by the air districts in the Sacramento Federal Nonattainment Area (SFNA) to achieve the 1997 ozone NAAQS. This plan includes the information and analyses to fulfill the Federal Clean Air Act (CAA) requirements for demonstrating reasonable further progress and attainment of the 1997, 8-hour ozone NAAQS for the Sacramento region. In addition, this plan establishes an updated emissions inventory projected for a 2019 attainment date, provides photochemical modeling results, proposes the implementation of reasonably available control measures, and sets new motor vehicle emission budgets for transportation conformity purposes for the reasonable further progress milestone years and the 2018 attainment year. The emission reduction strategy is based on reductions in both reactive organic gases (ROG) and nitrogen oxide (NOx) emissions. Future control measures include State and Federal control strategies (e.g., smog check program improvements and cleaner heavy-duty trucks and off-road equipment), local mobile source incentive programs, Sacramento Area Council of Governments' transportation control measures, a measure to reduce biogenic volatile organic compounds (VOC) from Sacramento's urban forest, indirect source rules related to construction and operation of development projects, and new and more stringent stationary source control rules (SMAQMD 2011).

In 2011, the air districts comprising the SFNA reviewed the 2009 Ozone Attainment Plan and concluded that certain stationary source control measures and transportation control measures would not be adopted or implemented within the time frames outlined in the plan. The air districts submitted a revision to CARB and USEPA. For the SMAQMD, the revision resulted in removal of two stationary source control measures (stationary internal combustion engines at major stationary sources and asphaltic concrete) and two indirect source review rule measures commitments, substitution of one transportation control measure (TCM) and rescheduling several stationary source measures and TCMs.

PM10 Implementation/Maintenance Plan and Redesignation Request for Sacramento County

On October 28, 2010, the SMAQMD Governing Board approved the PM10 maintenance plan and request for redesignation for the 1997 PM10 NAAQS (SMAQMD 2010a). In 2002, the USEPA officially determined that Sacramento County had attained the PM10 NAAQS by the December 31, 2000, attainment deadline. This plan fulfills the requirements for the USEPA to redesignate Sacramento County from nonattainment to attainment of the PM10 NAAQS through the following plan elements and tasks:

- Document the extent of the PM10 problem in Sacramento County;
- Determine the emission inventory sources contributing to the PM10 problem;
- Identify the appropriate control measures that achieved attainment of the PM10 NAAQS;
- Demonstrate maintenance of the PM10 NAAQS; and
- Request formal redesignation to attainment of the PM10 NAAQS (SMAQMD 2010a).

On December 7, 2010, following review of the maintenance plan and redesignation request, CARB submitted it to the USEPA for approval. The USEPA proposed redesignation of the area on July 24, 2013 and opened a public comment period for this action. Final USEPA approval of the redesignation is pending, as of this Draft EIR.

2009 Triennial Report and Plan Revision

This plan is intended to comply with the requirements of the California Clean Air Act (CCAA) as related to bringing the region into compliance with the California Ambient Air Quality Standards (CAAQS) for ozone. The SMAQMD has prepared several triennial progress reports that build upon the 1994 Sacramento Area Regional Ozone Attainment Plan. The 2009 Triennial Report and Plan Revision (SMAQMD 2010b) is the most recent report. The triennial progress report includes a current emission inventory and projected future inventories of ROG and NOx emissions in Sacramento County. The future inventories reflect population growth rates, travel, employment, industrial/commercial activities, and energy use, as well as controls imposed through local, State, and Federal emission reduction measures. The triennial report discusses rules that the SMAQMD has adopted during the previous three years, incentive programs that

have been implemented, and other measures that would supplement those in the Ozone Attainment Plan to achieve the required five percent per year reduction required by the CCAA.

The SMAQMD also has several rules that relate to the proposed Project, which are summarized below.

Rule 201 – General Permit Requirements: Requires any project that includes the use of certain equipment capable of releasing emissions to the atmosphere as part of project operation to obtain a permit from the SMAQMD prior to operation of the equipment. The applicant, developer, or operator of a project that includes an emergency generator, boiler, or heater should contact the SMAQMD to determine if a permit is required. Portable construction equipment with an internal combustion engine over 50 horsepower are required to have a SMAQMD permit or a CARB portable equipment registration.

Rule 401 – Ringelmann Chart: Prohibits individuals from discharging into the atmosphere from any single source of emissions whatsoever any air contaminant whose opacity exceeds certain specified limits.

Rule 402 – Nuisance: To protect the public health, Rule 402 prohibits any person from discharging such quantities of air contaminants that cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public.

Rule 403 – Fugitive Dust: Requires a person to take every reasonable precaution not to cause or allow the emissions of fugitive dust from being airborne beyond the property line from which the emission originates, from construction, handling or storage activity, or any wrecking, excavation, grading, clearing of land or solid waste disposal operation.

Rule 453 – Cutback and Emulsified Asphalt Paving Materials: Asphalt paving operations that may be associated with implementation of a project would be subject to Rule 453. This rule applies to the manufacture and use of cutback asphalt and emulsified asphalt for paving and maintenance operations.

Rule 902 – Asbestos: To protect the public health and the environment, Rule 902 sets specific procedures to follow regarding handling, transport, and disposal of asbestos containing materials.

The Guide to Air Quality Assessment in Sacramento County also provides methods to analyze air quality impacts from plans and projects, including screening criteria, thresholds of significance, calculation methods, as well as mitigation measures that help assist lead agencies in complying with the CEQA. These guidelines require that basic construction emission control practices be implemented for emissions regardless of the significance determination.

<u>The Sacramento Valley Basinwide Air Pollution Control Council</u>
The Sacramento Valley Basinwide Air Pollution Control Council (Control Council) is authorized pursuant to California Health and Safety Code Section (HSC) section 40900 (SMAQMD 2016) to carry out the following activities relevant to the proposed Project pursuant to State Law and the CCR (reference HSC Section 41865 and Section 41866; CCR Section 80100 et seq.):

- Assist Districts in the Sacramento Valley Air Basin in coordinating all air pollution control activities to ensure that the entire Sacramento Valley Air Basin is, or will be, in compliance with the requirements of State and Federal law.

Existing Ambient Air Quality

As shown in Table 2, the SMAQMD is classified as non-attainment for ozone (State and Federal), PM_{10} (State and Federal), and $PM_{2.5}$ (Federal). Federal and State air quality laws require regions designated as nonattainment to prepare plans that either demonstrates how the region will attain the standard or that

demonstrate reasonable improvement in air quality conditions. As noted, the SMAQMD is responsible for developing attainment plans for the SMAQMD, for inclusion into California's State Implementation Plan (SIP).

Table 2: Sacramento Air Quality Management District (SMAQMD) Attainment Status

Pollutant	Designation/Classification	
	Federal Standards	State Standards
Ozone – one hour	No Federal Standard	Nonattainment
Ozone – eight hour	Nonattainment	Nonattainment
PM_{10}	Attainment	Nonattainment
$PM_{2.5}$	Nonattainment	Attainment
CO	Attainment/Unclassified	Attainment
Nitrogen Dioxide	Attainment/Unclassified	Attainment
Sulfur Dioxide	Unclassified	Attainment
Lead	Unclassified/Attainment	Attainment
Hydrogen Sulfide	No Federal Standard	Unclassified
Sulfates	No Federal Standard	Attainment
Visibility Reducing Particles	No Federal Standard	Unclassified

SOURCE: ARB 2016.

Using SMAQMD's Guide to Air Quality Assessment to screen Thresholds of Significance for criteria pollutants, applicable air quality rules and regulations, and the CEQA Environmental Checklist for guidance, the following Thresholds of Significance for evaluating potential impacts were established. These thresholds are evaluated based on Project estimates from the SMAQMD Roadway Construction Emissions Model Version 8.1.0 to determine whether potential air quality impacts from the proposed Project would be significant (Appendix B). A potential impact would be significant if the proposed Project has:

- Construction emissions of NO_x above 85 pounds per day;
- Operational emissions of NO_x or ROG above 65 pounds per day;
- Violation of any air quality standard or contribute substantially to an existing or projected air quality violation;
- Any increase in PM_{10} concentrations unless all feasible Best Available Control Technology (BACT) and Best Management Practices (BMPs) have been applied then increases above 80 pounds per day or 14.6 tons per year.
- CO concentrations that exceed the 1-hour State ambient air quality standard (i.e., 20.0 ppm) or the 8-hour State ambient standard (i.e., 9.0 ppm); or
- Exposure of sensitive receptors to substantial pollutant concentrations.

Ambient air quality standards have not been established for toxic air contaminants (TAC). TAC exposure is deemed to be significant if:

- TAC exposures create a risk of 10 in 1 million for stationary sources, or substantially increase the risk of exposure to TACs from mobile sources.

Environmental Setting

The Project is located within Sacramento County in the Sacramento Valley Air Basin (SVAB) in an area under jurisdiction of the Sacramento Metropolitan Air Quality Management District (SMAQMD) at the local level, the California Air Resources Board (ARB) at the State level, and the U.S. Environmental Protection Agency (EPA) at the Federal level.

Discussion of Impacts

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

No Impact. The Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan (2013 SIP Revisions) (SMAQMD 2013), which addresses attainment of the Federal 8-hour ozone standard, and the 2015 Triennial Report and Plan Revision (SMAQMD 2009), are the latest plans issued by the SMAQMD, which incorporate land use assumptions and travel demand modeling from the Sacramento Area Council of Governments (SACOG). To determine compliance with the applicable air quality plan, the SMAQMD recommends comparing the Project to the SACOG growth projections included in the *Metropolitan Transportation Plan/Sustainable Communities Strategy* (MTP/SCS) (SACOG 2016), a comparison of the Project's projected vehicle-miles travelled (VMT) and population growth rate. There would be no employment, housing units, or population generated by the proposed Project. In addition, the proposed Project would only consist of improving Railroad Street and would not result in an increase in daily VMT. Therefore, the proposed Project would not conflict with or obstruct implementation of applicable air quality plans and would result in no impact.

b) Would the Project Result in a cumulatively considerable net increase of any criteria pollutant under an applicable Federal or State ambient air quality standard?

Less than Significant with Mitigation. Construction of the proposed Project is anticipated to take approximately 6 months, and is scheduled for summer of 2019. Construction emissions were estimated for the proposed Project using the methods contained in SMAQMD's *Guide to Air Quality Assessment in Sacramento County* (SMAQMD 2009). The California Emissions Estimator Model (CalEEMod v2016.3.1) was used to quantify construction NO_X, PM_{10}, and $PM_{2.5}$ emissions from off-road equipment, haul trucks on-road worker trips associated with roadway construction. The construction emissions for the worst-case day for each construction year compared to SMAQMD significance thresholds can be found in Table 3. The emissions model can be found in Appendix B.

Table 3: Construction Emissions (lbs/day)

Phase	ROGs	CO	NO_x	PM_{10}	Exhaust PM_{10}	Fugitive Dust PM_{10}
Grubbing/Land Clearing	0.91	6.58	10.33	2.94	0.44	2.50
Grading/Excavation	5.39	44.05	58.44	5.21	2.71	2.50
Drainage/Utilities/Sub-Grad	4.57	38.14	46.31	4.78	2.28	2.50
Paving	1.64	17.08	16.02	0.98	0.98	-
Maximum (pound/day)	5.39	44.05	58.44	5.21	2.71	2.50
Total (tons/construction Project)	0.27	2.26	2.84	0.28	0.14	0.14

Source: Road Construction Emissions Model, Version 8.1.0

Based on the modeling results, estimated emissions from the proposed Project would not exceed the thresholds established for key criteria pollutants in the SMAQMD air quality planning documents with BACT and BMPs implemented. Although the proposed Project would temporarily cause localized increases in emission levels, the Project would be less than the SMAQMD thresholds of significance for all criteria pollutants. Because construction and operational emissions are expected to be well below the thresholds, the proposed Project is not expected to violate any air quality standards. The proposed Project consists of constructing a multi-use plaza with pertinent infrastructure and roadway improvements. The proposed Project would not increase the capacity of a roadway; therefore, no additional trips or delays are expected to result from the proposed Project. The proposed Project would not exceed the threshold for NOx (85 lbs/day).

SMAQMD has established screen-level criteria for the assessment of significant impacts from construction-related emissions of fugitive dust. These criteria are based on a project's maximum actively disturbed area. Construction activities that would disturb less than 15.0 acres per day would be required to implement the appropriate level of mitigation, identified by the SMAQMD as "Basic Construction Emission Control Practices," for all projects to further minimize construction-related impacts regardless of the CEQA significance determination. Best management practices (BMPs) have been included from the "Basic Construction Emission Control Practices" to reduce construction-related emissions of fugitive dust. See Question A for the City Code: 15.40.050 and 15.44.170; SMAQMD Rule 403 (Fugitive Dust) and their Basic Construction Emissions Control Practices. Based on the factors presented above, the proposed Project would be consistent with the goals of the SMAQMD through the implementation of measure AIR-1. Therefore, impacts are less than significant with mitigation incorporated.

Temporary and Permanent Construction Impacts

The proposed Project would have short-term impacts resulting from the following construction-related sources: 1) construction and demolition equipment emissions; and 2) dust from construction operations.

As shown in Table 2, the proposed Project is located in a nonattainment area for 1-hour Ozone for State standards, nonattainment area for 8-hour Ozone for both Federal and State standards, and nonattainment area for Particulate Matter under 2.5 micrometers for Federal standards and State standards.

Temporary/Construction Impacts

During construction, short-term degradation of air quality may occur due to the release of particulate emissions (airborne dust) generated by excavation, grading, hauling, and other activities related to construction. Emissions from construction equipment also are anticipated and would include CO, NOx, volatile organic compounds (VOCs), directly-emitted particulate matter (PM10 and PM2.5), and toxic air contaminants such as diesel exhaust particulate matter. Ozone is a regional pollutant that is derived from NOx and VOCs in the presence of sunlight and heat.

Heavy trucks and construction equipment powered by gasoline and diesel engines would generate CO, SO2, NOx, VOCs and some soot particulate (PM10 and PM2.5) in exhaust emissions. If construction activities were to increase traffic congestion in the Project Area, CO and other emissions from traffic would increase slightly while those vehicles are delayed. These emissions would be temporary and limited to the immediate area surrounding the construction site and detour area. The estimated construction related emissions of NOx is 58.44 lbs/day, which is well under the 85 lbs/day threshold (see Appendix B for the Air Quality Model Results).

Dust generated will result in a temporary, local impact, limited to areas of construction. Dust control practices will be incorporated into the proposed Project to mitigate this potential impact. The dust control practices will comply with the SMAQMD Rule 403 (Fugitive Dust) and their Basic Construction Emissions Control Practices. The general requirements of Rule 403 are:

301 Limitations: A person shall take every reasonable precaution not to cause or allow the emissions of fugitive dust from being airborne beyond the property line from which the emission originates, from any construction, handling or storage activity, or any wrecking, excavation, grading, clearing of land or solid waste disposal operation. Reasonable precautions shall include, but are not limited to:

301.1 Use, where possible, of water or chemicals for control of dust in the demolition of existing buildings or structures, construction operations, the construction of roadways or the clearing of land.

301.2 Application of asphalt, oil, water, or suitable chemicals on dirt roads, materials stockpiles, and other surfaces which can give rise to airborne dusts; and

301.3 Other means approved by the Air Pollution Control Officer.

To further reduce temporary Project-specific impacts, implementation of AIR-1 and AIR-2 would occur.

Permanent Impacts

The proposed Project will not change traffic volumes within or adjacent to the Project Area; therefore, no permanent impacts related to air quality will occur.

c) Would the Project expose sensitive receptors to substantial pollutant concentrations?

Less than Significant. Although the nearest sensitive receptors are residences located approximately 30 feet from the Project Area, construction activities, which involve the use of diesel-powered equipment, are short-term and emissions are expected to be well below the thresholds. Operational emissions are not expected to increase, as discussed in question C. Despite a low-impact expectation for this Project, measures for construction activities are still recommended to further reduce impacts on sensitive receptors.

SMAQMD defines sensitive receptors as facilities that house or attract children, the elderly, people with illnesses, or others who are especially sensitive to the effects of air pollutants or may experience adverse effects from unhealthful concentrations of air pollutants. Hospitals, clinics, schools, convalescent facilities, and residential areas are examples of sensitive receptors. The nearest sensitive receptors in the vicinity of the Project site are residences approximately 30 feet from the road along Railroad Street.

Construction activities are anticipated to involve the operation of diesel-powered equipment. In 1998, the CARB identified diesel exhaust as a TAC. Cancer health risks associated with exposures to diesel exhaust typically are associated with chronic exposure, in which a 70-year exposure period often is assumed. Although elevated cancer rates can result from exposure periods of less than 70 years, acute exposure (i.e., exposure periods of 2 to 3 years) to diesel exhaust typically are not anticipated to result in an increased health risk because acute exposure typically does not result in exposure concentrations that would represent a health risk. Health impacts associated with exposure to diesel exhaust from Project construction are anticipated to be less than significant because construction activities are expected to occur well below the 70-year exposure period used in health risk assessments. Additionally, emissions would be short-term and intermittent in nature, and therefore would not generate TAC emissions at high enough exposure concentrations to represent a health hazard. Therefore, construction of the proposed Project is not anticipated to result in an elevated cancer risk to exposed persons. Odors from construction may occur during activities such as laying pavement; however, these activities would be intermittent and short-term in nature; therefore, potential effects related to air quality and odors would be less than significant. To further reduce temporary Project-specific impacts, implementation of AIR-1 and AIR-2 would occur.

Asbestos

A review of information available through United States Geological Survey (USGS) indicated that the nearest ultramafic rock formation potentially associated with naturally occurring asbestos (NOA) is approximately 25 miles northeast of the Project Area, along the eastern banks of Folsom Lake (USGS 2015).

Observations made during the site reconnaissance indicate that the proposed Project Area is composed of unpainted concrete and/or asphalt, bare earth, gravel, and vegetation; therefore, analysis for lead-containing structures prior to construction is not warranted.

e) Would the Project result in other emissions (such as those leading to odors or dust) affecting a substantial number of people?

Less than Significant. While offensive odors rarely cause any physical harm, they can still be very unpleasant, leading to considerable distress among the public and often generating citizen complaints to local governments and the SMAQMD. The occurrence and severity of odor impacts depends on numerous factors, including the nature, frequency, and intensity of the source, the design and ability for noxious odors to be generated in the first place, the wind speed and direction, and the sensitivity of the receptor. The nearest sensitive receptors in the vicinity of the Project site who could be affected by odors are residences and businesses approximately 30 feet from the proposed Project Area.

Diesel fumes from construction equipment are often found to be objectionable; however, operation of diesel equipment on site is short term and intermittent and construction is temporary. Operation of diesel equipment would comply with Federal, State, and local regulations, including with all applicable SMAQMD rules and regulations as part of the construction specifications, which would limit construction-related odorous emissions. Therefore, construction of the proposed Project would not be expected to create objectionable odors affecting a substantial number of people and would have a less than significant impact.

Applicable 2016 Mitigation Measures Incorporated

None.

Additional Project-Level Mitigation Measures

AIR-1: Sacramento Metropolitan Air Quality Management District's Rule 403 - Fugitive Dust would be followed. The general requirements of Rule 403 are: 301 Limitations: A person shall take every reasonable precaution not to cause or allow the emissions of fugitive dust from being airborne beyond the property line from which the emission originates, from any construction, handling or storage activity, or any wrecking, excavation, grading, clearing of land or solid waste disposal operation. Reasonable precautions shall include, but are not limited to:

- **301.1** Use, where possible, of water or chemicals for control of dust in the demolition of existing buildings or structures, construction operations, the construction of roadways or the clearing of land.
- **301.2** Application of asphalt, oil, water, or suitable chemicals on dirt roads, materials stockpiles, and other surfaces which can give rise to airborne dusts; and
- **301.3** Other means approved by the Air Pollution Control Officer.

AIR-2: Basic Construction Emission Control Practices – California regulations limit idling from both on-road and off-road diesel-powered equipment. The California Air Resources Board enforces the idling limitations. The following practices describe exhaust emission control from diesel powered fleets working at a construction site:

- Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to five minutes [required by CCR, Title 13, Sections 2449(d)(3) and 2485]. Provide clear signage that posts this requirement for workers at the entrances to the site. Although not required by local or State regulation, many construction companies have equipment inspection and maintenance programs to ensure work and fuel efficiencies.
- Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic and determined to be running in proper condition before it is operated.

3.4 Biological Resources

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
4. BIOLOGICAL RESOURCES — Would the Project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
c) Have a substantial adverse effect on State or Federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☒	☐	☐
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☒	☐	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan?	☐	☐	☐	☒

This section relies upon the information and findings presented in the Biological Resources Technical Report prepared by Dokken Engineering (2018). Additional details on background context and biological resources identified are presented in the technical report.

Regulatory Setting

There are Federal, State, and local requirements for the protection of plant and wildlife species, their habitats, and other biological resources. The regulatory setting outlines the laws and regulations relevant to proposed Project.

Federal Regulations

National Environmental Policy Act

NEPA provides an interdisciplinary framework for environmental planning by Federal agencies and contains action-forcing procedures to ensure that Federal agency decision makers take environmental factors into account. NEPA applies whenever a Federal agency proposes an action, grants a permit, or agrees to fund or otherwise authorize any other entity to undertake an action that could possibly affect environmental resources. The City is the NEPA representative for the Proposed Project.

Federal Endangered Species Act

The Federal Endangered Species Act (FESA) of 1973 (16 U.S.C. section 1531 et seq.) provides for the conservation of endangered and threatened species listed pursuant to Section 4 of the Act (16 U.S.C. section 1533) and the ecosystems upon which they depend. These species and resources have been identified by the United States Fish and Wildlife Service (USFWS).

Clean Water Act

The Clean Water Act (CWA) was enacted as an amendment to the Federal Water Pollutant Control Act of 1972, which outlined the basic structure for regulating discharges of pollutants to Waters of the United States (U.S.). CWA serves as the primary Federal law protecting the quality of the nation's surface waters, including lakes, rivers, and coastal wetlands. CWA empowers the U.S. EPA to set national water quality standards and effluent limitations, and includes programs addressing both point-source and non-point-source pollution. Point-source pollution originates or enters surface waters at a single, discrete location, such as an outfall structure or an excavation or routine maintenance site. Non-point-source pollution originates over a broader area and includes urban contaminants in storm water runoff and sediment loading from upstream areas. CWA operates on the principle that all discharges into the nation's waters are unlawful unless they are specifically authorized by a permit; permit review is CWA's primary regulatory tool.

The Regional Water Quality Control Board (RWQCB) has jurisdiction under Section 401 of CWA and regulates any activity which may result in a discharge to surface waters. Typically, the areas subject to jurisdiction of the RWQCB coincide with those of the United States Army Corps of Engineers (USACE) (i.e., waters of the U.S. including any wetlands). The RWQCB also asserts authority over "waters of the State" under waste discharge requirements pursuant to the Porter-Cologne Water Quality Control Act.

Executive Order 13112: Prevention and Control of Invasive Species

Executive Order (EO) 13112 (signed February 3, 1999) directs all Federal agencies to prevent and control introductions of invasive species in a cost-effective and environmentally sound manner. The EO requires consideration of invasive species in NEPA analyses, including their identification and distribution, their potential impacts, and measures to prevent or eradicate them.

Executive Order 13186: Migratory Bird Treaty Act

EO 13186 (signed January 10, 2001) directs each Federal agency taking actions that could adversely affect migratory bird populations to work with USFWS to develop a Memorandum of Understanding that will promote the conservation of migratory bird populations. Protocols developed under the Memorandum of Understanding will include the following agency responsibilities:

- Avoid and minimize, to the maximum extent practicable, adverse impacts on migratory bird resources when conducting agency actions;
- Restore and enhance habitat of migratory birds, as practicable; and
- Prevent or abate the pollution or detrimental alteration of the environment for the benefit of migratory birds, as practicable.

The EO is designed to assist Federal agencies in their efforts to comply with the Migratory Bird Treaty Act (MBTA) (50 Code of Federal Regulations [CFR] 10 and 21) and does not constitute any legal authorization to take migratory birds. Take is defined under the MBTA as "the action of or attempt to pursue, hunt, shoot, capture, collect, or kill" (50 CFR 10.12) and includes intentional take (i.e., take that is the purpose of the

activity in question) and unintentional take (i.e., take that results from, but is not the purpose of, the activity in question).

State Regulations

California Environmental Quality Act

CEQA is a State law created to inform governmental decision-makers and the public about the potential, significant environmental effects of proposed activities and to work to reduce these negative environmental impacts. The City is the CEQA lead agency for this Project.

California Endangered Species Act

The California Endangered Species Act (CESA) (California Fish and Game (CFG) Code Section 2050 et seq.) requires the California Department of Fish and Wildlife (CDFW) to establish a list of endangered and threatened species (Section 2070) and to prohibit the incidental taking of any such listed species except as allowed by the Act (Sections 2080-2089). In addition, CESA prohibits take of candidate species (under consideration for listing).

CESA also requires CDFW to comply with CEQA (Pub. Resources Code Section 21000 et seq.) when evaluating incidental take permit applications (CFG Code Section 2081(b) and California Code Regulations, Title 14, section 783.0 et seq.), and the potential impacts a project or activity for which the application was submitted may have on the environment. CDFW's CEQA obligations include consultation with other public agencies which have jurisdiction over a project or activity [California Code Regulations, Title 14, Section 783.5(d)(3)]. CDFW cannot issue an incidental take permit if issuance would jeopardize the continued existence of the species [CFG Code Section 2081(c); California Code Regulations, Title 14, Section 783.4(b)].

Section 3503 and 3503.5: Bird and Raptors

CFG Code Section 3503 prohibits the destruction of bird nests and Section 3503.5 prohibits the killing of raptor species and destruction of raptor nests. There are trees present within the BSA which could contain nesting sites.

Section 3513: Migratory Birds

CFG Code Section 3513 prohibits the take or possession of any migratory non-game bird as designated in the MBTA or any part of such migratory non-game bird except as provided by rules and regulations adopted by the Secretary of the Interior under provisions of the MBTA.

Local Regulations

City of Elk Grove Swainson's Hawk Program

In 2003, the City established and adopted Chapter 16.130 (Swainson's Hawk Impact Mitigation Fees) of the Elk Grove Municipal Code, which establishes mitigation policies tailored for projects in Elk Grove that have been determined through the CEQA process to result in a "potential significant impact" on Swainson's hawk foraging habitats (City of Elk Grove, 2018). Chapter 16.130 serves as a conservation strategy that is achieved through the selection of appropriate replacement lands and through management of suitable habitat value on those lands in perpetuity. To mitigate for the loss of foraging habitat in the City, Chapter 16.130 allows a project applicant to provide mitigation by one or a combination of the following options:

1. *Provide direct land preservation* to the City by fee title or conservation easement on a per acre basis (one-to one mitigation ratio), including an endowment for easement monitoring. Interests in mitigation lands are to be held in trust by an entity acceptable to the City and/or the City in perpetuity.
2. *Purchase mitigation credits* at an accredited mitigation bank that is acceptable to the City and California Department of Fish and Wildlife.
3. *Purchase credits from a property owner* with eligible credits for projects in Elk Grove that is acceptable to the City and California Department of Fish and Wildlife.
4. *Provide other instruments* to preserve suitable habitat as determined by the City under 16.130.110 of its Municipal Code.

Protected Trees

Many trees provide habitat and food to numerous bird and wildlife species. The City wants to preserve existing trees when reasonably possible, and has acknowledged the importance of preserving mature trees through adoption of their tree preservation and protection ordinance. The City's tree ordinance protects trees that fall within four categories; landmark trees (19.12.030), trees of local importance (19.12.040), secured trees (19.12.050), and trees in the ROW or on City property (19.12.060).

Studies Required

Literature Search

Prior to field work, literature research was conducted through the USFWS Information for Planning and Consultation (IPaC) official species list generator, the CDFW California Natural Diversity Database (CNDDB) and the California Native Plant Society (CNPS) Electronic Inventory of Rare and Endangered Plants to identify habitats and special-status species having the potential to occur within the BSA (Appendix C). Table 4 provides a comprehensive list of the species generated from the online database searches and presents specific characteristics, habitat requirements, and potential for occurrence for each species.

Survey Methods

Prior to field surveys, the BSA was defined as the proposed Project impact area and an approximate 100-foot buffer to accommodate any changes to the Project limits or design and to facilitate construction (Figure 3. Project Features). Habitat assessment and analysis of historic occurrences were conducted to determine the potential for each of these species to occur within the BSA.

Biological surveys and habitat assessment included walking through the BSA, observing vegetation communities, compiling notes on observed flora and fauna, and assessing the potential for existing habitat to support sensitive plants and wildlife. Additionally, a jurisdictional delineation was conducted to identify jurisdictional Waters of the United States and State of California within the BSA. All plant and wildlife observations were recorded and are discussed in Chapter 3 of this document.

Personal Survey Dates

A biological field survey was conducted on August 29, 2018 by Dokken Engineering biologist Courtney Owens. Habitat assessments were conducted within the BSA to assess the vegetative communities present, identify biological resources which may be impacted by the proposed Project, and evaluate the potential for special-status species to occur on-site.

Agency Coordination and Professional Contacts

United States Fish and Wildlife Service
On August 30, 2018, an official species list was obtained from USFWS of Federal Endangered and Threatened species that could occur in the vicinity of the proposed Project (Appendix C: USFWS Species List).

California Department of Fish and Wildlife

On August 14, 2018, a six-quadrangle list of species with potential to occur in the proposed Project vicinity was obtained from CDFW's CNDDB (Appendix C: CNDDB Species List).

California Native Plant Society
On August 14, 2018, a six-quadrangle list of plant species with potential to occur in the proposed Project vicinity was obtained from the CNPS Inventory of Rare and Endangered Plants of California (Appendix C: CNPS Species List).

Environmental Setting

Study Area

Prior to field surveys, the BSA was established by creating a 100-foot buffer around all permanent and temporary impacts, including proposed right-of-way, construction easements, cut and fill limits, and potential staging areas. From north to south, the BSA is approximately 2,100 feet and from east to west, the BSA ranges from approximately 380-590 feet. The approximate total of the BSA is 26 acres.

Physical Conditions

Regionally, the BSA is located in the City of Elk Grove in Sacramento County, within the Great Valley floristic region and ecological Sacramento Valley subsection (Cal-IPC 2018). The Sacramento Valley experiences Mediterranean conditions. Average summer highs reach approximately 90 degrees Fahrenheit (F) and winter lows reach approximately 50 degrees Fahrenheit (F), with up to 18.51 inches of precipitation annually (US Climate Data 2018). The BSA occurs at an elevation of approximately 50 feet above mean sea level (amsl) and includes an unnamed channel. The dominate soil type in the Project Area is San Joaquin-Urban land complex and the secondary soil type is San Joaquin-Durixeralfs complex, 0 to 1 percent slopes (NRCS 2018). Vegetation communities within the BSA include annual grassland, ornamental landscaping/lawn and riparian vegetation.

Biological Conditions in the Study Area

<u>Waters and Riparian Vegetation</u>
An unnamed channel is present at the southwest end of the Project Area (Figure 4. Vegetation Communities Within the BSA). Approximately 0.14 acre (350 linear feet) (0.46%) of an unnamed channel resides within the BSA. Native riparian trees are present along the banks of the channel; and include big leaf maple (*Acer macrophyllum*), black walnut (*Juglans nigra*), black willow (*Salix nigra*) and valley oak (*Quercus lobata*). This riparian habitat occupies approximately 0.3 acres (1%) of the BSA.

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Source: ESRI Maps Online; Dokken Engineering 11/12/2018; Created By: hsheldon

1 inch = 158.64 feet

0 80 160 240 320 400 Feet

Figure 4
Vegetation Communities within the BSA

Railroad Street Improvements Project
Elk Grove, Sacramento County, California

The unnamed channel within the Project Area was assessed for Federal and State jurisdictional waters status. The bottom of the channel is concrete lined and the banks are dominated by non-native vegetation and scattered riparian trees. The channel is used to convey excess water runoff from the surrounding roadways and neighborhoods during the rainy season.

Grassland

Disturbed annual grassland habitat is concentrated around the railroad in the western portion of the BSA. Annual grassland habitat is defined as an herbaceous habitat that is a highly disturbed community dominated by non-native naturalized grasses and exhibits low levels of diversity. Non-native annual grasslands in the Project Area are overgrown and have out competed native grasses. Dominant grasses consisted mainly of Bermuda grass (*Cynodon dactylon*), cheat grass (*Bromus tectorum*), Italian rye (*Festuca perennis*), rip gut (*Bromus diandrus*) and wild oat (*Avena fatua*). Disturbed grassland occupies 4.3 acres (16.5%) of the BSA.

Barren

Approximately 2.8 acres (10.7%) of barren areas exist within the BSA. Barren areas have exposed dirt and contain no vegetative cover or man-made structure.

Roadway

Approximately 3,700 linear feet (9.6%) of local roadways occur within the BSA. Roadway areas contain zero percent cover and include the paved residential streets and Railroad Street Highland. Roadways are characterized as artificial/man-made and are characterized as highly disturbed areas.

Urban Development

Urban development is defined as commercial and residential structures found throughout the BSA. Urban development also includes the ornamental landscaping and lawns which are concentrated around residential housing and found within Russell Park. Ornamental landscaping consists of native and non-native species; such as Kentucky bluegrass (*Poa pratensi*s), rose (*Rosa* spp.), and redwood trees (*Sequoia sempervirens*). Urban development comprises approximately 13 acres (50%) of the BSA.

Wildlife

Wildlife present within the BSA is limited to species typically found in the temperate climate of the California Central Valley. The habitat within and adjacent to the BSA is described as highly disturbed and fragmented by residential parcels and cleared lots. A complete list of wildlife species observed, or identified within the BSA during the biological surveys and habitat assessment is provided in Appendix E of the Biological Technical Report.

Habitat Connectivity

The CDFW Biogeographic Information & Observation System (2014c) was reviewed to determine if the BSA is located within an Essential Connectivity Area. The BSA does not occur within an Essential Connectivity Area; therefore, the Project is not likely to adversely affect local migratory corridors.

Regional Species and Habitats and Natural Communities of Concern

Plant and animal species are considered to have a special-status if they have been listed as such by Federal or State agencies or by one or more special interest groups, such as CNPS. Prior to the field survey, literature searches were conducted using USFWS IPaC, CDFW CNDDB, and CNPS databases to identify regionally sensitive species with potential to occur within the BSA. Table 4 provides a list of regional species of special concern returned by the database searches, describes the habitat requirements for each species, and States if the species was determined to have potential to occur within the BSA.

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Table 4: Special-Status Species with Potential to Occur in Project Vicinity

Common Name	Species Name	Status		General Habitat Description	Habitat Present	Potential for Occurrence and Rationale
Amphibian Species						
California Red-legged Frog	*Rana draytonii*	Fed: State: CDFW:	T -- SSC	The California red-legged frog occupies a fairly distinct habitat, combining both specific water (aquatic) and upland (terrestrial) components. California red-legged frog habitat includes nearly any area within 1-2 miles of a breeding site that stays moist and cool through the summer; this includes non-breeding aquatic habitat in pools of slow-moving streams, perennial or ephemeral ponds, and upland sheltering habitat such as rocks, small mammal burrows, logs, densely vegetated areas, and even, man-made structures (i.e. culverts, livestock troughs, spring-boxes, abandoned sheds). Breeding sites are generally found in deep, still or slow-moving water (greater than 2.5 feet) and can have a wide range of edge and emergent cover amounts. California red-legged frogs can breed at sites with dense shrubby riparian or emergent vegetation, such as cattails, tules, or overhanging willows or can proliferate in ponds devoid of emergent vegetation and any apparent vegetative cover (i.e., stock ponds). Breeds from late November to late April. Occurs from elevations near sea level to 5,200 ft.	A	**Presumed Absent:** The Project Area lacks densely vegetated areas, emergent vegetation and upland habitat required by the species. Furthermore, there are no CNDDB occurrences within 10 miles of the Project Area. Due to the lack of documented occurrence within the area and lack of suitable aquatic habitat, the species is presumed absent from the Project Area.
California Tiger Salamander	*Ambystoma californiese*	Fed: State: CDFW:	T --- SSC	Inhabits annual grasslands and the grassy understory of Valley-Foothill Hardwood communities. Requires underground refuges, especially ground	A	**Presumed Absent:** The Project Area lacks annual grasslands, vernal pools and is not located within a valley-foothill hardwood habitat. There is one CNDDB occurrence

Common Name	Species Name	Status		General Habitat Description	Habitat Present	Potential for Occurrence and Rationale
				squirrel burrows and vernal pools or other seasonal water sources for breeding.		approximately 10 miles south of the Project Area but the occurrence was recorded in 1914. Due to the lack of aquatic and upland habitat within the BSA and the lack of recent local documented occurrences, the species is presumed absent from the Project Area.
Western Spadefoot	*Spea hammondii*	Fed: State: CDFW:	-- -- SSC	Inhabits open areas with sandy or gravelly soils including mixed woodlands, grasslands, coastal sagerscrub, chaparral, sandy washes, river floodplains, foothills and mountains. Species spends most of the time underground in burrows and only emerges between October and May during ample rainfall. A permanent or ephemeral body of water is required for breeding.	A	**Presumed Absent:** The Project Area lacks woodland, chaparral, coastal sagescrub, sandy washes, river floodplains and foothill mountain habitat preferred by the species. Additionally, there are more than 10 CNDDB occurrences for the species within a 10-mile radius. All occurrences are located approximately 9.5 miles east of the Project Area within vernal pools near Mather Air Force Base. The most recent occurrence was recorded in 1997. The species is presumed absent from the Project Area given the lack of suitable grassland or woodland habitat and due to the lack of recent CNDDB occurrences in the Project vicinity.
Avian Species						
Bank swallow	*Riparia riparia*	Fed: State: CDFW:	-- T --	Inhabits low areas along rivers, streams, ocean coasts or reservoirs. Requires vertical cliffs or banks for nesting colonies supporting up to 2,000 individuals.	A	**Presumed Absent:** The Project Area does not contain a natural river or stream required for the species. A canal passes through the Project Area, but the banks are concrete lined and therefore impenetrable for nest building. There are no CNDDB occurrences within a 10-mile radius of the Project Area. Due to the lack of cliffs or banks within the BSA the species is presumed absent.
Burrowing Owl	*Athene cunicularia*	Fed: State: CDFW:	-- -- SSC	Species inhabits arid, open areas with sparse vegetation cover such as deserts, abandoned agricultural areas, grasslands, and disturbed open habitats. Requires	A	**Presumed Absent:** The Project Area contains sparse vegetation and semi-open areas preferred by the species. Additionally, there are nearly 100 CNDDB occurrences

Common Name	Species Name	Status		General Habitat Description	Habitat Present	Potential for Occurrence and Rationale
				friable soils for burrow construction (Below 5,300 feet).		within a 10-mile radius of the Project Area, with the nearest documented occurrence approximately 2 miles west near Laguna Boulevard. The most recent occurrence was recorded in 2016 at Cosumnes River College approximately 4 miles northwest of the Project Area. The Project Area contains highly disturbed habitat including residential neighborhoods, roads and adjacent railroad tracks. However, soils found within the Project Area are not friable and does not support the required habitat needed for burrowing. Due to the fact there is no burrowing habitat present within the Project Area, the species is presumed absent.
California black rail	*Laterallus jamaicensis coturniense*	Fed: State: CA RPR	-- T --	Species inhabits salt marshes, shallow freshwater marshes, wet meadows and flooded grassy vegetation. Requires emergent vegetation for nesting.	A	**Presumed Absent:** The Project Area lacks wet meadows and emergent vegetation required for nesting. Additionally, there is one CNDDB occurrence located approximately 7.5 miles west of the Project Area in Stone Lakes National Wildlife Refuge. This species occurrence was recorded in 2015. Due to the lack of riparian habitat in or adjacent to the BSA, the species is presumed absent from the Project Area.
Song sparrow "Modesto population"	*Melospiza melodia*	Fed: State: CDFW:	-- -- SSC	This population of song sparrows only resides in the north-central portion of the Central Valley with the highest densities occurring in the Butte Sink area of the Sacramento Valley and in the Sacramento-San Joaquin River Delta. The preferred habitat is emergent freshwater marshes, riparian forests and thickets. A source of standing or running water and dense vegetation is required by the species (Gardali).	A	**Presumed Absent:** The Project Area lacks freshwater marshes and riparian forest required for nesting and foraging by the species. However, the Project Area does contain a canal that has a seasonal flow of water but lacks continuous riparian forest habitat and emergent vegetation. Due to the limited geographical range of the species, there are several CNDDB occurrences within a 10-mile radius of the Project Area. The nearest occurrence is approximately 7

Common Name	Species Name	Status		General Habitat Description	Habitat Present	Potential for Occurrence and Rationale
						miles west of the Project Area recorded in 2009. The species is presumed absent from the Project Area due to the lack dense and emergent vegetation required by the species.
Swainson's hawk	*Buteo swainsoni*	Fed: State: CDFW:	--- T ---	Inhabits plains, dry grassland, farmland and ranch country. Nests in large trees or shrubs usually 15-30 feet above ground hidden within foliage. Forages by soaring over grassland or perches and scans the ground for small rodents.	HP	**Low to Moderate Potential:** The Project Area contains a few scattered trees that may be utilized for nesting by the species but lacks suitable foraging habitat. Additionally, there are over 200 occurrences within a 10-mile radius of the Project Area. The nearest occurrence is approximately one mile south of the Project Area. The species has potential to occur within the BSA given the numerous local occurrences and suitable nesting habitat within and adjacent to the Project Area. However, the potential for the species to occur within the Project Area is low to moderate considering the lack of suitable foraging habitat and the highly disturbed habitat present.
Tricolored blackbird	*Agelaius tricolor*	Fed: State: CDFW:	--- --- SSC	Inhabits freshwater marsh, swamp and wetland communities, but may utilize agricultural or upland habitats that can support large colonies, often in the Central Valley area. Requires dense nesting habitat that is protected from predators, is within 3-5 miles from a suitable foraging area containing insect prey and is within 0.3 miles of open water. Suitable foraging includes wetland, pastureland, rangeland, at dairy farms, and some irrigated croplands (silage, alfalfa, etc.). Nests mid-March - early August, but may extend until October/November in the Sacramento Valley region.	A	**Presumed Absent:** The Project Area lacks freshwater marsh, swamp and wetland communities with dense nesting habitat that can support large colonies of the species. The nearest CNDDB occurrence within a 10-mile radius of the Project Area is approximately one mile south and was recorded in 1993. The nearest, largest body of water is Elk Grove Creek which is located approximately 1,600 feet south of the Project Area. Due to the lack of wetland communities with dense vegetation present within the BSA and the lack of recent local documented occurrences, the species is presumed absent from the Project Area.

Common Name	Species Name	Status		General Habitat Description	Habitat Present	Potential for Occurrence and Rationale
Western yellow-billed cuckoo	*Coccyzus americanus occidentalis*	Fed: State: CDFW:	T E ---	Inhabits riparian areas with dense cottonwood-willow forest habitat. Requires large patches of multilayered riparian habitat for nesting and areas for perching.	A	**Presumed Absent:** The BSA lacks cottonwood-willow forest habitat and multilayered riparian habitat required by the species. The nearest CNDDB occurrence within a 10-mile radius was recorded in 1896 and is approximately 8 miles west of the Project Area in Clarksburg. Due to the lack of cottonwood trees, lack of multilayered riparian habitat within the BSA and lack of recent local documented occurrences, the species is presumed absent from the Project Area.
White-tailed kite	*Elanus leucurus*	Fed: State: CDFW:	--- --- FP	Species inhabits open groves, river valleys, marshes and grasslands. Requires trees adjacent to open fields containing high populations of rodents. Nesting occurs at the top of trees usually 20-50 feet above ground.	HP	**Low to Moderate Potential**: The Project Area lacks river valley and marsh habitat preferred by the species. There are 6 CNDDB occurrences within a 10-mile radius of the BSA. The nearest CNDDB occurrence is approximately 4 miles south of the Project Area in an agricultural field and was recorded in 2008. The species has potential to occur within the BSA given the suitable nesting habitat within and adjacent to the Project Area. However, the potential for the species to occur within the Project Area is low to moderate despite the suitable nesting habitat because of the lack of suitable foraging habitat and the highly disturbed habitat present.
Yellow-headed blackbird	*Xanthocephalus xanthocephalus*	Fed: State: CDFW:	-- -- SSC	Inhabits wetland prairie, mountain meadows, parklands, shallow marshes, ponds and rivers. The species requires a water source with emergent vegetation for nesting	A	**Presumed Absent:** The Project Area lacks wetland, meadow and marsh habitat. There are CNDDB occurrences within a 10-mile radius of the Project Area but all occurrences were recorded in 1899. Furthermore, the Project Area lacks water with emergent vegetation required by the species. Due to the lack of recent CNDDB occurrences and the lack of suitable nesting

Common Name	Species Name	Status		General Habitat Description	Habitat Present	Potential for Occurrence and Rationale
						habitat within the BSA, the species is presumed absent.
Crustacean Species						
Vernal pool fairy shrimp	*Branchinecta lynchi*	Fed: State: CDFW:	T --- ---	Inhabit vernal pools and seasonal wetlands. Their diet consists of algae and plankton. Requires mud for egg laying.	A	**Presumed Absent**: The Project Area does not contain vernal pools required by the species. The nearest CNDDB occurrence is approximately 0.5 miles south of the Project Area recorded in 1993. However, the occurrence was updated in 2005 and the species was deemed to no longer be at the location. The most recent occurrences within a 10-mile radius of the BSA are from Laguna Creek located approximately 6 miles east. Based on the lack of vernal pools present in the Project Area the species is presumed absent.
Vernal pool tadpole shrimp	*Lepidurus packardi*	Fed: State: CDFW:	E --- ---	Species can be found in vernal pools. The species burrows into the muddy bottom of vernal pools and consumes fairy shrimp, bacteria and protozoa. Requires mud for egg laying.	A	**Presumed Absent**: The BSA does not contain vernal pools required by the species. The nearest CNDDB occurrence is approximately 0.5 miles south of the Project Area recorded in 1993. However, the occurrence was updated in 2005 and the species was deemed to no longer be at the location. Based on the lack of vernal pool habitat in the BSA the species is presumed absent from the Project Area.
Fish Species						
Delta smelt	*Hypomesus transpacificus*	Fed: State: CDFW:	T --- ---	Inhabits brackish water below 25 degrees Celsius. Shallow, fresh or edge waters with good water quality are ideal for spawning. Juveniles require food-rich nursery habitat while adult almost exclusively eat small crustaceans. They are thought to spawn on shallow sandy beaches or some other substrate in the water column. Occurs within the Sacramento-San Joaquin Delta and seasonally within the Suisun Bay,	A	**Presumed Absent**: The Project Area lacks permanent water required by the species. There are no CNDDB occurrences within a 10-mile radius of the Project Area. Additionally, the Project Area is outside of the species known range. Due to the lack of water, lack of food resources and the fact the Project Area is outside of the species' range, the species is presumed absent.

Common Name	Species Name	Status		General Habitat Description	Habitat Present	Potential for Occurrence and Rationale
				Carquinez Strait and San Pablo Bay. Most often occurs in partially saline waters.		
Longfin smelt	*Spirinchus thaleichthys*	Fed: State: CDFW:	-- T SSC	Inhabits California's bays, estuaries and nearshore coastal environments, as well as freshwater rivers during migration. Are rarely found in water temperatures above 22 degrees Celsius.	A	**Presumed Absent**: The Project Area lacks nearshore coastal habitat required by the species. There are several CNDDB occurrences within a 10-mile radius of the Project Area. The most recent species occurrence was recorded in 2004. However, all occurrences are in the Sacramento River located approximately 7.5 miles west of the Project Area. Due to the lack of costal habitat, lack of aquatic habitat and the fact the Project Area is outside of the species' range, the species is presumed absent from the Project Area.
Sacramento splittail	*Pogonichthys macrolepidotus*	Fed: State: CDFW:	-- -- SSC	Inhabits estuarine environments with slow moving rivers, sloughs and alkaline lakes. Spawning occurs between late February and early July. Flooded vegetation is required for egg laying.	A	**Presumed Absent**: The BSA lacks sloughs and alkaline lakes required by the species. There are several CNDDB occurrences within a 10-mile radius of the Project Area. The most recent occurrence was recorded in 1995. However, all occurrences are in the Sacramento River located approximately 7.5 miles west of the Project Area. Due to the lack of aquatic habitat and the fact the Project Area is outside of the species' range the species is presumed absent from the Project Area.
Steelhead – Central Valley DPS	*Oncorhynchus mykiss irideus pop. 11*	Fed: State: CDFW:	T --- ---	Inhabits estuaries and near shore habitat with productive costal oceans. Spawning occurs in small tributaries on coarse gravel beds in riffle areas. This distinct population segment, or DPS, includes naturally spawned anadromous steelhead originating below natural and manmade impassable barriers.	A	**Presumed Absent:** The BSA lacks estuaries and costal oceans. There are several CNDDB occurrences within a 10-mile radius of the Project Area. The most recent occurrence was recorded in 2013. All occurrences are west of the Project Area in the Sacramento River or south of the Project Area in the Cosumnes River. Due to the

Common Name	Species Name	Status		General Habitat Description	Habitat Present	Potential for Occurrence and Rationale
						lack of suitable aquatic habitat within the BSA, the species is presumed absent.
Invertebrate Species						
Valley Elderberry Longhorn Beetle	*Desmocerus californicus dimorphus*	Fed: State: CDFW:	T --- ---	Exclusively inhabits red or blue elderberry along rivers and streams. Diet consists of elderberry leaves and flowers. The larvae eat the inside of the elderberry stems. Adults are actively feeding and mating from March-June.	A	**Presumed Absent:** Elderberry shrubs, required for the species, exclusively grow around river and stream banks. No elderberry shrubs were identified during the biological surveys conducted on August 29, 2018. The nearest CNDDB occurrence of the species is approximately 3.5 miles east of the Project Area along Cosumnes River. Additionally, the most recent occurrence of the species was recorded in 1987. Due to the lack of elderberry shrubs within the Project Area and the lack of local recent occurrences, the species is presumed absent.
Mammal Species						
American badger	*Taxidea taxus*	Fed: State: CDFW:	--- --- SSC	Species inhabits northern North Coast area in shrub, forest and herbaceous habitat with friable soils. Badgers are carnivorous consuming a variety of rodents and live in burrows.	A	**Presumed Absent:** The Project Area lacks shrub, forest and herbaceous habitat preferred by the species. The nearest CNDDB occurrence is approximately 7.5 miles west of the BSA in Indian Mound. There are no CNDDB occurrences in the Project vicinity within the last 20 years. Due to the lack of shrub and forest habitat and the lack of recent occurrences the species is presumed absent from the Project Area.
Reptile Species						
Giant garter snake	*Thamnophis gigas*	Fed: State: CDFW:	T T --	Inhabits marsh, swamp, wetland (including agricultural wetlands), sloughs, ponds, rice fields, low gradient streams and irrigation/drainage canals adjacent to uplands. Ideal habitat contain both shallow and deep water with	A	**Presumed Absent:** Project Area lacks emergent vegetation and grassy banks required by the species for cover and foraging. The nearest CNDDB occurrence within a 10-mile radius of the Project Area

Common Name	Species Name	Status		General Habitat Description	Habitat Present	Potential for Occurrence and Rationale
				variations in topography. Species requires adequate water during the active season (April-November), emergent, herbaceous wetland vegetation, such as cattails and bulrushes, for escape cover and foraging habitat and mammal burrows estivation. Requires grassy banks and openings in waterside vegetation for basking and higher elevation uplands for cover and refuge from flood waters during winter dormant season.		is approximately 0.7 miles west located along Grant Line Road in Elk Grove. Due to the lack of water and suitable riparian vegetation in the Project Area the species is presumed absent.
Western Pond Turtle	*Emys marmorata*	Fed: State: CDFW:	-- -- SSC	A fully aquatic turtle of ponds, marshes, rivers, streams and irrigation ditches with aquatic vegetation. Requires basking sites and suitable upland habitat (sandy banks or grassy open field) for reproduction (sea level to 4,690 feet).	A	**Presumed Absent:** Project Area lacks suitable aquatic habitat and lacks upland habitat required by the species. The nearest CNDDB occurrence is approximately 0.6 miles east in Laguna Creek and was recorded in 2004. Due to the lack of suitable upland and aquatic habitat the species is presumed absent from the Project Area.
Plant Species						
Boggs Lake hedge-hyssop	*Gratiola heterosepala*	Fed: State: CA RPR	-- E IB.2	An annual herb native to California and Oregon. Inhabits freshwater wetlands occurring around lake-margins and vernal pools. Blooms from April to August. (32-7791 feet above sea level)	A	**Presumed Absent:** The Project Area lacks lake-margins and vernal pool habitat. The nearest CNDDB occurrence is approximately 1.5 miles north of the Project Area along Waterman Road. Furthermore, the most recent occurrence was recorded in 2002. Due to the lack of lake-margins and vernal pool habitat, the species is presumed absent from the Project Area.
Bolander's water-hemlock	*Cicuta maculata var. bolanderi*	Fed: State: CA RPR	-- -- 2B.1	A perennial herb native and endemic to California. Inhabiting costal salt marsh and wetland-riparian habitat. Blooming occurs from July-September. (0-656 feet above sea level).	A	**Presumed Absent:** The Project Area lacks costal salt marsh habitat. There are no CNDDB occurrences within a 10-mile radius of the Project Area. Due to the lack of costal riparian habitat and the lack of

Common Name	Species Name	Status		General Habitat Description	Habitat Present	Potential for Occurrence and Rationale
						local occurrences, the species is presumed absent.
Bristly sedge	*Carex comosa*	Fed: State: CA RPR	-- -- 2B.1	A perennial grasslike herb native to California. Inhabiting freshwater wetland and wetland-riparian habitat. Blooming occurs from May-September. (0-3,343 feet above sea level)	A	**Presumed Absent**: The Project Area lacks freshwater and wetland communities in which the species occurs. The nearest CNDDB occurrence is approximately 7 miles west of the Project Area near South Stone Lake and was recorded in 2009. Due to the lack of suitable habitat, the species is presumed absent.
Delta mudwort	*Limosella australis*	Fed: State: CA RPR	-- -- 2B.1	A perennial herb native to California. Inhabiting freshwater wetlands and marshes. Blooms in April. (0-9 feet above sea level).	A	**Presumed Absent:** The Project Area lacks marsh habitat in which the species occurs. Furthermore, there are no CNDDB occurrences within a 10-mile radius of the Project Area and the Project Area is outside of the species elevation range. Due to the lack of local occurrences and the lack of marsh habitat, the species is presumed absent from the Project Area.
Delta tule pea	*Lathyrus jepsonii var. jepsonii*	Fed: State: CA RPR	-- -- IB.2	A perennial herb native and endemic to California. Inhabits freshwater wetlands and brackish-marsh habitat. Blooms from May-July. (0-16 feet above sea level).	A	**Presumed Absent:** The Project Area lacks brackish-marsh habitat in which the species occurs. There are no CNDDB occurrences within a 10-mile radius of the Project Area. The Project Area is outside of the required elevation range and lacks suitable soil to support ample vegetation. Therefore, the species is presumed absent from the Project Area.
Dwarf downingia	*Downingia pusilla*	Fed: State: CA RPR	-- -- 2B.2	An annual herb native to California and North America found in foothill woodland, valley grassland and freshwater wetlands. Blooms from March-May. (16-1459 feet above sea level)	A	**Presumed Absent**: The Project Area lacks foothill woodland and valley grassland habitat in which the species occurs. The nearest CNDDB occurrence is approximately 1 mile east of the Project

Common Name	Species Name	Status		General Habitat Description	Habitat Present	Potential for Occurrence and Rationale
						Area along Waterman Road and was observed in 1991. The species is presumed absent from the Project Area due to the lack of suitable woodland, grassland and freshwater habitat within the BSA.
Heckard's pepper-grass	*Lepidium latipes var. heckardii*	Fed: State: CA RPR	-- -- IB.2	An annual herb native and endemic to California occurring in valley grasslands and wetlands. Blooms from March-May. (6-656 feet above sea level)	A	**Presumed Absent:** The Project Area lacks wetland habitat in which the species occurs. The nearest CNDDB occurrence is 7.5 miles west of the Project Area near Stone Lake and was recorded in 2010. Due to the lack of grassland and wetland habitat present, the species is presumed absent from the Project Area.
Legenere	*Legenere limosa*	Fed: State: CA RPR	-- -- IB.1	An annual herb native and endemic to California. Inhabiting valley grassland, freshwater wetlands and vernal pools. Blooms from April-June. (3-2887 feet above sea level)	A	**Presumed Absent**: The Project Area lacks valley grassland and vernal pool habitat in which the species occurs. The nearest CNDDB occurrence and is located approximately one mile east of the Project Area along Waterman Road. Due to the lack of vernal pool habitat present, the species is presumed absent from the Project Area.
Marsh skullcap	*Scutellaria galericulata*	Fed: State: CA RPR	-- -- 2B.2	A perennial herb native to California. Inhabits yellow pine forest, freshwater wetlands and riparian wetlands. Blooms from June- September. (5- 6,324 feet above sea level).	A	**Presumed Absent**: The Project Area lacks pine forest, wetlands and riparian communities in which the species is found. There are no CNDDB occurrences within a 10-mile radius of the Project Area. Due to the lack of local occurrences, the lack of wetland and forest habitat present, the species is presumed absent from the BSA.
Mason's lilaeopsis	*Lilaeopsis masonii*	Fed: State: CA RPR	-- -- IB.1	A perennial herb native and endemic to California. Inhabits freshwater wetlands and brackish-marsh. Blooms from April-November. (0-71 feet above sea level)	A	**Presumed Absent**: The Project Area lacks brackish-marsh habitat required by the species. The are no CNDDB occurrences within a 10-mile radius of the Project Area. Due to the lack of brackish-marsh habitat

Common Name	Species Name	Status		General Habitat Description	Habitat Present	Potential for Occurrence and Rationale
						the species is presumed absent from the Project Area.
Northern California black walnut	*Juglans hindsii*	Fed: State: CA RPR	-- -- IB.1	A tree native and endemic to California. Inhabits foothill woodland and wetland communities. Blooming occurs from April-May. (7-6,244 feet above sea level)	A	**Presumed Absent:** The Project Area lacks woodland and wetland communities in which the species occurs. There are several CNDDB occurrences within a 10-mile radius of the Project Area the nearest occurrences is approximately 8 miles west of the Project Area. The most recent occurrence was recorded in 2002. Additionally, all occurrences are found adjacent to the Sacramento River in a riparian habitat. Due to the lack of water and wetland habitat present, within the BSA the species is presumed absent.
Peruvian dodder	*Cuscuta obtusiflora var. glandulosa*	Fed: State: CA RPR	-- -- 2B.2	An annual herb or vine that is native to California. Inhabits marsh and freshwater swamps. Blooms from July-October.	A	**Presumed Absent:** The Project Area lacks marsh and swamp communities in which the species occurs. There is one CNDDB occurrence within a 10-mile radius of the BSA approximately 3.5 miles west of the Project Area adjacent to Laguna Lake. The species is presumed absent from the Project Area due to the lack of wetland habitat present.
Sacramento Orcutt grass	*Orcuttia viscida*	Fed: State: CA RPR	E E 1B.1	An annual grass native and endemic to California. Inhabits vernal pool and valley grassland communities. Blooms from April-July. (13- 274 feet above sea level).	A	**Presumed Absent:** The Project Area lacks vernal pool communities required by the species. There are two CNDDB occurrences within a 10-mile radius of the Project Area. The nearest occurrence is approximately 7 miles north located in Arroyo Seco mitigation bank and was recorded in 2011. Due to the local occurrences residing within a mitigation bank and the lack of vernal pools, the species is presumed absent from the Project Area.

Common Name	Species Name	Status		General Habitat Description	Habitat Present	Potential for Occurrence and Rationale
Saline clover	*Trifolium hydrophilum*	Fed: State: CA RPR	-- -- IB.2	An annual herb native to California Inhabits wetland riparian habitats. Blooms from April-June. (3-1,687 feet above sea level)	A	**Presumed Absent:** The Project Area lacks wetland riparian habitat required by the species. The nearest CNDDB occurrence is approximately 6.5 miles west of the Project Area in the east side of Elk Grove Boulevard and was recorded in 2010. All CNDDB occurrences within a 10-mile radius of the Project Area are in the same location in vernal pool and seasonally wet grasslands. Due to the lack of wetland riparian habitat and the lack of documented occurrences near the Project vicinity, the species is presumed absent from the Project Area.
Sanford's arrowhead	*Sagittaria sanfordii*	Fed: State: CA RPR	-- -- IB.2	A perennial herb native and endemic to California. Inhabits freshwater wetland communities. Blooms from May-October. (11-2,002 feet above sea level)	A	**Presumed Absent:** The Project Area lacks freshwater wetland communities in which the species is known to occur. There are several CNDDB occurrences within a 10-mile radius of the Project Area, with the nearest occurrence approximately 1,400 feet south of the BSA within Elk Grove Creek, recorded in 1993. Although the Project Area is near Elk Grove Creek it is not considered wetland or riparian habitat. The species is presumed absent from the BSA due to the lack of wetland communities present.
Side-flowering skullcap	*Scutellaria lateriflora*	Fed: State: CA RPR	-- -- 2B.2	A perennial herb that is native to California. Inhabits freshwater wetlands and meadows. The blooming period is from July-September. (0-20 feet above sea level)	A	**Presumed Absent:** The Project Area lacks freshwater wetlands and meadows habitat preferred by the species occurs. There are no CNDDB occurrences within a 10-mile radius of the Project Area. Additionally, the Project Area is outside of the know elevation range for the species. Due to the lack of suitable wetland communities, lack of local occurrences and the Project Area

Common Name	Species Name	Status		General Habitat Description	Habitat Present	Potential for Occurrence and Rationale
						being outside of the known range, the species is presumed absent from the BSA.
Slender Orcutt grass	*Orcuttia tenuis*	Fed: State: CA RPR	T E IB.1	An annual grass native and endemic to California. Inhabits grassland, woodland and vernal pool communities. Blooms from May-September. (36-4,927 feet above sea level)	A	**Presumed Absent**: The Project Area lacks grassland, woodland and vernal pool communities in which the species occurs. There are 3 CNDDB occurrences within a 10-mile radius of the Project Area. The closest occurrence is approximately 5.5 miles east in a vernal pool and was recorded in 2010. Due to the lack of vernal pools present within the BSA the species is presumed absent.
Watershield	*Brasenia schreberi*	Fed: State: CA RPR	-- -- 2B.3	A perennial herb native to California. Inhabits wetland and riparian communities. Blooms from June-September. (60-7,211 feet above sea level)	A	**Presumed Absent:** The Project Area does not contain wetland or riparian habitats preferred by the species. There are 3 CNDDB occurrences within a 10-mile radius of the Project Area. The nearest CNDDB occurrence is approximately 7.5 miles west at Stone Lake Duck Club. The species is presumed absent from the Project Area due to the lack of wetland habitat.
Woolly rose-mallow	*Hibiscus lasiocarpos var. occidentalis*	Fed: State: CA RPR	-- -- IB.2	A perennial herb native to California and North America. Inhabiting freshwater wetland communities. Blooms from June-September. (<100m above sea level)	A	**Presumed Absent:** The Project Area lacks wetland communities in which the species occurs. The nearest CNDDB occurrence is approximately 6.7 miles west in Stone Lakes National Wildlife Refuge and was recorded in 2017. Due to the lack of local recent occurrences and the lack of wetland habitat; the species is presumed absent from the Project Area.

Federal Designations (Fed): (FESA, USFWS) **E:** Federally listed, endangered **T:** Federally listed, threatened **DL**: Federally listed, delisted	**State Designations (CA):** (CESA, CDFW) **E:** State-listed, endangered **T:** State-listed, threatened

Other Designations

CDFW_SSC: CDFW Species of Special Concern
CDFW_FP: CDFW Fully Protected

California Native Plant Society (CNPS) Designations:

Note: according to CNPS (Skinner and Pavlik 1994), plants on Lists 1B and 2 meet definitions for listing as threatened or endangered under Section 1901, Chapter 10 of the California Fish and Game Code. This interpretation is inconsistent with other definitions.

1A: Plants presumed extinct in California.
1B: Plants rare and endangered in California and throughout their range.
2: Plants rare, threatened, or endangered in California but more common elsewhere in their range.
3: Plants about which need more information; a review list.

Plants 1B, 2, and 4 extension meanings:

_.1 Seriously endangered in California (over 80% of occurrences threatened / high degree and immediacy of threat)
_.2 Fairly endangered in California (20-80% occurrences threatened)
_.3 Not very endangered in California (<20% of occurrences threatened or no current threats known)

Habitat Potential

Absent [A] - No habitat present and no further work needed.
Habitat Present [HP] - Habitat is, or may be present. The species may be present.
Critical Habitat [CH] – Project is within designated Critical Habitat.

Potential for Occurrence Criteria:

Present: Species was observed on site during a site visit or focused survey.
High: Habitat (including soils and elevation factors) for the species occurs on site and a known occurrence has been recorded within 5 miles of the site.
Low-Moderate: Either low quality habitat (including soils and elevation factors) for the species occurs on site and a known occurrence exists within 5 miles of the site; or suitable habitat strongly associated with the species occurs on site, but no records were found within the database search.
Presumed Absent: Focused surveys were conducted and the species was not found, or species was found within the database search but habitat (including soils and elevation factors) do not exist on site, or the known geographic range of the species does not include the survey area.

Source: (CDFW 2016), (CNDDB 2016), (CNPS 2016), (Calflora 2016) (Jepson, 2nd Ed.), USFWS 2007, (Zeiner 1988-1990)**.**

Of the species identified by the database searches, Swainson's hawk (*Buteo swainsoni*) and white-tailed kite (*Elanus leucurus*) have been recognized to have a potential of occurring within the BSA. No special-status plant species have been determined to reside within the BSA. Additionally, no critical habitat occurs within or is adjacent to the BSA.

Discussion of Impacts

a) Would the Project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

Less than Significant with Mitigation. After completion of the field surveys and review of existing information on special-status wildlife in the Project vicinity, it was determined that two special-status wildlife species, Swainson's hawk (*Buteo swainsoni*) and white-tailed kite (*Elanus leucurus*), have a low to moderate potential to occur within the BSA based on the fact nesting habitat is present within and adjacent to the Project Area.

Swainson's Hawk
Swainson's hawk is State-listed as threatened and protected under the MBTA. Swainson's hawk migrates annually from wintering areas in South America to breeding locations in northwestern Canada, the western United States, and Mexico. In California, Swainson's hawks nest throughout the Central Valley in large trees in riparian habitats and in isolated trees in or adjacent to agricultural fields. The breeding season extends from late March through late August, with peak activity from late May through July (England et al. 1997). In the Central Valley, Swainson's hawks forage in large, open agricultural habitats, including alfalfa and hay fields (CDFG 1994). The breeding population in California has declined by an estimated 91% since 1900; this decline is attributed to the loss of riparian nesting habitats and the conversion of native grassland and woodland habitats to agriculture and urban development (CDFG 1994).

Numerous Swainson's hawk nesting records are known within a 10-mile radius of the Project Area (CNDDB 2018). The biological survey, conducted on August 29, 2018, determined that potential nesting habitat for Swainson's hawk is present within the BSA. However, suitable foraging habitat in the BSA is sparse. Due to numerous occurrences in the Project vicinity a pre-construction survey will be conducted as detailed in measures BIO-2 through BIO-6.

White-tailed kite
White-tailed kite is a fully protected species in the State of California. This level of protection dictates that no individuals of this species may be impacted in any way. The species is found in western costal North America and down into Central America's coastal regions. White-tailed kite populations are concentrated in coastal regions in California and Texas. The species prefers rolling foothills with scattered oaks, river marshes and open grasslands or meadow habitat. The species requires dense-topped trees of at least 20-50 feet above ground for nesting and perching, as well as nearby open grassland areas containing high populations of rodents (eBird 2018). The majority of their diet consist of small rodents, such as voles and house mice, while occasionally consuming birds, young rabbits and gophers. White-tailed kites are monogamous and each pair aid in building a nest, beginning in January. Nesting occurs from April-July and females typically have two broods (Hawbecker, 1940). Population declines were highest during the 1940's due to habitat destruction from residential and commercial development. However, their population has been steadily increasing in the past decade.

White-tailed kite was not observed during the August 2018 field surveys, but the BSA does contain suitable nesting habitat. The nearest occurrence of the species is less than one mile west of the Project Area and was recorded in 2013 (eBird 2018). Due to the presence of suitable habitat and recent occurrences, pre-construction nesting bird surveys will be conducted as outlined in measure BIO-1.

b) *Would the Project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?*

Less than Significant with Mitigation. An unnamed channel is present at the southwest end of the Project Area (Figure 4. Vegetation Communities Within the BSA). Approximately 0.14 acre (350 linear feet) (0.46%) of an unnamed channel resides within the BSA. Native riparian trees are present along the banks of the channel; and include big leaf maple (Acer macrophyllum), black walnut (Juglans nigra), black willow (Salix nigra) and valley oak (Quercus lobata). This riparian habitat occupies approximately 0.3 acres (1%) of the BSA, a habitat type that is considered to be a sensitive natural community by the CDFW. However, this habitat type does not occur within the Project Area, as confirmed by the field survey and, therefore, would not be impacted by the Project. Measures BIO-7 through BIO-9 would further avoid potential impacts to natural communities within the Project Area.

c) *Would the Project have a substantial adverse effect on State or Federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*

Less than Significant with Mitigation. As shown in Figure 4, the only natural community within the BSA is the unnamed channel, a jurisdictional water of the U.S. and State. A jurisdictional delineation was conducted in August 2018 to identify jurisdictional waters within the BSA. The surveys conducted identified approximately 0.14 acre (350 linear feet) (0.54%) of an unnamed channel within the BSA. The channel ranges from approximately 10-14 feet wide and ranges in depth depending on the season. The channel is used to convey local runoff from residential neighborhoods to Elk Grove Creek. The proposed Project will result in no temporary or permanent effects to the channel. As a result, no permits will be necessary for the proposed Project. Best Management Practices (BMPs) listed in BIO-10 and BIO-11 will be incorporated into the Project design and Project management. BMPs will minimize impacts on the environment, including; reduction of sedimentation and release of pollutants (oils, fuel, etc.). Implementation of the following BMPs and a Storm Water Pollution Prevention Plan (SWPPP) will reduce the potential for impacts from occurring outside the construction footprint.

d) *Would the Project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?*

No Impact. The CDFW Biogeographic Information & Observation System (2014c) was reviewed to determine if the BSA is located within an Essential Connectivity Area. The BSA does not occur within an Essential Connectivity Area; therefore, the Project is not likely to adversely affect local migratory corridors.

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

Less than Significant with Mitigation. The Project would require the removal of select trees to the east of Railroad Street to allow for the proposed improvements. No trees on private property are anticipated to be removed. The City would comply with the City's tree Preservation and Protection,

Chapter 19.12, and obtain a tree permit for any trees that need to be removed and meet the definition of a protected tree. With the implementation of measure AES-1 in Section 2.1BIO-1, the proposed Project would have a less than significant impact on protected trees.

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

No Impact. The proposed Project would not conflict with an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or State habitat conservation plan. There are currently no adopted conservation plans or other approved local, regional, or State habitat conservation plans that cover the Project Area. Therefore, the proposed Project would not conflict with the plan, and no impact is anticipated.

Applicable 2016 Mitigation Measures Incorporated

BIO-1 If construction activities would occur during the migratory bird nesting season (February 1–September 1), preconstruction surveys to identify active migratory bird nests within 200 feet of construction activity shall be conducted by a qualified biologist within 14 days prior to construction initiation. Focused surveys must be performed by a qualified biologist for the purposes of determining the presence/absence of active nest sites within the proposed impact area, including construction access routes and a 200-foot buffer (if feasible).

If active nest sites are identified within 200 feet of Project activities, the construction contractor shall impose a Limited Operating Period (LOP) for all active nest sites prior to commencement of any Project construction activities to avoid construction- or access-related disturbances to migratory bird nesting activities. An LOP constitutes a period during which Project-related activities (i.e., vegetation removal, earth moving, and construction) shall not occur until the nest is deemed inactive. Activities permitted within and the size (i.e., 100 feet) of LOPs may be adjusted through consultation with the City and the CDFW.

Additional Project-Level Mitigation Measures

BIO-2: Before any activities begin on the Project, the Project biologist shall conduct environmental awareness training for all construction personnel. At a minimum, the training shall include a description of sensitive species with potential to occur, including Swainson's hawk and associated habitat, the Project specific measures being implemented to conserve the species, and the boundaries within which the Project may be accomplished.

BIO-3: If sensitive species are encountered during the course of construction, construction shall temporarily stop within the area of discovery. The Project biologist shall be contacted immediately for further guidance. Work shall not resume in the area of discovery until the Project biologist has cleared the area or the animal has passively left the construction area unharmed.

BIO-4: All food-related trash shall be disposed into closed containers and must be removed from the Project Area daily. Construction personnel shall not feed or otherwise attract wildlife to the Project Area.

BIO-5: A protocol level pre-construction survey shall be conducted for Swainson's hawk and white-tailed kite. This entails surveying all suitable nesting sites within a 1/2 mile radius of the Project Area for evidence of Swainson's hawk or white-tailed kite activity according to the protocol survey

methods recommended by the Swainson's Hawk Technical Advisory Committee. If active nesting is identified within the 1/2 mile radius, coordination with CDFW is required.

BIO-6: Should a special-status plant species be observed within or immediately adjacent to the Project Area, Environmentally Sensitive Area (ESA) fencing (orange construction barrier fencing) shall be installed around special-status plant populations.

BIO-7: Prior to arrival at the Project site and prior to leaving the Project site, construction equipment that may contain invasive plants and/or seeds shall be cleaned to reduce the spreading of noxious weeds.

BIO-8: All hydroseed and plant mixes shall consist of a biologist approved plant palate seed mix of native species sourced within 40 miles of the Project Area.

BIO-9: The contractor shall not apply rodenticide or herbicide within the BSA during construction.

BIO-10: Erosion Control Measures shall be implemented during construction. To minimize the mobilization of sediment to adjacent water bodies, the following erosion-control and sediment-control measures shall be included in the construction specifications.

- Soil exposure shall be minimized through the use of temporary BMPs, groundcover, and stabilization measures;
- The contractor shall conduct periodic maintenance of erosion and sediment control measures.

BIO-11: Temporary staging areas, storage areas, and access roads involved with this Project shall take place, to the extent feasible, in the area of direct impact.

3.5 Cultural Resources

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
5. CULTURAL RESOURCES — Would the Project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☐	☒	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

This section relies upon the information and findings presented in the Cultural Resources Inventory Report and the Historic Resources Evaluation Report prepared by Dokken Engineering and GPA Consulting (2018). Additional details on background context, Native American correspondence, and cultural resources identified are presented in the technical report.

Regulatory Setting

The National Historic Preservation Act (NHPA) of 1966 is the primary Federal legislation which outlines the Federal government's responsibility to cultural resources. More specifically, Section 106 of the NHPA and its implementing regulations located at 36 CFR Part 800, outline the Federal government's responsibility in identifying and evaluating cultural resources. Other applicable Federal cultural resources laws and regulations that could apply include, but are not limited to, the Native American Graves Protection and Repatriation Act (NAGPRA) and the Archaeological Resources Protection Act (ARPA).

Section 106 of the NHPA requires the Federal government to take into account the effects of an undertaking on cultural resources listed in and eligible for listing in the National Register of Historic Places (National Register or NRHP) and affords the Advisory Council on Historic Preservation a reasonable opportunity to comment. Those resources that are listed as eligible for inclusion in the National Register are referred to as historic properties. The 36 CFR Part 800 regulations describe the Section 106 process. They outline the steps the Federal agency takes to identifying cultural resources and the level of effect that the proposed undertaking will have on historic properties. An undertaking is defined as any:

"…project, activity, or program funded in whole or in part under the direct or indirect jurisdiction of a Federal agency, including:

A) Those carried out by or on behalf of the agency;
B) Those carried out with Federal assistance;
C) Those requiring a Federal permit, license, or approval; and
D) Those subject to State or local regulation administered pursuant to a delegation or approval by a Federal agency [Section 301(7) 16 U.S.C. 470w(7)]"

The initiation of an undertaking begins the Section 106 process. Once an undertaking is initiated, the Federal agency must first determine if the action is the type that has the potential to affect historic properties. If it is the type of action that has the potential to affect historic properties, the Federal agency must 1) identify the APE, 2) determine if historic properties are present within the APE, 3) determine the effect that the undertaking will have on historic properties, and 4) consult with the appropriate State Historic Preservation Officer (SHPO) to seek concurrence on Federal agencies findings. In addition, the Federal agency is

required through the Section 106 process to consult with Native American Tribes concerning the identification of sites of religious or cultural significance, and to consult with individuals or groups who are entitled to be consulting parties or have requested to be consulting parties. If the undertaking would result in adverse effects to historic properties, these adverse effects must be resolved in consultation with the State Historic Preservation Officer and other parties identified during the Section 106 process before the undertaking can proceed to implementation.

Criteria of Adverse Effect

According to 36 CFR 800.5(a) (1-2), an Adverse Effect is found when a proposed project may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the NRHP in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Examples of adverse effects on historic properties include, but are not limited to:

i. Physical destruction of or damage to all or part of the property;
ii. Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation, and provision of handicapped access, that is not consistent with the *Secretary's Standards for the Treatment of Historic Properties* (36 CFR Part 68) and applicable guidelines;
iii. Removal of property from its historic location;
iv. Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance;
v. Introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features;
vi. Neglect of a property which causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian tribe or Native Hawaiian organization; and
vii. Transfer, lease, or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance.[1]

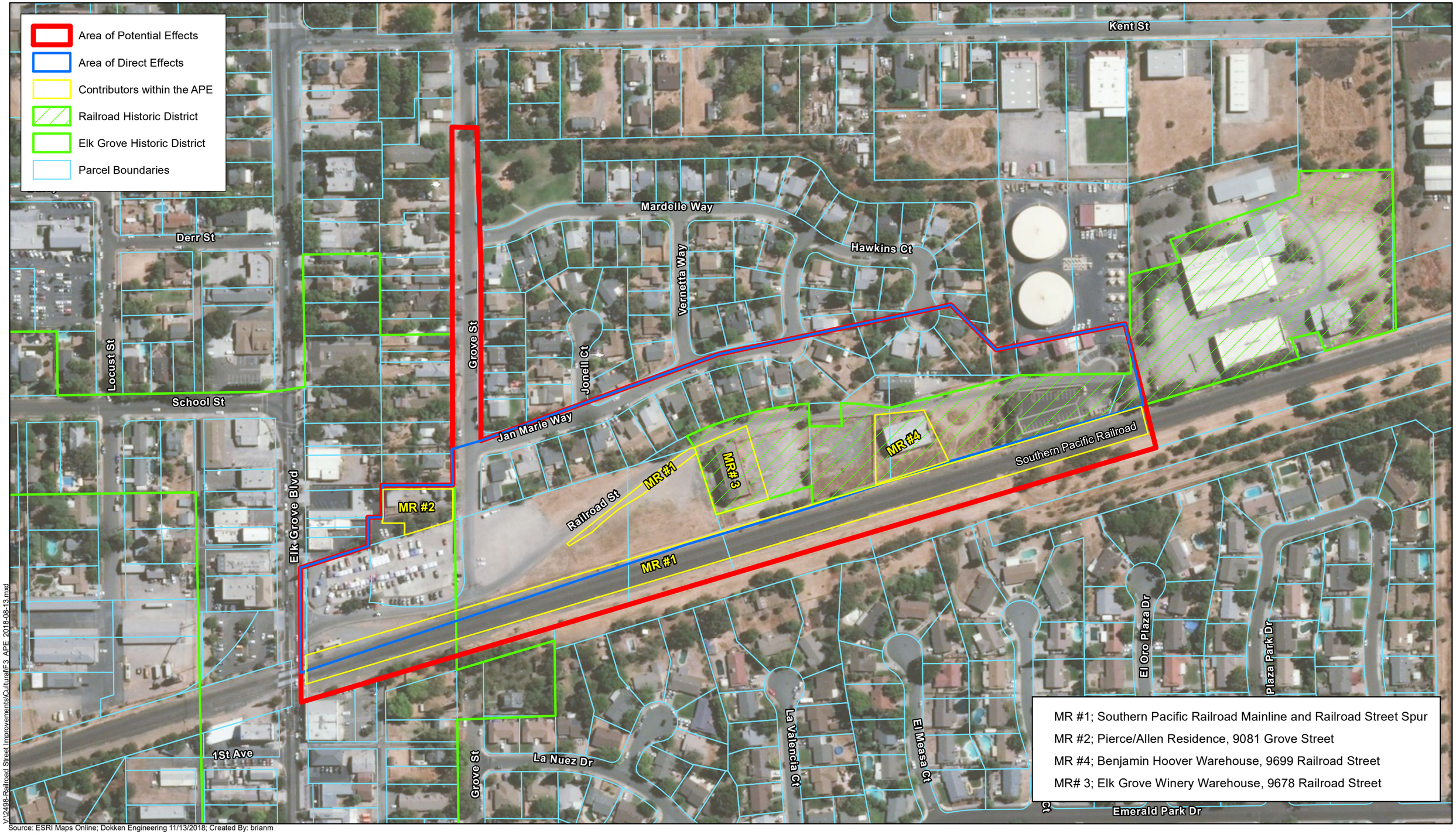
Environmental Setting

Area of Potential Effects (APE)

The preliminary APE was delineated by Dokken Engineering and GPA. The preliminary Direct APE is identified as the limits of disturbance of the proposed Project, which will be limited to the public right-of-way and vacant parcels, except for the demolition and reconstruction of the sound wall at the western edge of the parcels on the west side of Jan Marie Way (Figure 5).

The proposed Direct APE includes all areas where the proposed Project may directly affect potential historic properties. The proposed Direct APE is irregularly shaped, encompassing the northeast and northwest curbs at the intersection of Elk Grove Boulevard and Railroad Street, as well as the roadbed and sidewalks along both sides of Railroad Street and Grove Street (east of the intersection with Railroad

[1] 36 CFR 800.5(a)(2) (i through vii).



V:\2498-Railroad Street Improvements\Cultural\F3_APE_2018-08-13.mxd

Source: ESRI Maps Online; Dokken Engineering 11/13/2018; Created By: brianm

0 100 200 300 400 500 Feet

Figure 5
Area of Potential Effects

Railroad Street Improvements Project
Elk Grove, Sacramento County, California

Street). On the east side of Railroad Street, the sidewalk improvements require the removal and reconstruction of the sound wall that borders the western edge of the parcels on the west side of Jan Marie Way. As a result, those parcels on the western side of Jan Marie Way are included in the Direct APE.

The Direct APE also includes the parcel of Old Town Plaza at the northern end of the APE and two vacant lots on the east and west sides of Railroad Street. The Direct APE includes the vacant areas between Railroad Street on the east and the Southern Pacific Railroad track on the west.

The proposed Indirect APE includes all areas where the proposed Project may indirectly affect potential historic properties. Due to the low scale of the Project, the proposed Indirect APE generally includes only those parcels immediately adjacent to the Direct APE. However, exceptions include those parcels that are physically and/or visually buffered from the new transportation features by natural or manmade features (waterways), large parking and/or landscaped areas, or existing rights-of-way. When existing transportation features are replaced in kind, such as sidewalks and curbs, the Indirect APE does not include those properties immediately adjacent.

The Indirect APE is bounded on the north by Elk Grove Boulevard. It is bounded on the west by the Southern Pacific Railroad tracks. The eastern boundary of the Indirect APE is irregular and follows the eastern parcel boundaries of the parcels on the west side of Jan Marie Way. The southern boundary is the terminus of Railroad Street at the end of the cul-de-sac.

Records Search

A records search was conducted by the North Central Information Center (NCIC) at California State University, Sacramento on August 20, 2018. The purpose of this search was to determine the proximity of previously documented cultural resources to the APE and to help establish a context for the potential significance of historic properties. The records search included a review of all recorded historic and prehistoric archaeological sites situated within a one-mile radius of the APE. The records search identified 17 cultural resource studies conducted within a one-mile radius of the proposed Project's APE. These studies included records for three historic properties/potential historic properties within the APE for the proposed Project. None of these have been identified as a tribal cultural resources. Three have been previously identified and evaluated for listing in the NRHP, including the Southern Pacific Railroad Corridor, Elk Grove Historic District, and the Elk Grove Winemaker Historic District.

Public Outreach

On October 1, 2018, letters were sent to organizations and interested parties that were identified as having a potential interest in the proposed Project. The purpose of the letters was to inform each group of the proposed Project and to solicit information on known historic properties in the vicinity of the APE. Parties contacted included:

- Elk Grove Branch Library
- Elk Grove Historical Society
- Sacramento County Historical Society
    - Greg Voelm, President
- Old Town Elk Grove Foundation
    - Tal Crump, President

As of November 13, 2018, GPA has not received responses to letters or public comments. If responses are received, documentation of the correspondence will be forwarded to SHPO.

Field Survey

Christine Cruiess, Senior Architectural Historian, and Allison M. Lyons, Associate Architectural Historian, of GPA conducted a site visit of the proposed APE on September 26, 2018 to document potential historic properties within the proposed APE and to verify the boundary of the proposed APE. All properties within the APE were inspected from the public right-of-way. All buildings, structures, and sites over 50 years of age were photographed. Additional photographs were taken for context.

Althea Asaro, archaeologist of Dokken Engineering conducted a site visit on August 29, 2018 to look for archaeological remains. The pedestrian survey consisting of ten-meter wide pedestrian transects was used to inspect the ground surface, where feasible. All rodent burrow holes and other exposed sub-surface areas were visually inspected for the presence of archaeological resources, soil color changes, and/or staining that could indicate past human activity or buried deposits. Boot scrapes were used approximately every 20 meters to assess soils. The pedestrian inspection found the Project Area to be heavily disturbed by historical and modern activities. Much of the area had been paved or covered in gravel. The areas that were not paved over or landscaped; however, exhibited 100 percent surface visibility. No material older than 50 years old was observed during the survey, other than the buildings as discussed above.

Native American Correspondence

On September 4, 2018, Dr. Marks of Dokken Engineering sent a letter and a map depicting the Project vicinity to the Native American Heritage Commission (NAHC), requesting the commission to review the Sacred Land Files (SLF) for Native American cultural resources that might be affected by the Project, and a list of Native American contacts who may be interested in the proposed Project (Appendix D). The request to the NAHC seeks to identify any Native American cultural resources within or adjacent to the APE. On September 11, 2018, Sharaya Souza, Staff Services Analyst, informed Dokken Engineering via email that a review of the SLF was negative for the presence of Native American resources (Appendix D).

The list provided by the NAHC included eight tribes that were to be contacted as part of Section 106 consultation. Three of these tribes had requested to be contacted by the City of Elk Grove as part of AB 52. The City sent five tribes Section 106-only consultation letters, that were mailed out on October 2, 2018, as well as sending joint Section 106/AB 52 letters to three other tribes. The list of tribes contacted are listed below, and copies of correspondence can be found in Appendix D:

Buena Vista Rancheria, Rhonda Morningstar Pope, Chairperson

- A Section 106 letter was sent on October 2, 2018 and was delivered October 5, 2018. A follow-up phone call was placed on November 19, 2018. The call was transferred to Cultural Resources Officer, James Sarmento, and a detailed voice message was left. There has been no response.

Colfax-Todds Valley Consolidated Tribe, Clyde Prout, Chairperson and Pamela Cubbler, Treasurer

- A Section 106 letter was sent on October 2, 2018 and was delivered October 11, 2018. A follow-up phone call was placed on November 19, 2018 and Ms. Cubbler will defer to the Wilton Rancheria and the United Auburn.

Ione Band of Miwok Indians, Sara Dutschke Setchwaelo, Chairperson

- A joint Section 106/AB 52 letter was sent on October 2, 2018 and was delivered October 4, 2018. A follow-up phone call was placed on November 19, 2018 and a detailed voice message was left. There has been no response.

Nashville-Eldorado Miwok, Cosme Valdez, Chairperson

- A Section 106 letter was sent on October 2, 2018 and was delivered October 5, 2018. A follow-up phone call was placed on November 19, 2018 and a detailed voice message was left. There has been no response.

Shingle Springs Band of Miwok Indians, Regina Cuellar, Chairperson

- A Section 106 letter was sent on October 2, 2018 and was delivered October 9, 2018. Daniel Fonseca, Cultural Resources Director replied with a letter dated October 24, 2018 stating that the Shingle Springs Rancheria was not aware of any resources in the Project Area, but would like copies of the cultural document and environmental document. They would also like to be contacted if any cultural resources or human remains are encountered during the Project.

Tsi Akim Maidu, Don Ryberg, Chairperson and Grayson Coney, Cultural Director

- A Section 106 letter was sent on October 2, 2018 and was delivered October 5, 2018. Mr. Coney's letter was returned on October 22, 2018 as undeliverable. Multiple follow-up phone calls to the number provided by the NAHC were placed. There was no response.

United Auburn Indian Community of Auburn Rancheria, Gene Whitehouse, Chairperson

- A Section 106/AB 52 letter was sent on October 2, 2018 and was delivered October 5, 2018. Marcos Guerrero, Cultural Resources Manager stated in a response letter dated October 15, 2018 that they did not want to consult under AB 52, but would like copies of the cultural document and environmental document. They would also like to be contacted if any cultural resources or human remains are encountered during the Project.

Wilton Rancheria, Raymond Hitchcock, Chairperson

- A Section 106/AB 52 letter was sent on October 2, 2018 and was delivered October 4, 2018. A follow-up phone call was placed on November 19, 2018 and was transferred to Ed Silva, Tribal Resources Coordinator. Mr. Silva was unaware of the Project and stated that he would track down the letter and respond before Thanksgiving (November 22, 2018). There has been no additional response.

Discussion of Impacts

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

Less than Significant. CEQA Guidelines § 15064.5 requires the lead agency to consider the effects of a project on historical resources. A historical resource is defined as any building, structure, site, or object listed in or determined to be eligible for listing in the California Register, or determined by a lead agency to be significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, or cultural annals of California. The following discussion focuses on architectural and structural resources. Archaeological resources, including archaeological resources that are potentially historical resources according to CEQA Guidelines § 15064.5, are addressed under criterion b, below.

Three previously identified potential historic properties and historic properties were identified in the APE during the records search. The potential historic properties have been previously identified and evaluated for listing in the NRHP and they are listed in Table 5.

The City has requested concurrence from the SHPO on the recommendations of NRHP eligibility and updated status codes. A letter requesting concurrence was delivered to the SHPO on January 4, 2019. The City received an email on February 6, 2019 from SHPO stating that they concur with the City's Finding of No Adverse Effect and determinations of eligibility and ineligibility for resources within the APE (Appendix D).

Table 5: Potential Historic Properties in the APE

Name	Contributors Within APE	Map Reference	Current Status Code	Recommended Status Code(s)	Record	Record Date
Southern Pacific Railroad Corridor	Mainline segment and Railroad Street spur	1	N/A	6Y	P-34-001302	1994;2005 (Ric Windmiller, Consulting Archaeologist); 2005 (MR Bowen, Jones & Stokes); 2005 (MR Bowen, Jones & Stokes); 2009; 2011
Elk Grove Historic District	Pierce/Allen Residence, 9081Grove Street	2	1S (district) 1D (contributor)	1S (district) and 5S1 (district) 1D (contributor) and 5D1 (contributor)	P-34-001684	1987 (Michael T. Knapp, Old Town Elk Grove Revitalization Project); 2003 (Christopher McMorris, Cindy Toffelmier, JRP Historical Consulting Services)
Elk Grove Winemaker Historic District	Elk Grove Winery Warehouse, 9678 Railroad Street	3	3S and 5S3 (district) 3D and 5S3 (contributor)	2S2 and 5S3 (district) 2D2 and 5D3 (contributor)	P-34-005027	2014 (Monte Kim, ICF)
	Benjamin Hoover Warehouse, 9699 Railroad Street	4	3S and 5S3 (district) 3D and 5S3 (contributor)	2S2 and 5S3 (district) 2D2 and 5D3 (contributor)	P- 34-005032	2014 (Monte Kim, ICF)

1D Contributor to a district or multiple resource property listed in NR by the Keeper. Listed in the CR.
1S Individual property listed in NR by the Keeper. Listed in the CR.
2D2 Contributor to a district determined eligible for NR by consensus through Section 106 process. Listed in the CR.
2S2 Individual property determined eligible for NR by a consensus through Section 106 process. Listed in the CR.
3D Appears eligible for NR as a contributor to a NR eligible district through survey evaluation.
3S Appears eligible for NR as an individual property through survey evaluation.
5D1 Contributor to a district that is listed or designated locally.
5D3 Appears to be a contributor to a district that appears eligible for local listing or designation through survey evaluation.
5S1 Individual property that is listed or designated locally.
5S3 Appears to be individually eligible for local listing or designation through survey evaluation.
6Y Determined ineligible for NR by consensus through Section 106 process – Not evaluated for CR or Local Listing.

Southern Pacific Railroad Corridor

This segment of the Southern Pacific Railroad is a double-track line at grade. The track is lined with gravel. This segment of railroad runs roughly parallel to Railroad Street west of Railroad Street between Elk Grove Boulevard on the north and the southern parcel line of the vacant lot associated with APN 134-0010-087-0000. The segment's ROW is demarcated with a chain-link fence.

The spur is located in the vacant lot north of the Elk Grove Winery Warehouse at 9678 Railroad Street, the northernmost brick warehouse in the APE. The railroad spur segment in the APE is buried close to the surface level. The railroad grade is in poor condition, a portion of the grade is currently used as a parking lot, discarded rails and cleats lie in a hollow between the spur grade and the main line grade, and a partially buried tie is exposed in the parking area. Otherwise, the rails and ties appear to have been removed.

Historically, this spur connected to the Southern Pacific line to the west. The spur began at the depot (demolished) at Elk Grove Boulevard and Railroad Street and continued south to the Elk Grove Vineyard Association Winery (now Pacific Modern Homes) at the southernmost section of Railroad Street. The length of the main spur was approximately 1,600 feet. There is no railroad grade, per se. The spur has been largely dismantled, and remaining portions, including the buried spur in the APE, have been embedded by pavement on Railroad Street.

Condition of the spur is generally poor. The tracks are partly dismantled and the setting, except for the existing historic brick warehouses, has been considerably altered.

Summary Statement of Significance

The railroad segment and spur are part of the Southern Pacific railroad corridor that has been evaluated and determined not eligible for listing in the NRHP under any criteria.[2] Current photography illustrates that the conditions and integrity of the railroad segment and spur remain the same since the determination in 2005 and GPA recommends that the determination remains valid.

The extant elements of the railroad segment do not reflect the original construction of the Southern Pacific main line through the San Joaquin Valley during the period 1869-1876, nor do they exhibit important character-defining features, construction techniques, or engineering features of railroads from this period. Like most heavily used main railroad routes, parts have been replaced. The railroad was initially laid with iron rails in the 1870s; most of which have been replaced with steel rails. The major resource related to the period of significance (1869-1876) is the right of way itself; all other potential character-defining features – rails, tie plates, ties, ballasting, signals, warning arms, and road crossings – have been replaced. Therefore, the mainline, segments, and spurs of the railroad do not retain sufficient integrity of materials, setting, design, workmanship, feeling and association to be eligible for listing on the NRHP.

The recommended status code for the railroad spur segment is 6Y (determined ineligible for NRHP by consensus through Section 106 process). The spur was not identified as a contributor to the Elk Grove Winemakers Historic District nor the Elk Grove Historic District (described below). The City requested concurrence from the SHPO on this recommendation. A letter requesting concurrence was delivered to the SHPO on January 4, 2019. The City received an email on February 6, 2019 from SHPO stating that they concur with the City's Finding of No Adverse Effect and determination of ineligibility for listing on the NRHP (Appendix D).

The segment and spur are not historic properties; therefore, they have no character-defining features nor period of significance to identify.

Elk Grove Historic District

The Elk Grove Historic District is significant because it reflects what remains of Elk Grove before post-World War II suburbanization began to surround and replace buildings from 1876 to 1930. Elk Grove rapidly grew from a population of 2,000 to over 16,000 in the 1960s. The initial growth in Elk Grove resulted from the construction in 1868 of the Central Pacific Railroad line about one mile east of Buckner's Hotel (near present Highway 99), the earliest settlement in the area. The first railroad station (no longer extant) was built at the intersection of Elk Grove Boulevard (called Main Street at that time) and the Central Pacific railroad tracks. The present town of Elk Grove grew around this vital transportation junction. This new transportation link provided the predominately agricultural Elk Grove community with a more efficient means to transport its farm products to market. It also provided needed goods and services to both rural and

[2] Ric Windmiller, Consulting Archaeologist, "California Department of Parks and Recreation Primary Record, EGWS-2," (June 27, 2005). (P-34-001302).

town residents. By the turn of the century, orchards, vineyards, alfalfa, hops, and dairy products contributed significantly to the development of an industrial element related to these crops. The success of alfalfa crops resulted in dairy businesses developing in the area, a cheese processing plant, and a creamery. With the extensive planting of fruit orchards and vineyards, several nurseries and three wineries developed. The abundance of grain also resulted in the early development of a flour mill. These industries coupled with the advantages of rail transportation resulted in the capability of Old Elk Grove to develop retail, service and professional businesses that comprised this significant rural center for commerce for the period of significance between 1876 and 1930. During the Depression and World War II, the community grew slowly with only modest physical changes. Following World War II, the growth precipitated in the late 1950s and early 1960s, the character of the community began to change, with many "bedroom" commuters living in Elk Grove and working in the larger metropolitan Sacramento area nearby.

Description of Contributor in APE: Pierce/Allen Residence, 9081-9085 Grove Street, APN: 125-0243-035-0000

Figure A: Front building at 9081 Grove Street (GPA, September 2018)

Figure B: View towards the rear building at 9081 Grove Street (GPA, September 2018).

The Pierce/Allen Residence is a one-story residence in an Italianate style constructed c. 1885 (Figures D and E). The residence is located at the front of an irregular parcel on the north side of Grove Street between Railroad Street and Jan Marie Way. The wood-frame residence with wood channel drop siding has a T-shaped plan with a partial-width front porch supported by turned posts and shaped brackets on the primary (south) elevation. The building has a side-gable roof with boxed eaves. Eave moldings include shaped brackets. There is a combination of fenestration, including one-over-one, double-hung, vinyl sash replacement windows in molded wood hoods. There is an angled bay window located at the west end. A gravel drive along the west side of the property leads to a rear residence that appears to have been constructed in the last 50 years.

Summary Statement of Significance

The NRHP-listed Elk Grove Historic District is significant under Criterion A, at the local level, as an example of a transportation and agricultural hub in the Central Valley. The district has 49 contributing buildings, 19 non-contributing buildings, and three vacant parcels.[3] The period of significance of the District is 1876-1930. The key aspects of integrity for the resource to convey its NRHP-significance are: the vernacular "late nineteenth century false front facades, Italianate and classically detailed facades, simple

3 Knapp, 2.

utilitarian commercial styles and bungaloid structures. The blocks are characterized by a mix of one and two story commercial and residential buildings."[4] The Elk Grove Historic District has a CHRIS status code of 1S which is an Individual property listed in National Register by the Keeper. Please see Table 5 for a full listing of all status codes and their significance for historic properties.

The Pierce/Allen Residence (front building) at 9081 Grove Street is a contributing building to the Elk Grove Historic District. According to the NRHP nomination:

"This delightful one-story residence is an Italianate style building with both front and rear porches that face the street. The house is small but has a grand air with its large Italianate detailing. Upon entering the home, one discovers rooms decorated with ornate floral paintings and plaster relief. The original ornate formal living room chandelier is still in place. Built c. 1881 to 1891.[5]"

The Pierce/Allen residence has a status code of 1D, contributor to a district or multiple resource property listed in NR by the Keeper and listed in the CR.

The single-story apartment building at the rear of the parcel is associated with address 9085 Grove Street and is a non-contributing building.

The Elk Grove Historic District is also designated locally and identified in the City's Historic Resources Element. The recommended status codes for the Elk Grove Historic District are 1S and 5S1. The recommended status codes for the Pierce/Allen residence are 1D and 5D1.

Elk Grove Historic Winemaker District

Elk Grove Winemaker Historic District is a group of warehouses and production buildings related to the wine industry in the City of Elk Grove from 1900-1950. The District is significant for its association with Elk Grove's prominence in wine production during this period. Contributors include the Elk Grove Vineyard Association Winery buildings, an intact early-twentieth-century industrial complex, along with the one surviving building from the Elk Grove Winery to the north, as well as the Benjamin Hoover Warehouse to the south.

Few industrial properties from this period remain in the City of Elk Grove. However, several of those that do survive are among the most important representatives of Elk Grove's wine industry, which flourished during the early twentieth century. These include the Elk Grove Winery Warehouse (historically also known as the Da Roza and Neves Elk Grove Winery warehouse), Benjamin Hoover General Warehouse, as well as a complex of buildings associated with the Elk Grove Vineyard Association.

[4] Knapp, 2.
[5] Knapp, 10.

Description of Contributor in APE: Elk Grove Winery Warehouse, 9678 Railroad Street, APN: 134-0050-043-0000[6]

Figure C: Elk Grove Winery warehouse, view facing northwest (GPA, September 2018)

The warehouse formerly associated with the Elk Grove Winery was constructed between 1900 and 1905. The building at 9678 Railroad Street is a rectangular-plan warehouse in an early-twentieth-century industrial vernacular style. The building sits at the northern end of parcel 134-0050-043-0000. The building has a poured concrete foundation. Exterior walls are brick with painted concrete or stucco lower portions. The large volume appears to be one story in height. The building has a front gable roof clad in an undetermined material. The roof is concealed behind a stepped brick parapet along the short elevations on the primary (east) and rear (west) elevations and a raised parapet across the other elevations. Metal flashing lines the parapet. Fenestration is limited to door openings and small clerestory vents.

The primary elevation (east) is symmetrically arranged. Corners of the building are marked by projecting brick square posts with inwardly stepped capitals. There is a center louvered vent, and a center entry with a single-leaf commercial door and three, vertically-oriented, fixed plate windows. There is a small sign and a standing seam metal awning centered over the primary entrance. The rear elevation (west) is similarly arranged, except that its entry features a horizontally sliding, wood-plank service door suspended from a metal track. The south side elevation displays a single, off-center loading bay flanked by two louvered vents set within an opening capped with a segmental arch. The north side elevation displays a non-original, wood entry door with upper glazing near the horizontal midpoint of the elevation. A large opening on the north side has been mostly infilled with brick; a small metal door remains in the opening. Both the north and south elevations feature a dentil course at the junction below the flashing lining the parapet. Seismic anchors, metal gutters, and exterior mounted conduit are affixed to the exterior across all elevations.

The building is located between the Southern Pacific Railroad tracks to the west and Railroad Street to the east. It is surrounded by vacant lots encircled by chain link fence. Landscaping in the immediate vicinity of the warehouse includes ground cover and small trees in brick planters flanking the entry, trees and other large plants along the north and south walls of the building, and a dirt and gravel lot to the north and south. An asphalt-paved parking lot occupies the area in front of the primary entrance between the building and Railroad Street.

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[6] Section abstracted from: Monte Kim, ICF International, "California Department of Parks and Recreation Primary Record, Elk Grove Winery Warehouse," April 11, 2014. (P-34-005027).

Description of Contributor in APE: Benjamin Hoover Warehouse, 9699 Railroad Street, APN: 134-0050-082-0000[7]

Figure D: Benjamin Hoover Warehouse, view facing southwest (GPA, September 2018)

The Benjamin Hoover Warehouse was constructed around 1900 between the spur along Railroad Street to the east and the former Southern Pacific Railroad tracks to the west. The building is angled in its orientation to the street, though the east elevation is roughly parallel to Railroad Street. The Benjamin Hoover Warehouse has a rectangular plan in an early-twentieth-century industrial Vernacular style. The large volume appears to be one story in height. The building has a poured concrete foundation with a brick, load-bearing masonry, structural system. Exterior walls are brick with painted concrete lower portions. The building has a double front gable roof clad in an undetermined material. There is a stepped parapet at the short elevations (roughly north and south) and a flat raised parapet across other elevations (roughly east and west). There are round, porthole openings along the stepped side of the parapet.

The building is three bays across along its east and west (long) ends and two bays across along its north and south (short) ends. Fenestration is limited to large, raised loading bays with segmental arched brick lintels. The primary (east) elevation features three symmetrically placed, segmental arch docking bays. The two outer bays are infilled with non-original concrete. The center bay has been infilled with concrete and a wooden entry door accessed by a concrete stoop. Flanking the center bay are narrow brick pilasters that meet the brick coping running the length of the elevation. The west elevation mirrors the east elevation, though its center docking bay has been completely infilled with concrete and lacks a door. The symmetrical north and south elevations both feature stepped parapet walls pierced with two circular openings. The north elevation features a solid brick wall. The south elevation is punctuated by two segmental arch bays similar to those found elsewhere on the building. Above the bays are two circular openings in the brick parapet. A brick pilaster separates the bays on the north elevation. Exposed anchor bolts are located below the parapet on all elevations.

A chain-link fence encloses the mostly vacant land around the building. Landscaping is limited mostly to grass and weeds, but also includes a large aloe plant growing adjacent to the building's east elevation. The building is currently in a deteriorated condition.

[7] Abstracted from Monte Kim, ICF International, "California Department of Parks and Recreation Primary Record, Benjamin Hoover Warehouse," April 11, 2014. (P-34-005032).

Statement of Significance

The Elk Grove Winemaker Historic District appears to meet NRHP Criterion A and CRHR Criterion 1, and local Criterion A-i at the local level of significance for an association with the development of the wine and warehousing industry in Elk Grove between 1900 and 1950. Although the wineries that originally comprised this district were not among the first established in California or in Sacramento County, they do represent the earliest wineries founded in the Elk Grove area. Together with the warehouses that once lined the former Southern Pacific railroad tracks, the winery-related buildings played a key role in the industrial development of the town, transforming Elk Grove into a prominent wine-producing center during the first half of the twentieth century. As such, the proposed historic district appears to possess associative significance under NRHP Criterion A, CRHR Criterion 1, and local Criterion A-i.[8]

Overall, the district has six extant buildings historically associated with the development of Elk Grove's wine industry between 1900 and 1950, the district's period of significance. The recommended status codes for the district are 2S2 and 5S3.

The Elk Grove Winery Warehouse was evaluated for NRHP eligibility in 2014 and recommended eligible for listing in the NRHP and the CRHR as a contributing property to the Elk Grove Winemaker Historic District under Criterion A and 1 respectively, because of its association with the development of the warehousing and wine industries in Elk Grove during the early decades of the twentieth century. Additionally, the warehouse appears to be individually eligible for listing in the Elk Grove Registry as a local landmark under Criterion A-i.[9] The key aspects of integrity identified in the previous evaluations are location, design, materials, and workmanship. Integrity of setting and feeling have been partially compromised with the removal of a number of early warehouses. As such, GPA concurs with the previous NRHP and CRHR evaluations and recommends the following CHRIS status codes for the property: 2D2 and 5D3. Its Period of Significance is 1900-1950.[10]

The Benjamin Hoover General Warehouse was evaluated for NRHP eligibility in 2014 and recommended eligible for listing in the NRHP and the CRHR as a contributing property to the Elk Grove Winemaker Historic District under Criterion A and 1 respectively because of its association with the warehousing and wine industries in Elk Grove during the early decades of the twentieth century. Additionally, the warehouse appears to be individually eligible for listing in the Elk Grove Registry as a local landmark under Criterion A-i.[11] The key aspects of integrity identified in the previous evaluations are location, design, materials, and workmanship. Integrity of setting and feeling have been partially compromised with the removal of a number of early warehouses. As such, GPA concurs with the previous NRHP and CRHR evaluations and recommends the following CHRIS status codes for the property: 2D2 and 5D3. Its Period of Significance is 1900-1950.[12]

Finding of Effect

The proposed Project's potential to affect the historical resources in the direct and indirect APE was evaluated under Section 106 with application of the Criteria of Adverse Effect. GPA recommends the finding of no adverse effect on the historic properties within the APE as defined by Section 106. With

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[8] Monte Kim, ICF International, "California Department of Parks and Recreation District Record, Elk Grove Winemaker Historic District," April 11, 2014. (P-34-005034).
Please note that no properties were evaluated for listing in the local register.

[9] Please note that no properties were evaluated for listing in the local register.

[10] 2D2 Contributor to a district determined eligible for NR by consensus through Section 106 process. Listed in the CR.
5D3 Appears to be a contributor to a district that appears eligible for local listing or designation through survey evaluation.

[11] Please note that no properties were evaluated for listing in the local register.

[12] 2D2 Contributor to a district determined eligible for NR by consensus through Section 106 process. Listed in the CR.
5D3 Appears to be a contributor to a district that appears eligible for local listing or designation through survey evaluation.

implementation of mitigation measure CUL-1, impacts to historic resources is anticipated to be less than significant.

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

Less than Significant with Mitigation. Through a records search, background research, and a field survey, no archaeological resources were identified in the Project Area. As such, the Project is not anticipated to impact any archaeological resources pursuant to CEQA Guidelines § 15064.5. However, because the Project would include excavation, previously unrecorded archaeological resources may be uncovered during construction. If any previously unrecorded archaeological resources were identified during Project implementation, particularly ground-disturbing construction activities, and were found to qualify as a historical resource per CEQA Guidelines § 15064.5 or a unique archaeological resource, as defined in PRC § 21083.2(g), any impacts to the resource resulting from the Project could be potentially significant. Any such potential significant impacts would be reduced to a less than significant level by implementing mitigation measure CUL-3.

c) Would the Project disturb any human remains, including those interred outside of formal cemeteries?

Less than Significant with Mitigation. Through a records search, background research, and a field survey, no human remains are known to exist in the Project Area. Therefore, the Project is not anticipated to impact any human remains, including those interred outside of formal cemeteries.

However, because the Project would include excavation, previously unrecorded human remains may be uncovered during construction. If any previously unknown human remains were encountered during Project implementation, particularly ground-disturbing construction activities, any impacts to the human remains resulting from the Project could be potentially significant. Any such potential significant impacts would be reduced to a less than significant level by implementing mitigation measure CUL-4.

Applicable 2016 Mitigation Measures Incorporated

CUL-1: Ensure the future Project follows the Secretary of the Interior's Standards for the Treatment of Historic Properties (Standards) for Rehabilitation. A professional who meets the Secretary of Interiors Professional Qualification Standards for History or Architectural History is qualified to assess the Project for adherence to the Standards for Rehabilitation.

The Standards for Rehabilitation generally follow the following 10 guidelines.

1. A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.
2. The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.
3. Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken.
4. Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.

5. Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a property shall be preserved.
6. Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.
7. Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.
8. Significant archeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.
9. New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.

Additional Project-Level Mitigation Measures

CUL-3: If previously unidentified cultural materials are unearthed during construction, work shall be halted in that area until a qualified archaeologist can assess the significance of the find and develop a plan for documentation and removal of resources if necessary. Additional archaeological survey will be needed if Project limits are extended beyond the present survey limits.

CUL-4: Section 5097.94 of the Public Resources Code and Section 7050.5 of the California Health and Safety Code protect Native American burials, skeletal remains and grave goods, regardless of age and provide method and means for the appropriate handling of such remains. If human remains are encountered, work should halt in that vicinity and the county coroner should be notified immediately. At the same time, an archaeologist should be contacted to evaluate the situation. If the human remains are of Native American origin, the coroner must notify the Native American Heritage Commission within twenty-four hours of such identification. CEQA details steps to be taken if human burials are of Native American origin.

3.6 Energy

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
6. Energy — Would the Project:				
a) Result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b) Conflict with or obstruct a State or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

Discussion of Impacts

a) Would the Project result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less than Significant. Pursuant to the 2016 IS/MND, the proposed Project would construct a multi-use plaza with modern amenities, two parking lots, and roadway improvements to better accommodate the special events currently held on the Project site such as farmers markets, concerts, street fairs, festivals, and movie nights. Additional consumption of energy resources as a result of the proposed Project would include charging stations for electric vehicles and street, parking, and site lighting for safety purposes. Street lighting would only occur at night using LED bulbs for energy efficiency and charging stations for electric vehicles would be used intermittently. No additional energy consumption would occur other than what is currently being utilized for public events. This impact is anticipated to be less than significant.

b) Would the Project conflict with or obstruct a State or local plan for renewable energy or energy efficiency?

Less than Significant. Street lighting for the proposed Project is anticipated to be minimal and would include LED bulbs. Additionally, the Project would include charging stations for electric vehicles to encourage clean energy use in compliance with the City of Elk Grove Climate Action Plan Update (2019); therefore, the Project would not conflict with or obstruct a State or local plan for renewable energy.

Applicable 2016 Mitigation Measures Incorporated

None.

Additional Project-Level Mitigation Measures

None required.

3.7 Geology, Soils, and Seismicity

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
6. GEOLOGY and Soils — Would the Project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

Environmental Setting

Regional Geology

The Project site lies within the Great Valley[13] geomorphic province of California, which is an alluvial plain about 50 miles wide and 400 miles long in the central part of California. The Great Valley geomorphic province is bounded on the north by the Klamath and Cascade mountain ranges, on the east by the Sierra Nevada, and on the west by the California Coast Mountain Range. The Great Valley is a trough in which sediments have been deposited almost continuously since the Jurassic Era (about 160 million years ago).

[13] The Great Valley is also called the Great Central Valley or the Central Valley when discussing in terms of geography. The common scientific term when discussing in relation to geology is "the Great Valley" as is discussed in this section.

Topography

The Project Area is situated on the broad, flat alluvial plain of the Sacramento River in the Sacramento Valley within the Great Valley. Topography of the site is essentially flat at an elevation of approximately 50 feet above mean sea level (msl).

Faults and Seismicity

There are no active or potentially active faults in the vicinity of the Project and the Project is not exposed to Alquist-Priolo or other fault rupture hazards. The closest known fault to the Project site is the Willows fault zone, which is approximately 10 miles north of the City, but is considered inactive as displacement occurred greater than 1.8 million years ago. The nearest faults with recorded activity within the last 200 years are the Concord, Hayward, and Cleveland Hill faults. The Safety Element Background of the *Sacramento County General Plan* (Sacramento County 2011) identified two major subsurface fault zones on the eastern and western sides of the City. The Midland Fault Zone is located approximately 20 miles west, while the Bear Mountain Fault Zone is located approximately 20 miles east. The closest known active subsurface fault is the Dunnigan Hills fault, located approximately 25 miles northwest of the City.

Ground Shaking

Ground shaking is motion that occurs as a result of energy released during faulting. Ground shaking is the primary cause of earthquake damage to man-made structures. When the ground shakes strongly, buildings can be damaged or destroyed and their occupants may be injured or killed. The Project Area is subject to potentially moderate seismic shaking (OES 2015).

Liquefaction and Soils

Liquefaction is a process whereby water in unconsolidated sand and other granular materials is subjected to pressure usually caused by ground motion. Since fluids are not compressible and granular materials are compressible, especially when shaken, the water seeks release. As water moves out of materials, such as sand, it causes the granular material to flow and lose strength. Such materials, in effect, behave like quicksand. The ground literally flows out from under structures. Earthquake shaking is a major cause of liquefaction and has resulted in severe damage in parts of California. Soil in the Project Area consists of Redding gravelly loam (NRCS 2016), which typically occurs over 0 to 8 percent slopes. The soil is moderately deep and moderately well drained. The shrink-swell potential of this soil is moderate.

Paleontological Sensitivity Analysis

Dokken Engineering reviewed geologic and soil maps of the APE and conducted an online search of the University of California Museum of Paleontology (UCMP) Specimen Search for the Project Area. Geologic maps indicate that the Project Area is underlain by the Laguna Formation, which consists of Pliocene-age (5 to 1.8 million years ago) cobble, sand, and silt from mixed metamorphic, granitic, and volcanic sources (Dawson 2009). The Laguna Formation extends from Oroville south to the northern San Joaquin Valley and has an estimated thickness of 180 to 1,000 feet (Helley and Harwood 1985; Olmsted and Davis 1961).

Soil maps indicate that soils in the Project Area are Redding series gravelly loams, overlain and mixed with modern fill. Redding series gravelly loams are typically up to 40 inches deep (USDA 2016). The UCMP Specimen Search indicates that 126 fossils have been documented within Sacramento County. While their location with respect to the Project Area is unknown, none of the recorded localities come from Pliocene-aged sediments, such as the Laguna Formation. The Laguna Formation is generally considered to have low potential for significant vertebrate fossils, with an isolated horse tooth as the only published record of a vertebrate fossil

from the formation (Stirton, 1939). Therefore, the Project Area is considered to have low potential for paleontological resources.

Discussion of Impacts

a) Would the Project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?

No Impact. No active or potentially active fault traces have been identified in Elk Grove. The faults nearest the City are the Foothills Fault System and the Great Green Valley fault at a distance of 21 and 28 miles, respectively. Therefore, the proposed Project would not expose people or structures to potential substantial adverse effects involving rupture of a known earthquake fault. There would be no impact

ii) Strong seismic ground shaking?

Less than Significant. No active or potentially active fault traces have been identified in Elk Grove. The Updated Project Components do not include the construction of any structures that would need to abide by minimum standards set forth by the California Building Code. No additional impacts would occur due to seismic ground shaking other than what was discussed within the 2016 IS/MND; therefore, impacts would remain less than significant.

iii) Seismic-related ground failure, including liquefaction?

Less than Significant. The Project engineer would be required to prepare a soil report for the Project site which would confirm the site's soil characteristics and suitability for the proposed construction of the parking lots and roadway improvements. This would include any recommended measures to ensure soil stability prior to construction. Therefore, this impact would be less than significant. No additional impacts would occur due to seismic ground shaking other than what was discussed within the 2016 IS/MND; therefore, impacts would remain less than significant.

iv) Landslides?

No Impact. The Project site and surrounding properties are essentially topographically flat; therefore, the likelihood of landslides is minimal. Impacts would remain less than significant.

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

Less than Significant. Construction activities associated with Updated Project Components, including land clearing, grading, and excavations, would disturb site soils, temporarily exposing them to wind and water erosion. As stated in the 2016 IS/MND, procedures have been established to minimize erosion and sedimentation during construction activities in Municipal Code Chapter 16.44, Land Grading and Erosion Control. Compliance with Policy CAQ-5 and Chapter 16.44 would reduce impacts associated with soil erosion during construction and operation. Therefore, this impact would remain less than significant.

c) *Would the Project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?*

Less than Significant. The Project engineer would be required to prepare a soil report for the Project site which would confirm the site's soil characteristics and suitability for the proposed construction of the parking lots and roadway improvements. This would include any recommended measures to ensure soil stability prior to construction. Therefore, this impact would remain less than significant.

d) *Would the Project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?*

Less than Significant. As stated in the 2016 IS/MND, According to the Natural Resources Conservation Service's (2016) Web Soil Survey, the Project site is underlain by soils of the San Joaquin-Urban land complex, with a linear extensibility rating of 1.3, which indicates a low shrink-swell potential. The Project engineer would be required to prepare a soil report for the Project site which would confirm the site's soil characteristics and suitability for the proposed construction of the parking lots and roadway improvements. This would include any recommended measures to ensure soil stability prior to construction. Therefore, this impact would remain less than significant.

e) *Would the Project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?*

No Impact. The use or construction of septic tanks or alternative wastewater disposal systems is not a component of the proposed Project: therefore, no impact would occur.

f) *Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

Less than Significant with Mitigation. Through a search and background research, no paleontological resources are known to be in the Project Area. The Project Area is underlain by the Laguna Formation, overlain by Redding series gravelly loams overlain or mixed with modern fill. The Laguna Formation is generally considered to have low potential for significant vertebrate fossils; therefore, the Project Area is considered to have low potential for paleontological resources.

The majority of Project ground-disturbing activities would occur in soils, not underlying bedrock, though there is the possibility that Project ground-disturbing activities could impact the underlying Laguna Formation. However, the Laguna Formation is considered to have low potential for paleontological resources; therefore, the Project is not anticipated to directly or indirectly destroy a unique paleontological resources or site or unique geologic feature.

However, because the Project would include excavation, previously unrecorded paleontological resources may be uncovered during construction. In the unlikely case that Project ground-disturbing activities encounter paleontological resources, any impacts to the resource resulting from the Project could be potentially significant. Any such potential significant impacts would be reduced to a less than significant level by implementing mitigation measure CUL-2.

Applicable 2016 Mitigation Measures Incorporated

CUL-2: If any paleontological resources (fossils) are discovered during grading or construction activities within the Project Area, work shall be halted immediately within 50 feet of the discovery, and the City Planning Division shall be immediately notified. At that time, the City will coordinate any necessary investigation of the discovery with a qualified paleontologist. The City shall consider the mitigation recommendations of the qualified paleontologist for any unanticipated discoveries of paleontological resources. The City shall implement a measure or measures that the City deems feasible and appropriate. Such measures may include avoidance, preservation in place, excavation, documentation, curation, data recovery, or other appropriate measures. The City shall be required to implement any mitigation necessary for the protection of paleontological resources.

Additional Project-Level Mitigation Measures

None.

3.8 Greenhouse Gas Emissions

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
7. GREENHOUSE GAS EMISSIONS — Would the Project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

Environmental Setting

CEQA requires lead agencies to evaluate the environmental impacts of Projects they are considering for approval. Greenhouse Gas (GHG) emissions have the potential to adversely affect the environment because they contribute to global climate change. In turn, global climate change has the potential to raise sea level, affect rainfall and snowfall, and worsen air pollution levels. An individual Project's GHG emissions are minor relative to global GHG emissions but global emissions are what drive climate change. In September 2006, then-Governor Arnold Schwarzenegger signed Assembly Bill (AB) 32, which requires that Statewide GHG emissions be reduced to 1990 levels by the year 2020. AB 32 delegated the authority for implementation to the CARB and directs the CARB to enforce the Statewide cap. In accordance with AB 32, CARB prepared the Climate Change Scoping Plan (Scoping Plan) for California, which was approved in 2008 and revised in 2011. The City adopted the *City of Elk Grove Climate Action Plan* (CAP) on March 27, 2013 to comply with AB 32 and updated the CAP in February of 2019. The CAP identified how the City and the broader community could reduce regional GHG emissions and included reduction targets, strategies, and specific actions. The City considers a specific Project proposal consistent with the Elk Grove CAP if it complies with the GHG reduction measures contained in the adopted CAP.

Discussion of Impacts

a) Would the Project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less than Significant. Based on the modeling results in Appendix B, estimated emissions from the proposed Project would not exceed the thresholds established for key criteria pollutants in the SMAQMD air quality planning documents with BACT and BMPs implemented. Although the proposed Project would temporarily cause localized increases in emission levels, the Project would be less than the SMAQMD thresholds of significance for all criteria pollutants. Because construction and operational emissions are expected to be well below the thresholds, the proposed Project is not expected to violate any air quality standards or substantially contribute to GHG emissions. The Updated Project Components would not increase the capacity of a roadway; therefore, no additional trips or delays are expected to result other than what was discussed in the 2016 IS/MND.

b) Would the Project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less than Significant. The 2016 IS/MND analyzed operational related GHG emissions that would occur as a result of building a multi-use plaza (see Appendix A, Section 4.0 of the 2016 IS/MND).

GHG emissions are not anticipated to exceed State-wide GHG reduction goals for the years beyond 2020. The Updated Project Components would not increase the capacity of a roadway; therefore, no additional trips or delays are expected to result other than what was discussed in the 2016 IS/MND.

Applicable 2016 Mitigation Measures Incorporated

None.

Additional Project-Level Mitigation Measures

None required.

3.9 Hazards and Hazardous Materials

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
8. HAZARDS AND HAZARDOUS MATERIALS — Would the Project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☒	☐	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a Project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard or excessive noise for people residing or working in the Project Area?	☐	☐	☐	☒
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	☐	☐	☒	☐

This section relies upon the information and findings presented in the Hazardous Waste Initial Site Assessment (2018) prepared by Dokken Engineering only for the parcels within the Project Area that were not previously analyzed within the 2016 IS/MND. Additional details on background context and Recognized Environmental Conditions (RECs) identified are presented in the technical report.

Regulatory Setting

Federal

Hazardous Material Management

Resources Conservation and Recovery Act
The Resources Conservation and Recovery Act (RCRA) set up the Federal regulatory program for hazardous substances and gives the United States Environmental Protection Agency (USEPA) the authority to regulate the generation, transport, treatment, and disposal of hazardous substances in a “cradle to grave” system. Under the RCRA, USEPA regulates the generation, transportation, treatment, storage, and disposal of hazardous substances. This regulatory system includes tracking all generators of hazardous waste.

1984 Hazardous and Solid Waste Amendment Act
RCRA was amended by the 1984 Hazardous and Solid Waste Amendment Act, which prohibited the use of certain techniques for the disposal of certain hazardous wastes (USEPA 2016a). The Emergency Planning and Community Right-to-Know Act of 1986 imposes safety requirements to protect local communities in the event of the accidental release of hazardous substances. The requirements provide measures so that the risks from interaction with hazardous materials, such as handling, storage, and disposal, are mitigated or prevented. This law protects human health and the environment if the unintended release of hazardous materials was to occur (USEPA 2016b). USEPA has delegated fulfillment of many of the RCRA's requirements to the California Department of Toxic Substances Control (DTSC).

Clean Air Act
Regulations under the Clean Air Act (CAA) (42 USC 7401 et seq. as amended) are designed to prevent accidental releases of hazardous materials. The regulations require facilities that store a threshold quantity or greater of listed regulated substances to develop a risk management plan, including hazard assessments and response programs to prevent accidental releases of listed chemicals.

Hazardous Materials Transportation

Hazardous Materials Transportation Act
The transport of hazardous materials is regulated by the United States Department of Transportation (Caltrans) under Hazardous Materials Transportation Act (HMTA). To accomplish this, the Federal Aviation Administration, Federal Motor Carrier Safety Administration, Federal Railway Administration, Pipeline and Hazardous Materials Safety Administration, and the U.S. Coast Guard have been given authority to enforce hazardous material transport regulations.

Worker Safety

Occupational Safety and Health Administration
The Occupational Safety and Health Act of 1970 created the Occupational Safety and Health Administration (OSHA), which is responsible for protecting the health of workers, such as during the handling of hazardous materials. OSHA has created regulations to set Federal standards of workplace safety including exposure limits, mandatory workplace training, accident and injury reporting, and safety procedures. These regulations are recorded in the CFR Title 29 (GPO 2016).

State

Hazardous Material Management

Hazardous Waste Control Act
The Hazardous Waste Control Act created the State hazardous waste management program. The act is implemented by regulations contained in Title 26 of the CCR, which describes the following required aspects for the proper management of hazardous waste: identification and classification; generation and transportation; design and permitting of recycling treatment, storage and disposal facilities; operation of facilities and staff training; and closure of facilities and liability requirements.

These regulations list more than 800 materials that may be hazardous and establish criteria for identifying, packaging, and disposing of such waste. Under the Hazardous Waste Control Act and Title 26, the generator of hazardous waste must complete a manifest that accompanies the waste from generator to transporter to the ultimate disposal location. Copies of the manifest must be filed with the DTSC.

California Environmental Protection Agency
The California EPA (CAL EPA) is responsible for creating and enforcing environmental regulations within California. Within CAL EPA is the DTSC, which was formed under the Hazardous Waste Control Act. The DTSC is responsible for regulating hazardous waste, remediating existing contamination, and identifying ways to reduce production of hazardous wastes. DTSC can delegate enforcement responsibilities to local jurisdictions.

Unified Program
The unified hazardous waste and hazardous materials management regulatory program (Unified Program) is a unified hazardous materials management program that was established by California's Secretary for Environmental Protection following Senate Bill 1082 (1993). The Unified Program consolidates, coordinates, and makes consistent the administrative requirements, permits, inspections, and enforcement activities of the following programs:

- Hazardous Materials Release Response Plans and Inventories
- California Accidental Release Prevention Program
- Underground Storage Tank Program
- Above Ground Petroleum Storage Act Program
- Hazardous Waste Generator and Onsite Hazardous Waste Treatment Programs
- California Uniform Fire Code: Hazardous Material Management Plans and Hazardous Material Inventory Statements

These six environmental programs are implemented at the local government level by Certified Unified Program Agencies (CUPAs). CUPAs provide a central permitting and regulatory agency for permits, reporting, and compliance enforcement. California Public Resources Code Section 21151.4 sets special requirements for environmental impact reports and negative declarations for projects that involve the construction or alteration of a facility within one-fourth of a mile of a school that creates the following conditions:

- Might reasonably be anticipated to emit hazardous air emissions;
- Would handle an extremely hazardous substance or a mixture containing extremely hazardous substances in a quantity equal to or greater than the State threshold quantity specified in Section 25532(j) of the Health and Safety Code; or
- May pose a health or safety hazard to persons who would attend or would be employed at the school.

As part of the CEQA process, the lead agency preparing the EIR must consult with the appropriate school district regarding the potential impact of the Project on the school and the school district must be notified about the Project in writing at least 30 days before the proposed certification of the EIR or adoption of the mitigated negative declaration (Public Resources Code section 21151.4; 14 California Code of Regulations Section 15186(b)).

Cortese List Government Code Section 65962
Government Code Section 65962 was enacted in 1985 and was amended in 1992. It is used as a planning document to comply with the CEQA and requires information about locations of hazardous material release sites. It states that the through the combined efforts of the DTSC, the Department of Health Service, the State Water Resources Control Board (SWRCB) and local enforcement agencies a list of potential hazardous areas and sites will be compiled and remain up to date (at a minimum annually updated). The list is consolidated by the Secretary for Environmental Protection and is distributed to each city and county where sites on the list are located. The list can be found on the DTSC's data management system known as EnviroStor, which includes information from the SWRCB GeoTracker database.

Worker Safety

Division of Occupational Safety and Health
The Division of Occupational Safety and Health (DOSH), also known as CalOSHA, is responsible for enforcing workplace safety regulations and requirements in California, including hazardous materials requirements recorded under CCR Title 8 (DIR 2016). These regulations include requirements for safety training, availability of safety equipment, accident and illness prevention programs, warnings about hazardous substance exposure (such as asbestos), and preparation of emergency action and fire prevention plans.

The DOSH also enforces hazard-communication program regulations that contain training and information requirements. Such requirements include procedures for identifying and labeling hazardous substances, communicating information about hazardous substances and their handling, and preparing health and safety plans to protect workers and employees at hazardous waste sites. Under the hazard-communication program, employers must make Material Safety Data Sheets available to employees and document employee information and training programs.

Emergency Response

California Emergency Services Act
The California Emergency Services Act provides the basic authority for conducting emergency operations following a proclamation of emergency by the governor and/or appropriate local authorities. Local government and district emergency plans are considered to be extensions of the California Emergency Plan, established in accordance with the Emergency Services Act.

The California Emergency Management Agency (CAL EMA) is the State agency responsible for establishing emergency response and spill notification plans related to hazardous materials accidents. CAL EMA regulates businesses by requiring specific businesses to prepare an inventory of hazardous materials (CCR Title 19). CAL EMA is also the lead State agency for emergency management and is responsible for coordinating the State-level response to emergencies and disasters.

Fire Protection
California State fire safety regulations apply to State Responsibility Areas (SRAs) during the time of year designated as having hazardous fire conditions. California Department of Forestry and Fire Protection (CAL FIRE) has developed a fire hazard severity scale that considers vegetation, climate, and slope to evaluate the level of wildfire hazard in all SRAs. A SRA is defined as the part of the State where CAL FIRE is primarily responsible for providing basic wildland fire protection assistance. Areas under the jurisdiction of other fire protection services are considered to be Local Responsibility Areas or on Federal lands are considered Federal Responsibility Areas.

During the fire hazard season, these regulations include: (a) restrict the use of equipment that may produce a spark, flame, or fire; (b) require the use of spark arrestors on any equipment that has an internal combustion engine; (c) specify requirements for the safe use of gasoline-powered tools in fire hazard areas; and (d) specify fire suppression equipment that must be provided onsite for various types of work in fire-prone areas. CAL FIRE has primary responsibility for fire protection within SRAs.

Project Background

Hazardous Materials and Wastes

For purposes of this section, the term “hazardous materials” refers to both hazardous substances and hazardous wastes. A “hazardous material” is defined in the CFR as “a substance or material that...is capable of posing an unreasonable risk to health, safety, and property when transported in commerce” (49 CFR 171.8). California Health and Safety Code Section 25501 defines a hazardous material as follows:

Hazardous material means any material that, because of its quantity, concentration, or physical, or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. “Hazardous materials” include, but are not limited to, hazardous substances, hazardous waste, and any material which a handler or the administering agency has a reasonable basis for believing that it would be injurious to the health and safety of persons or harmful to the environment if released into the workplace or the environment.

Hazardous wastes are defined in California Health and Safety Code Section 25141(b) as wastes that:
Because of their quantity, concentration, or physical, chemical, or infectious characteristics, [may either] cause, or significantly contribute to an increase in mortality or an increase in serious illness [, or] pose a substantial present or potential hazard to human health or the environment when improperly treated, stored, transported, disposed of, or otherwise managed.

Section 25532(j) of the Health and Safety Code defines "regulated substances accident risk" to mean a potential for the accidental release of a regulated substance into the environment that could produce a significant likelihood that persons exposed may suffer acute health effects resulting in significant injury or death.

Section (j) defines "regulated substance" to mean any substance that is either of the following (20 CFR Article 2 § 25532):

(1) A regulated substance listed in Section 68.130 of Title 40 of the Code of Federal Regulations pursuant to paragraph (3) of subsection (r) of Section 112 of the Clean Air Act (42 U.S.C. Sec. 7412(r)(3)).
(2) (A) An extremely hazardous substance listed in Appendix A of Part 355 (commencing with Section 355.10) of Subchapter J of Chapter I of Title 40 of the Code of Federal Regulations that is any of the following:
    I. A gas at standard temperature and pressure.
    II. A liquid with a vapor pressure at standard temperature and pressure equal to or greater than 10 millimeters mercury.
    III. A solid that is one of the following:
        a. In solution or in molten form.
        b. In powder form with a particle size less than 100 microns.
        c. Reactive with a National Fire Protection Association rating of 2, 3, or 4.
    IV. A substance that the office determines may pose a regulated substances accident risk pursuant to subclause (II) of clause (i) of subparagraph (B) or pursuant to Section 25543.3.

Acute Hazardous Wastes

Acute hazardous wastes have been found to be fatal to humans in low doses or, in the absence of data on human toxicity, it has been shown in studies to have an oral LD 50 toxicity (rat) of less than 50 milligrams per kilogram, an inhalation LC 50 toxicity (rat) of less than 2 milligrams per liter, or a dermal LD 50 toxicity (rabbit) of less than 200 milligrams per kilogram or is otherwise capable of causing or significantly contributing to an increase in serious irreversible, or incapacitating reversible, illness (CFR 40 261.11).

Asbestos

Naturally occurring asbestos is found in serpentine soils in the foothills of California and is considered a hazardous material due to exposure related public health concerns. The Naturally Occurring Asbestos Hazard Map was reviewed to determine if the proposed Project would involve construction in areas of relative likelihood for the presence of natural occurring asbestos. Review of information available through USGS indicated that nearest ultramafic rock formation which may be associated with naturally occurring asbestos is approximately 23 miles northeast of the Project Area, along the eastern banks of Folsom Lake (USGS, 2015).

Hazardous Air Pollutants

The USEPA defines hazardous emissions, also known as Hazardous Air Pollutants (HAP), as those pollutants that are known or suspected to cause cancer or other serious health effects (USEPA 2017). These pollutants can come from sources such as gasoline, motor oils, asbestos, and paint strippers and can be inhaled or ingested. Fuels such as diesel and gasoline would be required for the operation of construction equipment and are considered Class three, flammable liquid, hazardous materials which can lead to fires or explosions if handled incorrectly. Additionally, oils and lubricants would also be needed for operation of equipment and the control facilities and are also considered Class three hazardous materials.

Schools

The proposed Project site is within the Elk Grove Unified School District. The closest school to the Project Area is Florence Markofer Elementary School located 0.5 mile south west of the Project Area.

Cortese List Government Code Section 65962

As discussed in the regulatory setting above, the Cortese list, which is compiled pursuant to Government Code Section 65962, is used to comply with CEQA requirements and provides a list about the known locations of hazardous material release sites. A record search using Environmental Data Resources (EDR) was used to determine the proximity of a Project to the nearest hazardous materials site.

Emergency Response and Emergency Evacuation Plans

The Environmental Compliance Division of the Sacramento County Environmental Management Department (EMD) has been designated by the California Environmental Protection Agency (Cal-EPA) as the Certified Unified Program Agency (CUPA) for Sacramento County. As the CUPA, the Environmental Compliance Division has the primary responsibility to enforce most regulations regarding hazardous materials in the area and is responsible for the implementation of six Statewide environmental programs for Sacramento County. These include: Underground storage of hazardous substances (USTs), Hazardous Materials Business Plan (HMP) requirements, Hazardous Waste Generator requirements, California Accidental Release Prevention (Cal-ARP) program, Uniform Fire Code hazardous materials management plan, and the Aboveground Petroleum Storage Spill Prevention Control and Countermeasures Plan (Sacramento County 2017). The EMD adopted the *Area Plan for Emergency Response to Hazardous Materials Incidents in Sacramento County* (Area Plan) (Sacramento County 2016), which describes the responsibilities of local, State, and Federal agencies during incidents involving the release and/or threatened release of hazardous materials.

Cosumnes Fire Department acts as first responder to hazardous materials incidents within the City. EMD provides incident response and consultation, safeguards public health through an on-site assessment, ensures proper disposal of hazardous materials, ensures that Sacramento County has an adequate plan for incidents involving hazardous materials, and participates in disaster planning and response. The EMD will refer large cases of hazardous materials contamination or violations to the CVRWQCB and the CDTSC. SMAQMD and the Federal and California Occupational Safety and Health Administrations may also become involved in large cases.

Airports
The nearest airport to the Project site that is currently in operation is Mather Airport, located approximately 9 miles northeast of the Project site. Mather Airport is a public-use airport facility. There are no private airstrips in the vicinity of the proposed Project.

Fire Hazards
CAL FIRE maintains fire hazard severity zone maps for local and State responsibility areas. Fire hazard is a way to measure physical fire behavior so that people can predict the damage a fire is likely to cause. The proposed Project is located in a local responsibility area maintained by the City. The general background risk for the Project and its vicinity is expected to be low, due to the surrounding area being urban and the type of vegetation (fuel) in the area.

Thresholds of Significance

Using a desktop analysis and the CEQA Environmental Checklist for guidance, the following thresholds of significance for evaluating potential impacts were established. A potential impact would be significant if the proposed Project would:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials; or
- Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school; or
- Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, it would create a significant hazard to the public or the environment; or
- For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, the Project would result in a safety hazard for people residing or working in the Project Area, impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; or
- For a project within the vicinity of a private airstrip, the Project would result in a safety hazard for people residing or working in the Project Area; or
- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; or
- Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

Previous Work

Multiple Initial Site Assessments were prepared for the City of Elk Grove for property acquisition purposes. These ISA's indicated multiple properties east of the Southern Pacific Transportation Railroad had the potential to contain soil contamination. Within the Project Area, the ISA indicates the following:

On parcel 134-0010-068 (previously parcels 125-0243-023, 134-0010-064 and134-0010-028), studies did not find evidence of a hazardous material release that requires remedial action (October 2012).

On parcels 134-0050-043&49, the Hazardous Materials Survey Report indicated the presence of lead in both interior and exterior pains of the building. Additionally, the Soil Assessment Report indicated traces

of lead, Petroleum Hydrocarbons as Diesel (TPH-d) above the regulatory screening levels. Based on these results, and the shallow extent of impacts, soil management to mitigate surface soil impacts were recommended (July 2017).

On parcel 134-0050-052, no testing was required due to the soil testing completed on the adjacent parcel (134-0050-043&49) (August 2017).

On parcel 134-0050-082, the assessment revealed no evidence of RECs in connection with the property.

Site Reconnaissance

Jacqueline Lockhart, PE, conducted a site reconnaissance on December 3, 2018 to ensure that site conditions have not changed since the previous 2012-2017 studies. Based on the site reconnaissance, potential REC's within the Project boundaries include the potential for PCB's with existing pole- and pad-mounted electrical transformers. No other RECs were identified. No additional testing is recommended at this time.

Discussion of Impacts

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

Less than Significant. Temporary construction activities associated with the proposed Project would involve the transport and use of gasoline, diesel fuel, hydraulic fuel, solvents, and oils typically associated with operation of construction equipment and vehicles. These chemicals would be used and stored on the proposed Project site during construction, as well as transported along public roadways. Federal, State, and local laws governing the handling, storage, and transport of these and other hazardous materials and spill clean ups are discussed in the Regulatory Setting of this section and would be required for the storage and transport of hazardous material for the proposed Project. These regulations are established to prevent the improper use of materials and to reduce the risk of exposure to the public. The Standard Specifications required by the City of Elk Grove Public Works Department regarding construction include the development of a central hazardous material storage and delivery area within a construction site in order to prevent runoff and to ensure hazards and/or nonhazardous materials are not spilled into the environment. Chemicals present on site or used for the proposed Project would be handled by the contractor in accordance with these regulations and DOSH requirements ensuring the potential for these hazards to create a hazard to the public or the environment is not significant. Therefore, the potential for impacts related to hazardous materials transport, use, or disposal would be considered less than significant.

b) Would the Project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less than Significant with Mitigation. The use of heavy construction equipment requires the use of small amounts of hazardous materials such as oils, fuels, and other potentially flammable substances that have the potential to be released into the environment if not handled properly. The amount of these materials needed for on-site equipment maintenance would not be enough to cause a significant hazard to the public if released, since the quantity of these hazardous materials on-site at any one given time would only amount to a refueling truck and the construction equipment. However, measure HAZ-1 would be implemented to require the contractor to prepare an Accidental-Spill Prevention and Response

Plan that would include BMPs to control the accidental release of hazardous materials into the environment, ensuring spills are appropriately cleaned up, and would not result in a release of hazardous materials into the environment. The use of hazardous materials would be temporary and the Project would not include a permanent use or source of hazardous materials. Measure HAZ-1 would reduce any potential impacts to a less than significant level from temporary construction equipment and activities. Additionally, the proposed Project would require utility pole relocation due to the proposed roadway improvements. Measure HAZ-2 would reduce any potential impacts to a less than significant level from PCB's within existing pole- and pad-mounted electrical transformers. The Updated Project Components would not result in any other impacts to hazardous waste other than what was discussed within the 2016 IS/MND.

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

No Impact. There are no existing or planned schools within one-quarter mile of the Project. The nearest school is Florence Markofer Elementary, which is located approximately 0.5 miles south east of the Project Area. Therefore, there would be no impact related to hazardous emissions, materials, substances, or waste within one-quarter mile of an existing or proposed school.

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

No Impact. As discussed above under Environmental Setting, there are no sites listed on the Cortese List, under Government Code Section 65962.5, within the Project Area and no impact would occur.

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

No Impact. The nearest airport to the Project site is the Mather Airport, located approximately 9 miles to the northeast of the Project, so the Project is not located within two miles of a public airport or public use airport. The Project site is not located within an airport land use plan. Therefore, the Project would not result in any safety hazards for people residing or working in the Project Area; there would be no impact.

f) *Would the Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

Less than Significant. In addition to the EMD Area Plan, mentioned above under Regulatory Setting, the City is covered under the *Sacramento County Emergency Operations Plan* (EOP) (Sacramento County 2012). The EOP establishes an Emergency Management Organization and assigns functions and tasks consistent with California's Standardized Emergency Management System (SEMS) and the National Incident Management System (NIMS). The EOP is the principal guide for the County's response to, and management of real or potential emergencies and disasters occurring within its designated geographic boundaries. Because the Project may require lane closure and/or detours during construction, the City would require the contractor to coordinate with the fire and police departments ahead of any closures; therefore, impacts would be less than significant.

g) Would the Project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

Less than Significant. The Project is located in an urban area of the City, adjacent to residential and commercial/mixed-use land uses. The proposed Project corridor is not designated as a wildland. Emergency access would be maintained throughout construction and, in the event of a fire, the Cosumnes Fire Department provides emergency fire services to the Project Area. Impacts would be less than significant.

Applicable 2016 Mitigation Measures Incorporated

None.

Additional Project-Level Mitigation Measures

HAZ-1: The contractor shall prepare a Spill Prevention, Control, and Countermeasure Program (SPCCP) prior to the commencement of construction activities. The SPCCP shall include information on the nature of all hazardous materials that shall be used on-site. The SPCCP shall also include information regarding proper handling of hazardous materials, and clean-up procedures in the event of an accidental release. The phone number of the agency overseeing hazardous materials and toxic clean-up shall be provided in the SPCCP.

HAZ-2: Any leaking transformers observed during the course of the Project shall be considered a potential polychlorinated biphenyl (PCB) hazard. A detailed inspection of individual electrical transformers was not conducted for this ISA. However, should leaks from electrical transformers (that will either remain within the construction limits or will require removal and/or relocation) be encountered during construction, the transformer fluid shall be sampled and analyzed by qualified personnel for detectable levels of PCB's. Should PCBs be detected, the transformer shall be removed and disposed of in accordance with Title 22, Division 4.5 of the California Code of Regulations and any other appropriate regulatory agency. Any stained soil encountered below electrical transformers with detectable levels of PCB's shall also be handled and disposed of in accordance with Title 22, Division 4.5 of the California Code of Regulations and any other appropriate regulatory agency.

3.10 Hydrology and Water Quality

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
9. HYDROLOGY AND WATER QUALITY — Would the Project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☒	☐	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces, in a manner which would:	☐	☒	☐	☐
(i) Result in substantial erosion or siltation on- or off-site?	☐	☒	☐	☐
(ii) Substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	☐	☐	☒	☐
(iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☒	☐	☐
(iv) Impede or redirect flood flows?	☐	☐	☐	☒
d) In flood hazard, tsunami, or seiche zones risk release of pollutants due to project inundation?	☐	☐	☐	☒
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☒	☐	☐

Regulatory Setting

The SWRCB administers water rights, water pollution control, and water quality functions throughout the State. Regional Water Quality Control Boards (RWQCBs) are responsible for protecting beneficial uses of water resources within their regional jurisdiction using planning, permitting, and enforcement authorities to meet this responsibility. The SWRCB regulates the discharge of stormwater through the NPDES permit program. Stormwater runoff from construction sites disturbing one acre or more must be covered under the State's General Construction Activity Stormwater Permit (Order No. R5-2016-0040, NPDES No. CAS0085324) (Construction General Permit), which requires the development and implementation of a SWPPP. The SWPPP is to identify potential pollution sources, needed BMPs, and maintenance and monitoring activities needed to prevent exceedance of applicable water quality standards. The City has a current NPDES General Permit, renewed by the CVRWQCB in November 2016, which regulates stormwater discharges associated with construction activities.

The City of Elk Grove is a joint participant with Sacramento County's NPDES. The permit was renewed in 2008 and allows the City to discharge urban runoff from Municipal Separate Storm Sewer Systems (MS4s) in its municipal jurisdictions. The permit requires that the City impose water quality and watershed

protection measures for all development projects. The NPDES also requires every new construction project to have a permit for every new construction project that implements the following measures:

- Eliminate or reduce non-stormwater discharges to stormwater systems and other waters of the nation.
- Develop and implement a SWPPP.
- Perform inspections of stormwater control structures and pollution prevention measures.

Stormwater quality control measures with Elk Grove are guided by the *Sacramento Region Stormwater Quality Design Manual* (May 2014). The manual outlines planning tools and requirements to reduce urban runoff pollution to the maximum extent practicable from new development and redevelopment projects, including the use of porous surfaces on roadways.

Senate Bill (SB) 5 and associated legislation requires protection for a 200-year flood for urban and urbanized areas in the Central Valley. Under SB 5, development in moderate or special hazard areas within the Central Valley is permitted if the local agency can provide substantial evidence that the development would be subject to less than 3 feet of flooding during a 200-year flood event. Based on information provided by the California Department of Water Resources (CDWR), the Project Area is not subject to 200-year flood requirements as defined under SB 5 (DWR 2017).

Discussion of Impacts

a) Would the Project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less than Significant with Mitigation. Project construction activities, such as site grading and stockpiling, could temporarily affect water quality by introducing sediments, turbidity, and pollutants associated with sediments into storm drains or other water bodies. Construction-related activities that expose and move soils are primarily responsible for sediment releases. Non-sediment potential contaminants that could enter water runoff from the construction site include oil, gasoline, petroleum products, and trash.

The Project footprint is approximately 9 acres and approximately 1 acre of new impervious surface area would be added. The Project, under mitigation measure WQ-1, would be required to obtain a NPDES Construction General Permit and to prepare and implement a SWPPP, in accordance with the General Construction Permit, which requires the development and implementation of a SWPPP on construction sites disturbing one acre or more. The SWPPP will include BMPs to protect stormwater runoff and monitor BMP effectiveness. At a minimum, BMPs will include practices to minimize the contact of construction materials, equipment, and maintenance supplies (e.g., fuels, lubricants, paints, solvents, adhesives) with stormwater. The SWPPP would specify properly-designed centralized storage areas that keep these materials out of the rain.

In addition to State requirements, measures would be included in the grading plans to minimize erosion potential and water quality degradation of the Project Area in accordance with Elk Grove Municipal Code Title 16, Chapter 16.44, Land Grading and Erosion Control. Chapter 16.44 establishes administrative procedures, minimum standards for review, and implementation and enforcement procedures for controlling erosion, sedimentation, disruption of existing drainage, and related environmental damage caused by land clearing activities, grading, filling, and land excavation. Additionally, the State has published a set of BMPs for both pre- and post-construction periods, which would be applied to the Project. The City would identify the appropriate BMPs for the proposed Project.

Compliance with the NPDES permit and the required City measures, as described above, would reduce the Project's impacts on water quality to a level that is less than significant.

Implementation of the Project would result in an expansion of the existing roadway, totaling approximately 1 acre of new impervious surface within the Project site. In contrast to pervious surfaces, impervious surfaces prevent the infiltration of water into the subsurface. Therefore, during storm events, a net increase in impervious surfaces can result in a net increase in stormwater flows, and can also result in an earlier release of peak stormwater flows from a given area. These changes can result in a net increase in the volume of water emanating from a given area during storms. Increases in runoff volume can cause a number of downstream impacts, including increased flooding, as well as increased erosion and sedimentation potential. Additionally, impervious surfaces tend to collect oils, greases, brake dust, and other automobile-related pollutants during the dry season, and readily discharge these into adjacent surface waters during storm events (especially during a first flush event).

Potential impacts associated with increased impervious surfaces under the Project would be partially avoided given existing soil conditions on site and in the vicinity of the Project. The gravelly surficial soils in the Project vicinity are underlain by low-permeability clay layers, typically within 1 to 2 feet of the subsurface. These layers result in ponding and vernal pools observed during the wet season. As a result, infiltration capacity in the Project vicinity is already limited under existing conditions. Therefore, installation of new impervious surfaces would have limited potential to further increase stormwater runoff from the Project site. Potential releases of water quality pollutants from the Project site could be mitigated via implementation of treatment BMPs and minimization measures listed above, as well as adherence to required City measures. Adherence to these measures would ensure that operation period impacts would be reduced to less than significant levels.

b) Would the Project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin?

Less than Significant. The maximum excavation anticipated to be required for the Project is 4 feet. With groundwater found between 90 and 1150 feet below ground surface, it is unlikely that the Project would reach groundwater level and dewatering is not anticipated.

The Project site is not actively used for groundwater recharge. The ability for groundwater infiltration within the Project Area would be only slightly altered from existing conditions. Implementation of the Project would not utilize or deplete local groundwater supplies.

Therefore, the Project would not contribute to depletion of groundwater supply during Project construction or operation resulting in a net deficit in aquifer volume or a lowering of the local groundwater table, and the impact is less than significant

c) Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces, in a manner which would:

(i) Result in substantial erosion or siltation on- or off-site?

Less than Significant with Mitigation. The proposed Project would not result in the alteration of the course of a stream or river. The roadway improvements would result in an increase in impervious surfaces, which would alter the existing drainage pattern on the Project site. The Project will result in a total additional impervious area of approximately 2.29 acres after construction. Per the Stormwater Quality Design Manual for the Sacramento Region, road projects with an impervious area less than 5 acres are

required to implement source control as a stormwater quality control measure. The source control measures identified in the manual for a road project are efficient irrigation, landscaping, and storm drain markings and signs. The Project is not proposing any irrigation for drainage inlets. The roadside ditches will be hydroseeded with native grasses in accordance with the landscaping source control measure.

The proposed Project would be required to meet the existing NPDES permit requirements, requiring the City to prepare a SWPPP for the proposed Project (mitigation measure WQ-1) and submit it to the CVRWQCB in support of NPDES regulations. The proposed Project would be required to implement appropriate BMPs to prevent erosion and provide sedimentation control during construction. Further, the Project would be subject to Chapter 16.44 of the City's Municipal Code. Chapter 16.44 establishes administrative procedures, minimum standards for review, and implementation and enforcement procedures for controlling erosion, sedimentation, disruption of existing drainage and related environmental damage caused by land clearing activities, grading, filling, and land excavation. Compliance with the provisions of the NPDES, SWPPP, and BMPs, as identified in mitigation measure WQ-1 and Chapter 16.44 of the Municipal Code would reduce impacts associated with erosion and siltation to a less than significant level.

(ii) *Substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?*

Less than Significant. The proposed Project would improve Railroad Street and add parking lots and sidewalks, which would result in minimal alteration of the existing drainage pattern of the site due to an increase in impervious surfaces. The increase in impervious surfaces may result in an increase in the rate or amount of surface runoff from the Project site. However, this increase will not result in flooding on- or off-site because the Project would not result in a substantial alteration of the existing drainage pattern of the site or area since it would not substantially increase the rate or amount of surface runoff, as the Project involves improvements to an existing roadway. No streams or rivers would be altered by the proposed Project. This impact is considered less than significant.

(iii) *Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or*

Less than Significant with Mitigation. The proposed Project would result in a 2.29 acre increase in impervious surface area at the Project site, which would result in an increase in the quantity of runoff generated in a storm event. The proposed Project is not expected to exceed the capacity of the existing stormwater drainage systems in the Project Area. Compliance with the provisions of the NPDES, SWPPP, and BMPs, as identified in mitigation measure WQ-1, and Chapter 16.44 of the City Municipal Code would reduce impacts associated with runoff to a less than significant level.

(iv) *Impede or redirect flood flows?*

No Impact. The Project is not located in a FEMA 100-year flood hazard zone (Appendix E). Therefore, implementation of the Project would not place a new structure within the 100-year flood zone that could impede or redirect flows. The Project would not result in new building construction or an increase in allowed building occupancy; therefore, the Project would have no impact.

d) Would the Project in flood hazard, tsunami, or seiche zones risk release of pollutants due to project inundation?

No Impact. Seiches are waves generated in an enclosed body of water, such as the San Francisco Bay, from seismic activity. Seiches are related to tsunamis for enclosed bays, inlets, and lakes. These tsunami-like waves can be generated by earthquakes, subsidence or uplift of large blocks of land, submarine and onshore landslides, sediment failures and volcanic eruptions. The strong currents associated with these events may be more damaging than inundation by waves. The Project is not located in an area determined to be at risk of seiches or tsunamis as there are no lakes or other large bodies of water nearby that are susceptible to this risk; therefore, the Project would have no impact.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less than Significant. The proposed Project would be required to meet the existing NPDES permit requirements, requiring the City to prepare a SWPPP for the proposed Project (mitigation measure WQ-1) and submit it to the CVRWQCB in support of NPDES regulations. The proposed Project would be required to implement appropriate BMPs to prevent erosion and provide sedimentation control during construction. Further, the Project would be subject to Chapter 16.44 of the City's Municipal Code. Chapter 16.44 establishes administrative procedures, minimum standards for review, and implementation and enforcement procedures for controlling erosion, sedimentation, disruption of existing drainage and related environmental damage caused by land clearing activities, grading, filling, and land excavation. Compliance with the provisions of the NPDES, SWPPP, and BMPs, as identified in mitigation measure WQ-1 and Chapter 16.44 of the Municipal Code would reduce impacts associated with erosion and siltation to a less than significant level.

Applicable 2016 Mitigation Measures Incorporated

None.

Additional Project-Level Mitigation Measures

WQ-1: Implement Water Quality Best Management Practices (BMPs). The Project Contractor shall be required to comply with the requirements of a NPDES permit from the CVRWQCB. As part of the permit, the Contractor would be required to prepare and implement a SWPPP into their construction plans, prior to initiating construction activities, identifying BMPs to be used to avoid or minimize any adverse effects to surface waters before and during construction. The following BMPs would be incorporated into the Project as part of the construction specifications:

- Use a water truck or other appropriate measures to control dust on applicable access roads, construction areas, and stockpiles.
- Properly dispose of oil or other liquids.
- Fuel and maintain vehicles in a specified area that is designed to capture spills.
- Fuels and hazardous materials shall not be stored on site.
- Inspect and maintain vehicles and equipment to prevent the dripping of oil or other fluids.
- Schedule construction to avoid the rainy season as much as possible.
- Maintain sediment and erosion control measures during construction. Inspect the control measures before, during, and after a rain event.
- Train construction workers in storm water pollution prevention practices.
- Re-seed disturbed areas in a timely manner to control erosion.

3.11 Land Use and Land Use Planning

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
10. LAND USE AND LAND USE PLANNING — Would the Project:				
a) Physically divide an established community?	☐	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐

Discussion of Impacts

a) Would the Project physically divide an established community?

No Impact. The Updated Project Components would contribute to developing the site as a public gathering place accessible to motorists, bicyclists, and pedestrians. The Project would potentially bring people together in the Old Town area by providing a more inviting gathering space. The Project would not divide an established community; therefore, no impact would occur.

b) Would the Project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Less than Significant. The Project site is designated by the Elk Grove General Plan as Light Industry (LI) and zoned Special Planning Area–Old Town (SPA-OT). The Old Town Special Planning Area zones the site Commercial. Pursuant to the 2016 IS/MND, a General Plan Amendment would occur to change the land use designation of the site under the General Plan from Light Industrial to Parks/Open Space and an amendment to the Old Town Special Planning Area to change the land use from Commercial to Public Plaza. Project approval would make the current and proposed uses of the site consistent with the City's applicable land use plans. The Updated Project Components would provide better site access, but the use of the site would remain the same as under existing conditions. The proposed use would be compatible with the existing commercial and residential uses that surround the site. Therefore, the Updated Project Components would not result in any additional impacts other than what was discussed within the 2016 IS/MND.

Applicable 2016 Mitigation Measures Incorporated

None.

Additional Project-Level Mitigation Measures

None required.

3.12 Mineral Resources

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
11. MINERAL RESOURCES — Would the Project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	☒

Discussion of Impacts

a) Would the Project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?

No Impact. Neither the Project site nor the adjacent properties are used for mineral extraction or designated as important mineral recovery sites. In addition, no notices of intent to preserve mineral rights have been recorded on the Project site. No impact to mineral resources would occur.

b) Would the Project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

No Impact. Neither the Project site nor the adjacent properties are used for mineral extraction or designated as important mineral recovery sites. In addition, no notices of intent to preserve mineral rights have been recorded on the Project site. No impact to mineral resources would occur.

Applicable 2016 Mitigation Measures Incorporated

None.

Additional Project-Level Mitigation Measures

None required.

3.13 Noise

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
12. NOISE — Would the Project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐

Regulatory Setting

City of Elk Grove General Plan

The Noise Element of the City's General Plan contains policies designed to protect the community from the harmful and annoying effects of exposure to excessive noise. General Plan policies applicable to the proposed Project are summarized below.

Policy NO-3. Noise created by new proposed non-transportation noise sources shall be mitigated so as not to exceed the noise level standards of Table 3.12-1 as measured immediately within the property line of lands designated for noise-sensitive uses.

NO-3-Action 1. Limit construction activity to the hours of 7:00 a.m. to 7:00 p.m. whenever such activity is adjacent to residential uses.

NO-3-Action 3. The City shall require that stationary construction equipment and construction staging areas be set back from existing noise-sensitive land uses.

Table 3.12-1
Performance Standards for Stationary (Non-Transportation) Noise Sources

	Noise Level (Hourly Leq, dBA)	
Source	**Daytime (7:00 a.m. to 10:00 p.m.)**	**Nighttime (10:00 p.m. to 7:00 a.m.)**
Part 1: Typical Sources[1]	55	45
Part 2: Sources Which are Tonal, Impulsive, Repetitive, or Consist Primarily of Speech or Music[2]	50	40

NOTES: The noise level standards in Parts 1 and 2 do not apply to residential units established in conjunction with industrial or commercial uses (e.g., caretaker dwellings).
The City may impose noise level standards which are more or less restrictive than those specified above based upon determination of existing low or high ambient noise levels.

1 The standards above will apply generally to noise sources that are not tonal, impulsive, or repetitive in nature. Typical noise sources in this category would include HVAC systems, cooling towers, fans, blowers, etc.

2 The standards in Part 2 apply to noises which are tonal in nature, impulsive or repetitive, or which consist primarily of speech or music (e.g., humming sounds, outdoor speaker systems). Typical noise sources in this category include pile drivers, drive-through speaker boxes, punch presses, steam valves, and transformer stations.

SOURCE: Elk Grove, 2003, Table NO-A (amended January 5, 2005)

Policy NO-5. Noise created by the construction of new transportation noise sources (such as new roadways or new light rail service) shall be mitigated so as not to exceed the levels specified in Table

3 at outdoor activity areas or interior spaces of existing noise-sensitive land uses. Please see Policy NO-6 for discussion of improvements to existing roadways.

Policy NO-6. It is anticipated that roadway improvement Projects (such as widening of existing roadways) will be needed to accommodate build-out of the General Plan. Therefore, existing noise-sensitive uses may be exposed to increased noise levels due to roadway improvement Projects as a result of increased roadway capacity, increases in travel speeds, etc. It may not be practical to reduce increased traffic noise levels consistent with those contained in Table 3.12-2. Therefore, the following criteria shall be used as a test of significance for roadway improvement Projects which are not directly tied to a development Project:

- Where existing traffic noise levels are less than 60 dBA Ldn at the outdoor activity areas of noise-sensitive uses, a +5 dB increase in noise levels due to roadway improvement Projects will be considered significant; and
- Where existing traffic noise levels range between 60 and 65 dBA Ldn at the outdoor activity areas of noise-sensitive uses, a +3 dB increase in noise levels due to roadway improvement Projects will be considered significant; and
- Where existing traffic noise levels are greater than 65 dBA Ldn at the outdoor activity areas of noise-sensitive uses, a +1.5 dB increase in noise levels due to roadway improvement Projects will be considered significant.

Table 3.12-2
Maximum Allowable Noise Exposure Transportation Noise Sources

Land Use	Outdoor Activity Areas[1] L_{dn}/CNEL, dBA	Interior Spaces	
		L_{dn}/CNEL, dBA	L_{eq}, dBA[2]
Residential	60[3]	45	--
Residential subject to noise from railroad tracks, aircraft overflights, or similar noise sources which produce clearly identifiable, discrete noise events (the passing of a single train, as opposed to relatively steady noise sources such as roadways)	60[3]	405	--
Transient Lodging	60[4]	45	--
Hospitals, Nursing Homes	60[3]	45	--
Theaters, Auditoriums, Music Halls	--	--	35
Churches, Meeting Halls	60[3]	--	40
Office Buildings	--	--	45
Schools, Libraries, Museums	--	--	45
Playgrounds, Neighborhood Parks	70	--	--

NOTES:

1 Where the location of outdoor activity areas is unknown, the exterior noise level standard shall be applied to the property line of the receiving land use. Where it is not practical to mitigate exterior noise levels at patio or balconies of apartment complexes, a common area such as a pool or recreation area may be designated as the outdoor activity area.

2 As determined for a typical worst-case hour during periods of use.

3 Where it is not possible to reduce noise in outdoor activity areas to 60 dB Ldn/CNEL or less using a practical application of the best-available noise reduction measures, an exterior noise level of up to 65 dB Ldn/CNEL may be allowed provided that available exterior noise level reduction measures have been implemented and interior noise levels are in compliance with this table.

4 In the case of hotel/motel facilities or other transient lodging, outdoor activity areas such as pool areas may not be included in the Project design. In these cases, only the interior noise level criterion will apply

5 The intent of this noise standard is to provide increased protection against sleep disturbance for residences located near railroad tracks.

SOURCE: Elk Grove, 2003, Table NO-C (amended January 5, 2005)

Policy NO-7. The City shall not require the installation of soundwalls in front yard areas to reduce noise to acceptable levels in residential areas which were originally constructed without soundwalls. The City shall emphasize other methods to reduce noise levels in these situations.

NO-7-Action 1. Consider adopting a citywide noise reduction program to reduce traffic and other noise levels citywide.

Policy NO-8. Where noise mitigation measures are required to achieve the standard of Table 3.12-2, the emphasis of such measures shall be placed upon site planning and Project design. The use of noise barriers shall be considered a means of achieving the noise standards only after all other practical design-related noise mitigation measures—including the use of distance from noise sources—have been integrated into the Project.

City of Elk Grove Noise Chapter 6.32

Elk Grove Municipal Code Title 6, Chapter 6.32, Noise Control, regulates noise generated by non-transportation sources. Section 6.32.100, Exemptions, of the Code restricts construction activities to occur between the hours of 6:00 a.m. and 8:00 p.m., Monday through Friday, and between the hours of 7:00 a.m. and 8:00 p.m. on Saturday and Sunday.

Discussion of Impacts

a) *Would the Project result in the generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*

Less than Significant. See approved 2016 IS/MND. Compliance with the General Plan and the City Municipal Code would minimize disturbance of sensitive receptors in the Project vicinity; therefore, construction noise impacts would be considered less than significant. The proposed roadway improvements would not increase the traffic capacity along Railroad street; therefore, sensitive receptors would not be exposed to an increase in traffic noise after the proposed roadway improvements have been completed. The proposed Project is not expected to result in a substantial permanent increase in ambient noise levels during operation. Impacts are considered less than significant.

b) *Would the Project result in the generation of excessive groundborne vibration or groundbourne noise levels?*

Less than Significant. See approved 2016 IS/MND.

Applicable 2016 Mitigation Measures Incorporated

None.

Additional Project-Level Mitigation Measures

None required.

3.14 Population and Housing

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
13. POPULATION AND HOUSING — Would the Project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Discussion of Impacts

a) Would the Project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Less than Significant. The Project proposes improvements for a public plaza, two parking lots, and roadway and would not include any residential or substantial job-generating uses that would directly increase Elk Grove's population. The Project does not include the extension of any roads or other infrastructure that has been identified as a limit to growth in the area. Therefore, this impact would be less than significant.

b) Would the Project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. The proposed Project would not displace any residential structures; therefore, no impact would occur.

Applicable 2016 Mitigation Measures Incorporated

None.

Additional Project-Level Mitigation Measures

None required.

3.15 Public Services

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
14. PUBLIC SERVICES — Would the Project:				
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:				
i) Fire protection?	☐	☐	☒	☐
ii) Police protection?	☐	☐	☒	☐
iii) Schools?	☐	☐	☒	☐
iv) Parks?	☐	☐	☒	☐
v) Other public facilities?	☐	☐	☒	☐

Environmental Setting

The City receives fire protection and emergency services from the Cosumnes Community Services District (CSD) Fire Department. The City of Elk Grove Police Department provides law enforcement and general public safety. The nearest fire station is Station 71 at 8760 Elk Grove Boulevard, less than 1 mile to the west. The police department is located at 8400 Laguna Palms Way approximately 2.7 miles north west.

Public schools in the Project Area are within the service are of the Elk Grove Unified School District. The closest public school to the Project Area is Elk Grove High School at 9800 Elk Grove Florin Road, which is approximately 0.6 miles to the southeast of the Project.

The CSD oversees all of the parks and related facilities within the City limits. CSD is also responsible for the maintenance of other public facilities. The nearest park to the Project Area is Russell Park, which is located directly adjacent to the Project Area on Grove Street.

Discussion of Impacts

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

i, ii) Fire or police protection?

Less than Significant. The Project includes improvements on the site to improve access for existing events and comply with ADA standards. The improvements of an existing and relatively small public plaza would not result in a substantial increase in calls for fire or police protection services such that it would trigger the need for additional fire or police protection facilities. The Updated Project

Components would not result in additional impacts to fire or police protection other than what was analyzed in the 2016 document. Therefore, this impact would remain less than significant.

iii, iv) Schools, parks, or other public facilities?

Less than Significant. The proposed Project would not include population growth to the area and does not include components that would result in an increase for the demand of additional schools, parks, or other public facilities. No schools, parks, or other public facilities in the area need to be updated to accommodate the proposed Project. No disruption of access to schools, parks, or other public facilities would result from the Project. The Updated Project Components would not result in additional impacts to schools, parks, or other public facilities other than what was analyzed in the 2016 document. Therefore, this impact would remain less than significant.

Applicable 2016 Mitigation Measures Incorporated

None.

Additional Project-Level Mitigation Measures

None required.

3.16 Recreation

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
15. RECREATION:				
a) Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b) Does the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☒	☐

Discussion of Impacts

a) Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Less than Significant. The Project would not increase the City's population or otherwise increase the use of other existing recreational facilities or parks such that it would result in deterioration of those facilities. The Project consists of roadway improvements that would be maintained for ongoing events by the City. The Updated Project Components would not result in any additional impacts to recreational facilities other than what was discussed within the 2016 IS/MND; therefore, this impact would remain less than significant.

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

Less than Significant. The Project proposes roadway improvements along Railroad Street that is currently used for public recreational use and public events. Impacts associated with construction of the planned improvements are assumed as part of the Project and are addressed throughout this Initial Study. Potential impacts include disturbance of biological resources, cultural resources, temporary air emissions, water quality, handling of hazardous materials, temporary construction noise, and temporary construction traffic. The Updated Project Components would not result in any impacts to recreational facilities other than what was discussed in the 2016 IS/MND; therefore, this impact would remain less than significant.

Applicable 2016 Mitigation Measures Incorporated

None.

Additional Project-Level Mitigation Measures

None required.

3.17 Transportation

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
16. TRANSPORTATION — Would the Project:				
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☒	☐
b) For a land use project, would the Project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)(1)?	☐	☐	☐	☒
c) For a transportation project, would the Project conflict with or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)(2)?	☐	☐	☐	☒
d) Substantially increase hazards due to a geometric design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?	☐	☐	☒	☐
e) Result in inadequate emergency access?	☐	☐	☐	☒

Regulatory Setting

On September 27, 2013, Governor Brown signed Senate Bill 743 (SB 743) and started a process intended to fundamentally change transportation impact analysis as part of CEQA compliance. These changes include the elimination of auto delay, level of service, and other similar measures of vehicle capacity or traffic congestion as a basis for determining significant impacts. The Governor's Office of Planning and Research (OPR) has issued final guidance entitled, Proposed Updates to the CEQA Guidelines (November 2017), covering the specific changes to the CEQA guidelines. The final guidance recommends elimination of auto delay and level of service for CEQA purposes and the use of Vehicle Miles Traveled, or VMT, as the preferred CEQA transportation metric. The City of Elk Grove General Plan Update (2019) incorporates the change in transportation impact analysis, resulting from SB 743, and includes VMT policy that establishes significance thresholds for CEQA analysis of future projects.

2019 CEQA Update: Section 15064.3(b)(2) - Determining the Significance of Transportation Impacts

Pursuant to CEQA section 15064.3(b)(2), transportation projects that reduce, or have no impact on, vehicle miles traveled should be presumed to cause a less than significant transportation impact. For roadway capacity projects, agencies have discretion to determine the appropriate measure of transportation impact consistent with CEQA and other applicable requirements. To the extent that such impacts have already been adequately addressed at a programmatic level, a lead agency may tier from that analysis as provided in Section 15152.

City of Elk Grove Traffic Analysis Guidelines for Transportation Projects

The Traffic Analysis Guidelines (TAG) within the General Plan Update establishes protocol for transportation analysis studies and reports based on the current state-of-the-practice in transportation planning and engineering and includes guidance for General Plan consistency analysis (using roadway and intersection performance) and CEQA analysis (using VMT). As stated on page 9 of the TAG, transportation

projects that are not likely to lead to substantial or measurable increase in VMT and are exempt from analysis include, but are not limited to, the following:

- Public transit (e.g., establishing new routes or services or modifying existing routes or services).
- Addition of active transportation improvements (e.g., new trail segments), like on-street bike lanes and shoulder improvements to improve conditions for cyclists.
- Addition of roadway capacity on local and collector roadways only provided for the purpose of improving conditions for pedestrians, cyclists, and public transit (as applicable).
- Resurfacing, rehabilitation, maintenance, preventative maintenance, replacement, and repair projects that do not add additional roadway capacity.
- Installation, removal, or modification of turn lanes.
- Installation, removal, or modification of traffic control devices, including traffic signals, wayfinding, and traffic signal priority systems.
- Traffic signal optimization and or coordination to improve vehicle, bicycle, or pedestrian flow.
- Installation of roundabouts.
- Installation or modification of traffic calming devices. • Lane reductions (i.e., road diets").
- Addition of auxiliary lanes that do not add additional roadway capacity.
- Removal of off-street parking and addition, adoption, or modification of parking devices and management strategies.
- Safety improvements, including roadway shoulder enhancements and auxiliary lanes, and grade separations for rail, transit, pedestrian, and bicycle facilities.
- Sidewalk infill, removing barriers to accessibility, and American with Disabilities Act (ADA) Improvements.
- Installation or modification of access control restrictions.
- Complete Streets Projects that do not add additional roadway capacity.
- Other improvements to the circulation system that do not add additional roadway capacity.

Discussion of Impacts

a) Would the Project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Less than Significant. The updated Project components are intended to contribute to improving Railroad Street to better function as a venue for community events that are currently held on the adjacent parcels. The Project would not increase the site's capacity for individual events; therefore, the Project would not generate new daily vehicle trips on the surrounding roadways, and there would be no impact on intersection operations and corresponding VMT. The proposed Project would help improve circulation by widening Railroad Street, constructing frontage improvements, and formalizing site access. No additional turn lanes or traffic signals would be constructed as part of the proposed Project. Additionally, pursuant to the 2019 General Plan update TAG, the Project consists of activities considered exempt from VMT analysis. The updated Project components would not conflict with an applicable plan, or result in any impacts to traffic other than what was discussed in the 2016 IS/MND; therefore, this impact would remain less than significant.

b) For a land use project, would the Project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)(1)?

No Impact. The Project is intended to contribute to improving Railroad Street to better function as a venue for community events that are currently held on the adjacent parcels. The Project is not a land

use project, and would remain as currently designated by the Elk Grove General Plan as Light Industry (LI) and zoned Special Planning Area–Old Town (SPA-OT). No impact would occur.

c) *For a transportation project, would the Project conflict with or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)(2)?*

Less than Significant. The proposed Project would not increase the capacity of the road or include additional turn lanes or traffic signals; therefore, no impact to VMT would occur and the Project would not conflict with CEQA Guidelines section 15064.3(b)(2). Impacts would be less than significant.

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

No Impact. The Project has been designed in accordance with City road and improvement standards. The proposed Project would not result in the development of any new hazards or potential incompatibilities. Therefore, the Project would have no impact associated with hazards due to roadway design features.

e) *Would the Project result in inadequate emergency access?*

No Impact. The Project has been designed in accordance with City road and improvement standards, thereby ensuring that adequate emergency access could be provided to the proposed uses. There would be no impact.

Applicable 2016 Mitigation Measures Incorporated

None.

Additional Project-Level Mitigation Measures

None required.

3.18 Tribal Cultural Resources

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
17. Tribal Cultural Resources — Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☒	☐	☐
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☒	☐	☐

This section relies, in part, upon the information and findings presented in the cultural resources technical reports prepared for the Project by Dokken Engineering and GPA Consulting (2018). Additional details on background context, Native American correspondence, and cultural resources identified are presented in the technical report.

Regulatory Setting

Effective July 1, 2015, CEQA was revised to include early consultation with California Native American tribes and consideration of tribal cultural resources (TCRs). These changes were enacted through Assembly Bill 52 (AB 52). By including TCRs early in the CEQA process, AB 52 intends to ensure that local and Tribal governments, public agencies, and project proponents would have information available, early in the project planning process, to identify and address potential adverse impacts to TCRs. CEQA now establishes that a "project with an effect that may cause a substantial adverse change in the significance of a TCR is a project that may have a significant effect on the environment" (PRC § 21084.2).

To help determine whether a project may have such an adverse effect, the PRC requires a lead agency to consult with any California Native American tribe that requests consultation and is traditionally and culturally affiliated with the geographic area of a proposed project. The consultation must take place prior to the determination of whether a negative declaration, mitigated negative declaration, or environmental impact report is required for a project (PRC § 21080.3.1). Consultation must consist of the lead agency providing formal notification, in writing, to the tribes that have requested notification for proposed projects within their traditionally and culturally affiliated area. AB 52 stipulates that the Native American Heritage Commission (NAHC) shall assist the lead agency in identifying the California Native American tribes that are traditionally and culturally affiliated within a project Area. If the tribe wishes to engage in consultation on a project, the tribe must respond to the lead agency within 30 days of receipt of the formal notification. Once the lead agency receives the tribe's request to consult, the lead agency must then begin the consultation process within 30 days. If a lead agency determines that a project may cause a substantial adverse change to TCRs, the lead agency must consider measures to mitigate that impact. Consultation concludes when either: 1) the parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a TCR, or 2) a party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached (PRC § 21080.3.2). Under existing law, environmental documents

must not include information about the locations of an archaeological site or sacred lands or any other information that is exempt from public disclosure pursuant to the Public Records act. TCRs are also exempt from disclosure. The term "tribal cultural resource" refers to either of the following:

Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either:

- Included or determined to be eligible for inclusion in the California Register of Historical Resources
- Included in a local register of historical resources as defined in subdivision (k) of California Public Resources Code (PRC) Section 5020.1
- A resource determined by a California lead agency, in its discretion, and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of the PRC Section 5024.1.

Environmental Setting

Field Survey

Christine Cruiess, Senior Architectural Historian, and Allison M. Lyons, Associate Architectural Historian, of GPA conducted a site visit of the proposed APE on September 26, 2018 to document potential historic properties within the proposed APE and to verify the boundary of the proposed APE. All properties within the APE were inspected from the public right-of-way. All buildings, structures, and sites over 50 years of age were photographed. Additional photographs were taken for context.

Althea Asaro, archaeologist of Dokken Engineering conducted a site visit on August 29, 2018 to look for archaeological remains. The pedestrian survey consisted of ten-meter wide pedestrian transects which were used to inspect the ground surface, where feasible. All rodent burrow holes and other exposed sub-surface areas were visually inspected for the presence of archaeological resources, soil color changes, and/or staining that could indicate past human activity or buried deposits. Boot scrapes were used approximately every 20 meters to assess soils.

Native American Correspondence

On September 4, 2018, Dr. Brian Marks of Dokken Engineering sent a letter and a map depicting the Project vicinity to the Native American Heritage Commission (NAHC), requesting the commission to review the Sacred Land Files (SLF) for Native American cultural resources that might be affected by the Project, and a list of Native American contacts who may be interested in the proposed Project (Appendix D). The request to the NAHC seeks to identify any Native American cultural resources within or adjacent to the APE. On September 11, 2018, Sharaya Souza, Staff Services Analyst, informed Dokken Engineering via email that a review of the SLF was negative for the presence of Native American resources.

The list provided by the NAHC included eight tribes that were to be contacted as part of Section 106 consultation. Three of these tribes had requested to be contacted by the City of Elk Grove as part of AB 52. The City sent five tribes Section 106-only consultation letters, that were mailed out on October 2, 2018, as well as sending joint Section 106/AB 52 letters to three other tribes. The list of tribes contacted are listed below, and copies of correspondence can be found in Appendix D:

Buena Vista Rancheria, Rhonda Morningstar Pope, Chairperson

- A Section 106 letter was sent on October 2, 2018 and was delivered October 5, 2018. A follow-up

phone call was placed on November 19, 2018. The call was transferred to Cultural Resources Officer, James Sarmento, and a detailed voice message was left. There has been no response.

Colfax-Todds Valley Consolidated Tribe, Clyde Prout, Chairperson and Pamela Cubbler, Treasurer

- A Section 106 letter was sent on October 2, 2018 and was delivered October 11, 2018. A follow-up phone call was placed on November 19, 2018 and Ms. Cubbler will defer to the Wilton Rancheria and the United Auburn.

Ione Band of Miwok Indians, Sara Dutschke Setchwaelo, Chairperson

- A joint Section 106/AB 52 letter was sent on October 2, 2018 and was delivered October 4, 2018. A follow-up phone call was placed on November 19, 2018 and a detailed voice message was left. There has been no response.

Nashville-Eldorado Miwok, Cosme Valdez, Chairperson

- A Section 106 letter was sent on October 2, 2018 and was delivered October 5, 2018. A follow-up phone call was placed on November 19, 2018 and a detailed voice message was left. There has been no response.

Shingle Springs Band of Miwok Indians, Regina Cuellar, Chairperson

- A Section 106 letter was sent on October 2, 2018 and was delivered October 9, 2018. Daniel Fonseca, Cultural Resources Director replied with a letter dated October 24, 2018 stating that the Shingle Springs Rancheria was not aware of any resources in the Project Area, but would like copies of the cultural document and environmental document. They would also like to be contacted if any cultural resources or human remains are encountered during the Project.

Tsi Akim Maidu, Don Ryberg, Chairperson and Grayson Coney, Cultural Director

- A Section 106 letter was sent on October 2, 2018 and was delivered October 5, 2018. Mr. Coney's letter was returned on October 22, 2018 as undeliverable. Multiple follow-up phone calls to the number provided by the NAHC were placed. There was no response.

United Auburn Indian Community of Auburn Rancheria, Gene Whitehouse, Chairperson

- A Section 106/AB 52 letter was sent on October 2, 2018 and was delivered October 5, 2018. Marcos Guerrero, Cultural Resources Manager stated in a response letter dated October 15, 2018 that they did not want to consult under AB 52, but would like copies of the cultural document and environmental document. They would also like to be contacted if any cultural resources or human remains are encountered during the Project.

Wilton Rancheria, Raymond Hitchcock, Chairperson

- A Section 106/AB 52 letter was sent on October 2, 2018 and was delivered October 4, 2018. A follow-up phone call was placed on November 19, 2018 and was transferred to Ed Silva, Tribal Resources Coordinator. Mr. Silva was unaware of the Project and stated that he would track down the letter and respond before Thanksgiving (November 22, 2018). There has been no additional response.

Records Search

A records search was conducted by the North Central Information Center (NCIC) at California State University, Sacramento on August 20, 2018. The purpose of this search was to determine the proximity of previously documented cultural resources to the APE and to help establish a context for the potential significance of historic properties. The records search included a review of all recorded historic and

prehistoric archaeological sites situated within a one-mile radius of the APE. The records search identified 17 cultural resource studies conducted within a one-mile radius of the proposed Project's APE. These studies included records for three historic properties/potential historic properties within the APE for the proposed Project. None of these have been identified as tribal cultural resources. Three have been previously identified and evaluated for listing in the NRHP, including the Southern Pacific Railroad Corridor, Elk Grove Historic District, and the Elk Grove Winemaker Historic District.

Discussion of Impacts

Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC § 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in PRC § 5020.1(k)

Less than Significant with Mitigation. Through consultation with California Native American tribes, the NAHC, and an NCIC records search, no known tribal cultural resources listed or determined eligible for listing in the California Register of Historical Resources, or included in a local register of historical resources as defined in PRC § 5020.1(k), pursuant to PRC § 21074(a)(1), would be impacted by the Project.

However, if any previously unrecorded archaeological resource were identified during Project implementation, particularly ground-disturbing construction activities, and were found to qualify as a tribal cultural resource pursuant to PRC § 21074(a)(1) (determined to be eligible for listing in the California Register of Historical Resources or in a local register of historical resources), any impacts to the resource resulting from the Project could be potentially significant. Any such potential significant impacts would be reduced to a less than significant level by implementing mitigation measure CUL-3 in section 3.5.

b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in PRC § 5024.1(c). In applying the criteria set forth in PRC § 5024.1(c), the lead agency shall consider the significance of the resource to a California Native American tribe

Less than Significant with Mitigation. Through consultation with California Native American tribes, the NAHC, and an NCIC records search, the City (lead agency) did not determine any resource that could potentially be affected by the Project to be a tribal cultural resource significant pursuant to criteria set forth in PRC § 5024.1(c). Therefore, the Project is not anticipated to impact any such resources.

However, if any previously unrecorded archaeological resource were identified during Project implementation, particularly ground-disturbing construction activities, and were found to qualify as a tribal cultural resource pursuant to PRC § 21074(a)(2) (determined by the lead agency to be significant pursuant to criteria set forth in PRC § 5024.1[c]), any impacts to the resource resulting from the Project could be potentially significant. Any such potential significant impacts would be reduced to a less than significant level by implementing mitigation measure CUL-1 in section 3.5.

Applicable 2016 Mitigation Measures Incorporated

None.

Additional Project-Level Mitigation Measures

See CUL-3 in Section 3.5.

3.19 Utilities and Service Systems

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
18. UTILITIES AND SERVICE SYSTEMS — Would the Project:				
a) Require or result in the relocation or construction of new or expanded water or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years?	☐	☐	☒	☐
c) Result in a determination by the wastewater treatment provider which serves or may serve the Project that it has adequate capacity to serve the Project's Projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e) Comply with Federal, State, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

Discussion of Impacts

a) Would the Project require or result in the relocation or construction of new or expanded water or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects?

Less than Significant. The Updated Project Components would not generate wastewater or construct wastewater treatment facilities. No other impacts to wastewater would occur as a part of the proposed Project other than what was discussed in the 2016 IS/MND; therefore, this impact would remain less than significant.

b) Would the Project have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years?

Less than Significant. The Updated Project Components would not require a water supply to function. No additional impacts to water supplies would occur as a part of the proposed Project other than what was discussed in the 2016 IS/MND; therefore, this impact would remain less than significant.

c) Would the Project result in a determination by the wastewater treatment provider which serves or may serve the Project that it has adequate capacity to serve the Project's Projected demand in addition to the provider's existing commitments?

Less than Significant. The Updated Project Components would not generate wastewater that would need to be treated by the Sacramento Area Sewer District or the Sacramento Regional County Sanitation District. No additional impacts to wastewater would occur as a part of the proposed Project other than what was discussed in the 2016 IS/MND; therefore, this impact would remain less than significant.

d) Would the Project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less than Significant. The Updated Project Components would not generate solid waste during operation. Solid waste may be generated during construction of the roadway improvements and two parking lots; however, the amounts would not be substantial and would occur only during the construction period. No additional impacts due to solid waste would occur as a part of the proposed Project other than what was discussed in the 2016 IS/MND; therefore, this impact would remain less than significant.

e) Would the Project comply with Federal, State, and local management and reduction statutes and regulations related to solid waste?

Less than Significant. The Updated Project Components would not generate solid waste during operation. Solid waste may be generated during construction of the roadway improvements and two parking lots; however, the amounts would not be substantial and would occur only during the construction period. The Project would be in compliance with both the State and local regulations regarding waste from construction. Construction waste is expected to be limited and temporary in nature and would not conflict with any of the applicable goals and regulations. No additional impacts due to solid waste would occur as a part of the proposed Project other than what was discussed in the 2016 IS/MND; therefore, this impact would remain less than significant.

Applicable 2016 Mitigation Measures Incorporated

None.

Additional Project-Level Mitigation Measures

None required.

3.20 Wildfire

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
19. Wildfire —				
If located in or near State responsibility areas or lands classified as very high fire severity zones, would the Project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☒	☐
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☒	☐
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☒	☐

Discussion of Impacts

a) Would the Project substantially impair an adopted emergency response plan or emergency evacuation plan?

No Impact. The Project has been designed in accordance with City road and improvement standards, thereby ensuring that adequate emergency access could be provided to the proposed uses. There would be no impact.

b) Would the Project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

Less than Significant. The Project is located in a topographically flat, urban area of the City, adjacent to residential and commercial/mixed-use land uses. The proposed Project corridor is not designated as a wildland. Emergency access would be maintained throughout construction and, in the event of a fire, the Cosumnes Fire Department provides emergency fire services to the Project Area. Impacts would be less than significant.

c) Would the Project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

Less than Significant. The Project would require the installation of new underground utility lines to service the street lights and electric vehicle charging stations; however, these lines would connect to an existing power source and would not require any additional maintenance other that what currently occurs.

Additionally, the proposed Project corridor is primarily comprised of urban and industrial features with minimal wildfire risk. Impacts would be less than significant.

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

Less than Significant. The Project is located in a topographically flat, urban area of the City, adjacent to residential and commercial/mixed-use land uses. The proposed Project corridor is not designated as a wildland and vegetation removal would be minimal. Impacts would be less than significant.

Applicable 2016 Mitigation Measures Incorporated

None.

Additional Project-Level Mitigation Measures

None required.

3.21 Mandatory Findings of Significance

Issues (and Supporting Information Sources):	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
19. MANDATORY FINDINGS OF SIGNIFICANCE —				
a) Does the Project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b) Does the Project have impacts that are individually limited but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a Project are considerable when viewed in connection with the effects of past Projects, the effects of other current Projects, and the effects of probable future Projects)?	☐	☐	☒	☐
c) Does the Project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

Discussion of Impacts

a) *Does the Project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?*

Less than Significant with Mitigation. Per the impact discussions throughout this IS/MND in subsections 3.1 through 3.18, the potential of the proposed Project to substantially degrade the environment is less than significant with incorporated mitigation measures.

b) *Does the Project have impacts that are individually limited but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a Project are considerable when viewed in connection with the effects of past Projects, the effects of other current Projects, and the effects of probable future Projects)?*

Less than Significant. As described in previous discussions, the Project would result in several potentially significant Project-level impacts. However, in all cases, mitigation measures have been identified that would reduce these impacts to less-than-significant levels. No other Projects are proposed that would overlap or interact with the proposed Project. The cumulative impact of the proposed Project is less than significant.

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

Less than Significant with Mitigation. The Project would not cause substantial adverse effects on human beings. Effects related to aesthetics, air quality, cultural resources, geology, greenhouse gas,

hazardous materials, hydrology and water quality, land use, noise, public services, recreation, transportation, and utilities are discussed within this IS/MND. The Project would not result in any significant and unavoidable impacts as any potential significant impact identified in this IS/MND in subsection 3.1 through 3.18 would be mitigated to a less than significant level. Mitigation measures recommended are summarized in Chapter 4.1 of this IS/MND. This impact is considered less than significant with mitigation incorporated.

CHAPTER 4
List of Mitigation Measures

4.1 Summary of Mitigation Measures

AES-1: The City shall protect in place, where feasible, all City trees that fall within four categories; landmark trees (19.12.030), trees of local importance (19.12.040), secured trees (19.12.050), and trees in the ROW or on City property (19.12.060). The City shall comply with City Code 19.12.070 and obtain a tree permit prior to removal of any protected trees pursuant to Chapter 19.12 Tree Preservation and Protection.

AIR-1: Sacramento Metropolitan Air Quality Management District's Rule 403 - Fugitive Dust would be followed. The general requirements of Rule 403 are: 301 Limitations: A person shall take every reasonable precaution not to cause or allow the emissions of fugitive dust from being airborne beyond the property line from which the emission originates, from any construction, handling or storage activity, or any wrecking, excavation, grading, clearing of land or solid waste disposal operation. Reasonable precautions shall include, but are not limited to:

- **301.1** Use, where possible, of water or chemicals for control of dust in the demolition of existing buildings or structures, construction operations, the construction of roadways or the clearing of land.
- **301.2** Application of asphalt, oil, water, or suitable chemicals on dirt roads, materials stockpiles, and other surfaces which can give rise to airborne dusts; and
- **301.3** Other means approved by the Air Pollution Control Officer.

AIR-2: Basic Construction Emission Control Practices – California regulations limit idling from both on-road and off-road diesel-powered equipment. The California Air Resources Board enforces the idling limitations. The following practices describe exhaust emission control from diesel powered fleets working at a construction site:

- Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to five minutes [required by CCR, Title 13, Sections 2449(d)(3) and 2485]. Provide clear signage that posts this requirement for workers at the entrances to the site. Although not required by local or State regulation, many construction companies have equipment inspection and maintenance programs to ensure work and fuel efficiencies.
- Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic and determine to be running in proper condition before it is operated.

BIO-1 If construction activities would occur during the migratory bird nesting season (February 1–September 1), preconstruction surveys to identify active migratory bird nests within 200 feet of construction activity shall be conducted by a qualified biologist within 14 days prior to construction initiation. Focused surveys must be performed by a qualified biologist for the purposes of determining the presence/absence of active nest sites within the proposed impact area, including construction access routes and a 200-foot buffer (if feasible).

If active nest sites are identified within 200 feet of Project activities, the construction contractor shall impose a Limited Operating Period (LOP) for all active nest sites prior to commencement of any Project construction activities to avoid construction- or access-related disturbances to migratory bird nesting activities. An LOP constitutes a period during which Project-related activities (i.e., vegetation removal, earth moving, and construction) shall not occur until the nest is deemed inactive. Activities permitted within and the size (i.e., 100 feet) of LOPs may be adjusted through consultation with the City and the CDFW.

BIO-2: Before any activities begin on the Project, the Project biologist shall conduct environmental awareness training for all construction personnel. At a minimum, the training shall include a description of sensitive species with potential to occur, including Swainson's hawk and associated habitat, the Project specific measures being implemented to conserve the species, and the boundaries within which the Project may be accomplished.

BIO-3: If sensitive species are encountered during the course of construction, construction shall temporarily stop within the area of discovery. The Project biologist shall be contacted immediately for further guidance. Work shall not resume in the area of discovery until the Project biologist has cleared the area or the animal has passively left the construction area unharmed.

BIO-4: All food-related trash must be disposed into closed containers and shall be removed from the Project Area daily. Construction personnel shall not feed or otherwise attract wildlife to the Project Area.

BIO-5: A protocol level pre-construction survey shall be conducted for Swainson's hawk and white-tailed kite. This entails surveying all suitable nesting sites within a 1/2 mile radius of the Project Area for evidence of Swainson's hawk or white-tailed kite activity according to the protocol survey methods recommended by the Swainson's Hawk Technical Advisory Committee. If active nesting is identified within the 1/2 mile radius, coordination with CDFW is required.

BIO-6: Should a special-status plant species be observed within or immediately adjacent to the Project Area, Environmentally Sensitive Area (ESA) fencing (orange construction barrier fencing) shall be installed around special-status plant populations.

BIO-7: Prior to arrival at the Project site and prior to leaving the Project site, construction equipment that may contain invasive plants and/or seeds shall be cleaned to reduce the spreading of noxious weeds.

BIO-8: All hydroseed and plant mixes shall consist of a biologist approved plant palate seed mix of native species sourced within 40 miles of the Project Area.

BIO-9: The contractor shall not apply rodenticide or herbicide within the BSA during construction.

BIO-10: Erosion Control Measures shall be implemented during construction. To minimize the mobilization of sediment to adjacent water bodies, the following erosion-control and sediment-control measures shall be included in the construction specifications.

- Soil exposure shall be minimized through the use of temporary BMPs, groundcover, and stabilization measures;
- The contractor shall conduct periodic maintenance of erosion and sediment control measures.

BIO-11: Temporary staging areas, storage areas, and access roads involved with this Project shall take place, to the extent feasible, in the area of direct impact.

CUL-1: Ensure the future Project follows the Secretary of the Interior's Standards for the Treatment of Historic Properties (Standards) for Rehabilitation. A professional who meets the Secretary of Interiors Professional Qualification Standards for History or Architectural History is qualified to assess the Project for adherence to the Standards for Rehabilitation.

The Standards for Rehabilitation generally follow the following 10 guidelines:

1. A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.
2. The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.
3. Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken.
4. Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.
5. Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a property shall be preserved.
6. Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.
7. Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.
8. Significant archeological resources affected by a Project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.
9. New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.

CUL-2: If any paleontological resources (fossils) are discovered during grading or construction activities within the Project Area, work shall be halted immediately within 50 feet of the discovery, and the City Planning Division shall be immediately notified. At that time, the City will coordinate any necessary investigation of the discovery with a qualified paleontologist. The City shall consider the mitigation recommendations of the qualified paleontologist for any unanticipated discoveries of paleontological resources. The City shall implement a measure or measures that the City deems feasible and appropriate. Such measures may include avoidance, preservation in place, excavation, documentation, curation, data recovery, or other appropriate measures. The City shall be required to implement any mitigation necessary for the protection of paleontological resources.

CUL-3: If previously unidentified cultural materials are unearthed during construction, work shall be halted in that area until a qualified archaeologist can assess the significance of the find and develop a plan for documentation and removal of resources if necessary. Additional archaeological survey will be needed if Project limits are extended beyond the present survey limits.

CUL-4: Section 5097.94 of the Public Resources Code and Section 7050.5 of the California Health and Safety Code protect Native American burials, skeletal remains and grave goods, regardless of age

and provide method and means for the appropriate handling of such remains. If human remains are encountered, work should halt in that vicinity and the county coroner should be notified immediately. At the same time, an archaeologist should be contacted to evaluate the situation. If the human remains are of Native American origin, the coroner must notify the Native American Heritage Commission within twenty-four hours of such identification. CEQA details steps to be taken if human burials are of Native American origin.

HAZ-1: The contractor shall prepare a Spill Prevention, Control, and Countermeasure Program (SPCCP) prior to the commencement of construction activities. The SPCCP shall include information on the nature of all hazardous materials that shall be used on-site. The SPCCP shall also include information regarding proper handling of hazardous materials, and clean-up procedures in the event of an accidental release. The phone number of the agency overseeing hazardous materials and toxic clean-up shall be provided in the SPCCP.

HAZ-2: Any leaking transformers observed during the course of the Project shall be considered a potential polychlorinated biphenyl (PCB) hazard. A detailed inspection of individual electrical transformers was not conducted for this ISA. However, should leaks from electrical transformers (that will either remain within the construction limits or will require removal and/or relocation) be encountered during construction, the transformer fluid shall be sampled and analyzed by qualified personnel for detectable levels of PCB's. Should PCBs be detected, the transformer shall be removed and disposed of in accordance with Title 22, Division 4.5 of the California Code of Regulations and any other appropriate regulatory agency. Any stained soil encountered below electrical transformers with detectable levels of PCB's shall also be handled and disposed of in accordance with Title 22, Division 4.5 of the California Code of Regulations and any other appropriate regulatory agency.

WQ-1: Implement Water Quality Best Management Practices (BMPs). The City would ensure that the Project Contractor comply with the requirements of a NPDES permit from the CVRWQCB. As part of the permit, the Contractor would be required to prepare and implement a SWPPP into their construction plans, prior to initiating construction activities, identifying BMPs to be used to avoid or minimize any adverse effects before and during construction to surface waters. The following BMPs would be incorporated into the Project as part of the construction specifications:

- Use a water truck or other appropriate measures to control dust on applicable access roads, construction areas, and stockpiles.
- Properly dispose of oil or other liquids.
- Fuel and maintain vehicles in a specified area that is designed to capture spills.
- Fuels and hazardous materials would not be stored on site.
- Inspect and maintain vehicles and equipment to prevent the dripping of oil or other fluids.
- Schedule construction to avoid the rainy season as much as possible.
- Maintain sediment and erosion control measures during construction. Inspect the control measures before, during, and after a rain event.
- Train construction workers in storm water pollution prevention practices.
- Re-seed disturbed areas in a timely manner to control erosion.

CHAPTER 5
List of Preparers

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CHAPTER 6
List of Acronyms

AB	Assembly Bill
APE	Area of Potential Effects
ARB	California Air Resources Board
ARPA	Archaeological Resources Protection Act
BA	Biological Assessment
BACT	Best Available Control Technology
BMP	Best Management Practices
BO	Section 7 Biological Opinion
BSA	Biological Study Area
CAA	Clean Air Act
Cal-ARP	California Accidental Release Prevention
Cal-EPA	California Environmental Protection Agency
CalFire	California Department of Forestry and Fire Protection
CalOSHA	Division of Occupational Safety and Health
Caltrans	California Department of Transportation
CAP	Climate Action Plan
CARB	California Air Resources Board
CAAQS	California ambient air quality standards
CAP	Climate Action Plan
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CDWR	California Department of Water Resources
CDTSC	California Department of Toxic Substances Control
CE	Categorical Exclusion
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CGS	California Geological Survey
CHRIS	California Historical Resources Information System
CNDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level

CNPS	California Native Plant Society
CO	carbon monoxide
Code	Elk Grove Municipal Code
CR	Cultural Resources
CRHR	California Register of Historical Resources
CRPR	California Rare Plant Rank
CSD	Cosumnes Community Services District
CUPA	Certified Unified Program Agency
CVRWQCB	Central Valley Regional Water Quality Control Board
CWA	Clean Water Act
dB	decibels
dBA	A-weighted decibels
DOSH	Division of Occupational Safety and Health
DPM	diesel particulate matter
DTSC	California Department of Toxic Substances Control
EDR	Environmental Data Resources
EIR	Environmental Impact Report
EMD	Environmental Management Department
EOP	County of Sacramento Emergency Operations Plan
EPA	U.S. Environmental Protection Agency
ESA	Environmentally Sensitive Area
FCAA	Federal Clean Air Act
FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act
FHWA	Federal Highway Administration
FMMP	Farmland Mapping & Monitoring Program
FR	Federal Register
FTA	Federal Transit Administration
GHG	Greenhouse Gas
GPA	GPA Consulting, Inc.
GPS	Global Positioning System
HAP	Hazardous Air Pollutants
H_2S	hydrogen sulfide
HMP	Hazardous Materials Business Plan
HMTA	Hazardous Materials Transportation Act

HPSR	Historic Property Survey Report
HSC	California Health and Safety Code
HUC	Hydrologic Unit Code
IPaC	USFWS Information for Planning and Consultation
IS	Initial Study
IS/MND	Initial Study/Mitigated Negative Declaration
L_{dn}	day-night average sound level
L_{eq}	equivalent sound level
L_{max}	maximum noise level
LOP	Limited Operating Period
MBTA	Migratory Bird Treaty Act
MGD	million gallons of wastewater daily
MLD	most likely descendant
MM	Mitigation Measure
MMRP	Mitigation, Monitoring, and Reporting Program
MRZ	Mineral Resource Zones
msl	mean sea level
MTP/SCS	*Metropolitan Transportation Plan/Sustainable Communities Strategy*
NAAQS	National ambient air quality standards
NAGPRA	Native American Graves Protection and Repatriation Act
NAHC	State of California Native American Heritage Commission
NCIC	North Central Information Center
ND	Negative Declaration
NEPA	National Environmental Policy Act
NES	Natural Environment Study
NIMS	National Incident Management System
NO_2	nitrogen dioxide
NO_X	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
NR	National Register
NRHP	National Register of Historic Places
O_3	ozone
OEHHA	Office of Environmental Health Hazard Assessment
OES	California Department of Emergency Services
OSHA	Occupational Safety and Health Administration

PB	lead
PCB	Polychlorinated Biphenyl
PG&E	Pacific Gas and Electric Company
PM_{10}	10 microns in diameter
$PM_{2.5}$	2.5 microns in diameter
PPV	peak particle velocity
PRC	Public Resources Code
RCRA	Resources Conservation and Recovery Act
REC	Recognized Environmental Condition
RMS	root mean square
ROG	reactive organic gases
ROW	right-of-way
RWQCB	Regional Water Quality Control Board
SACOG	Sacramento Area Council of Governments
SB	Senate Bill
SEMS	Standardized Emergency Management System
SFNA	Sacramento Federal Nonattainment Area
SIP	State Implementation Plan
SLF	Sacred Lands File
SMAQMD	Sacramento Metropolitan Air Pollution Management District
SMARA	Surface Mining and Reclamation Act of 1975
SMUD	Sacramento Municipal Utility District
SO_2	sulfur dioxide
SPASP	Special Planning Area/Specific Plan
SPCCP	Sacramento Federal Nonattainment Area
SR	State Route
SRA	State Responsibility Areas
SRCSD	Sacramento Regional County Sanitation District
SVAB	Sacramento County in the Sacramento Valley Air Basin
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	toxic air contaminants
TAG	Transportation Analysis Guidelines
TCM	Transportation Control Measure
TCR	Tribal Cultural Resource

UCMP	University of California Museum of Paleontology
USACE	U.S. Army Corps of Engineers
USDA	U.S. Department of Agriculture
USEPA	U.S. Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service
USGS	United States Geological Survey
USTS	Underground storage of hazardous substances
VHFHSZ	Very High Fire Hazard Severity Zones
VMT	Vehicle-Miles Traveled
VOC	Volatile Organic Compound
WPCP	Water Pollution Control Plan

CHAPTER 7

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1909 *Elk Grove, California* 7.5-Minute Quadrangle; Scale:1:31,680.
1894 *Lodi, California* 7.5-Minute Quadrangle; Scale:1:250,000.

APPENDIX A – 2016 RAILROAD STREET PLAZA INITIAL STUDY MITIGATED NEGATIVE DECLARATION

City of Elk Grove

Railroad Street Plaza

Initial Study/
Mitigated Negative Declaration

Prepared for:

City of Elk Grove
8401 Laguna Palms Way
Elk Grove, CA 95758

Prepared by:

Michael Baker
INTERNATIONAL

2729 Prospect Park Drive, Suite 220
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November 2016

CITY OF ELK GROVE

RAILROAD STREET PLAZA

INITIAL STUDY/
MITIGATED NEGATIVE DECLARATION

Prepared for:

CITY OF ELK GROVE
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ELK GROVE, CA 95758

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NOVEMBER 2016

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1.0 Introduction

1.0 INTRODUCTION

A. PURPOSE AND BACKGROUND OF THE INITIAL STUDY

The City of Elk Grove (City; Elk Grove) is proposing the Railroad Street Plaza Project (proposed Project), which includes entitlements for (1) Capital Project Design Review to establish a multi-use plaza and pertinent infrastructure as described in greater detail in Section 2.0, Project Description; (2) a General Plan Amendment to change the Project site's land use designation from Light Industry to Parks/Open Space; and, (3) an Old Town Special Planning Area Amendment to change the site's land use designation from Commercial to Public Plaza. The entitlements would allow the phased development of a multi-use plaza including a large covered structure with open sides, a restroom building, seating and gathering areas, and landscaping, as well as an adjacent surface parking lot.

The purpose of this Initial Study/Mitigated Negative Declaration (IS/MND) is to evaluate the potential environmental effects associated with implementation of the Project and to provide mitigation where necessary to avoid, minimize, or lessen those effects.

An initial study is conducted by a lead agency to determine whether a project may have a significant effect on the environment. In accordance with California Environmental Quality Act (CEQA) Guidelines Section 15063, an environmental impact report (EIR) must be prepared if an initial study indicates that the proposed project under review may have a potentially significant impact on the environment that cannot be initially avoided or mitigated to a level that is less than significant. A negative declaration may be prepared if the lead agency also prepares a written statement describing the reasons why the proposed project would not have a significant effect on the environment and therefore why it does not require the preparation of an EIR (CEQA Guidelines Section 15371). According to CEQA Guidelines Section 15070, a negative declaration shall be prepared for a project subject to CEQA when either:

(a) The initial study shows there is no substantial evidence, in light of the whole record before the agency, that the proposed project may have a significant effect on the environment, or

(b) The initial study identifies potentially significant effects, but:

(1) Revisions in the project plans or proposals made by or agreed to by the applicant before the proposed negative declaration is released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur; and

(2) There is no substantial evidence, in light of the whole record before the agency, that the proposed project as revised may have a significant effect on the environment.

If revisions are adopted in the proposed Project in accordance with CEQA Guidelines Section 15070(b), including the adoption of mitigation measures included in this document, a mitigated negative declaration is prepared.

B. LEAD AGENCY

The lead agency is the public agency with primary responsibility over a proposed project. In accordance with CEQA Guidelines Section 15051(b)(1), "the lead agency will normally be the agency with general governmental powers, such as a city or county, rather than an agency with a single or limited purpose..." The City of Elk Grove is the lead agency for the Railroad Street Plaza Project.

C. TECHNICAL STUDIES

Technical studies prepared for the proposed Project and referenced in this IS/MND are listed below. The technical studies are available at the City of Elk Grove Planning Department at 8401 Laguna Palms Way, Elk Grove, CA 95758, Monday through Friday, 8:00 AM to 5:00 PM.

- Phase I Environmental Site Assessment, October 2012, Blackburn Consulting
- Limited Phase II Environmental Site Assessment, October 2012, Blackburn Consulting
- Cultural Resources Assessment, July 2016, Michael Baker International
- Acoustical Analysis, August 2016, Michael Baker International
- Railroad Street Plaza – Parking Evaluation, July 2016, Fehr & Peers

2.0 Project Description

2.0 PROJECT DESCRIPTION

A. PROJECT LOCATION AND SETTING

Project Location

The Project site is located at 9615 Elk Grove Boulevard in Elk Grove in Sacramento County, California (see **Figure 1**). The site is immediately southeast of the intersection of Elk Grove Boulevard and Railroad Street and east of the Union Pacific Railroad line. The Project site consists of one parcel totaling approximately 4.37 acres that is identified as Assessor's Parcel Number (APN) 134-0010-068-0000. Grove Street bisects the parcel, splitting it into northern and southern halves (see **Figure 2**).

Project Setting

The northern portion of the site is paved and striped for use as a parking lot and is surrounded by a combination of chain-link fence and a low masonry wall with gated access. Just outside of the fencing, the perimeter of the northern portion of the site is unpaved and covered with gravel. The only existing frontage improvements are at the site's northern boundary along Elk Grove Boulevard and include curb, gutter, and sidewalk as well as landscaping, streetlights, and decorative signage. There are two small trees along the northern portion's western boundary located on either side of the gated entrance. Pole-mounted utilities are also present along the northern portion's perimeter.

The southern portion of the site is vacant and unimproved. The majority of the site has been graded and covered with gravel for use as informal parking, while the remainder of the site contains weedy annual grasses. There is a masonry wall along the eastern boundary associated with the adjacent residential properties. There is one utility pole and streetlight on the northern portion of the site near the intersection of Railroad Street and Grove Street.

The Project site is located within the boundaries of the National Register–listed Elk Grove Historic District and is adjacent to multiple properties that have been listed on the National Register of Historic Places or are eligible for such listing. The Project site is not a listed historic property, but it does contain a railroad spur that is a contributing element to the Elk Grove Winemaker Historic District, located to the south of the Project site.

Current Operations

The northern portion of the site contains paved surfaces and is routinely used for a variety of special events open to the public. **Table 2.0-1** shows scheduled events for 2016, with actual or projected attendance of each event. Based on past and projected attendance at the events, the site currently draws approximately 102,107 attendees per year. Regular, recurring events held at the Project site include Food Truck Mania and the Sunday Farmers Market. Food Truck Mania, held on the first Wednesday of each month, features multiple food truck vendors and amplified music, with attendance ranging from 1,000 to 1,500 visitors. The Sunday Farmers Market draws approximately 1,400 visitors each week. The Project site has also been used for several special events, including music concerts such as Boots on the Boulevard, an annual chili festival with live music, an annual brew fest with live music, a winter ice skating rink, and a vintage trailer show and antique flea market with live music. While some events, such as the chili festival, may draw as many as 2,680 attendees over the course of the day, with maximum attendance reaching up to 2,000 at any given time during the course of an event.

TABLE 2.0-1 RAILROAD PLAZA 2016 EVENTS

Event	Events per Year	Attendance
Farmers Markets	50	1,386
Food Truck Mania	12	1,500
Boots on the Blvd	1	1,800
Art Americana	1	800
Merry Movie Night	1	450
Green Gauntlet	1	240
Nashville in the Neighborhood	1	2,000
Brewfest	1	2,500
Dickens Street Faire	1	2,680[1]
Antique Trailer Show	1	1,657
Chili Festival	1	2,680

Source: City of Elk Grove

1. Dickens Street Faire, including the Street Fair and parade counts, had a total attendance of 20,058; however, because the Project site represents only a portion of the total Faire area, the maximum capacity of 2,680 was estimated based on maximum daily attendance of events on the Project site.

Parking for current events is provided on-site and at multiple existing, off-site parking lots located on Elk Grove Boulevard including the Toronto Hotel and the Elk Grove Teen Center, west of the Project site, and a public parking lot east of the site.

B. PROPOSED ACTIONS ADDRESSED IN THE IS/MND

The proposed Project is requesting the following entitlements:

- Capital Project Design Review
- General Plan Amendment to change the land use designation from Light Industrial to Parks/Open Space
- Old Town Special Planning Area Amendment to change the land use designation from Commercial to Public Plaza

C. PROJECT COMPONENTS

The City of Elk Grove proposes to develop a multi-use plaza with modern amenities and an associated parking lot to better accommodate the special events currently held on the Project site and that may be added with reasonable foreseeability as additional events in the future. The conceptual site plan for the proposed Project is shown in **Figure 3**.

Once completed, the northern end of the site would be developed as the primary pedestrian entrance from Elk Grove Boulevard and would feature seating and trellises arranged in a semicircle around a water feature and a restroom building. A concrete pathway would lead south through the site to an approximately 9,000-square-foot L-shaped covered pavilion surrounded by grasscrete pavers with turf and permeable pavers. The northerly end of the

pavilion would feature a raised platform for performances, while the southerly portion would include a second restroom facility and utility/storage space. The perimeter of this portion of the site would feature a sidewalk, shade trees, landscaping, and benches. Removable bollards at two entrance points would allow vendor vehicle access. The southern portion of the Project site, south of Grove Street, would be developed as an approximately 25,000-square-foot paved parking lot with landscaping, lighting, and street frontage improvements that would include widening of Railroad Street.

The proposed improvements would be constructed in three phases as shown in **Figures 4** through **6**. Phase I would consist of the initial improvements needed in the near term to improve access for existing events and comply with Americans with Disabilities Act (ADA) standards. Phase I improvements would consist of the following:

- Construct a restroom building at the northern end of the site accessible from Elk Grove Boulevard
- Construct a new concrete walkway for ADA accessibility
- Remove the existing planter to connect the walkway to the sidewalk
- Level the existing surfacing in the plaza for better accessibility and parking
- Replace existing fencing with galvanized planters

The City intends to incorporate the existing spur line rails into the ultimate Project design as part of the Phase 3 improvements (see **Figure 7**). The rails would be located, to the extent feasible, within planter areas and other open spaces and would be returned to a usable condition for lighter rail traffic (e.g., rail speeders). The City will also consider the placement of a historical placard or kiosk identifying the history of the rails and the surrounding area.

Phase II of the proposed Project would further improve the northern end of the site to make it more accessible and inviting for use along Elk Grove Boulevard. Phase II improvements would consist of the following:

- Construct a heavy timber trellis and a concrete seat wall
- Install tables and benches
- Install a decomposed granite bike parking area and bike racks
- Enhance pavement at the sidewalk and trellis seating areas
- Install landscape planters
- Install landscaping and a landscape wall
- Install site and accent lighting
- Install signage at the trellis and seat wall

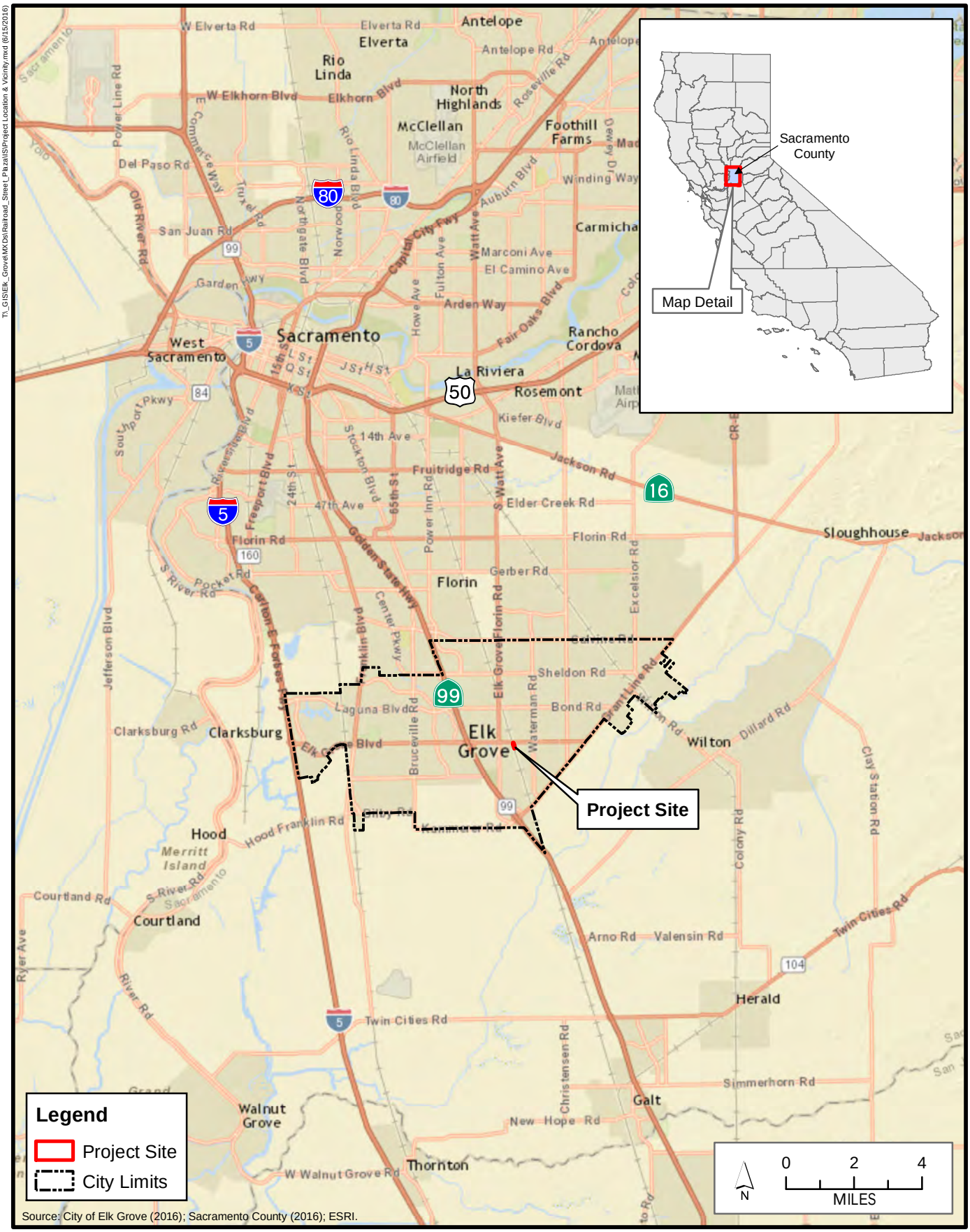
Phase III, which would complete buildout of the site, would consist of the following improvements:

- Relocate galvanized planters to a final location along Railroad Street and Grove Street
- Construct interior improvements, including:
  - Concrete seat walls
  - Pavilion structure with restroom and storage
  - Permeable stone pavers at southern end
  - Grasscrete pavers with turf for lawn area and parking for food trucks
  - Planters and entry bollards
  - Additional bench seating
  - Additional site lighting
- Construct off-site improvements and widen Railroad Street and Grove Street at the street frontages of the plaza and parking sites
- Implement new parking lot improvements at the adjacent south lot with asphalt, landscape planters, and site lighting
- The proposed Project would improve the site to better function as a venue for community events that are currently held on the site. The Project would not increase the site's attendance capacity for individual future events, nor is it expected to extend the permitted hours of events; however, the improvements at the site could result in an increase in the number of events held at the site annually. Although the number of additional events that could occur on the Project site is not known at this time, the analysis conservatively assumes the number of events and annual attendance will double from existing conditions to ensure full consideration of potential additional impacts at the site.
- Some changes in the locations and configuration of existing parking spaces would occur as a result of the proposed Project. A parking demand study was prepared for the Project, which demonstrates that there would continue to be adequate parking supply to accommodate demand (Fehr & Peers 2016; **Appendix A**).

D. REGULATORY REQUIREMENTS, PERMITS, AND APPROVALS

This IS/MND may be used to support additional subsequent approvals and permits that may be required from local, regional, state, or federal agencies in the processing of the proposed Project including, but not limited to:

- Sacramento Metropolitan Air Quality Management District (SMAQMD)



City of Elk Grove
Development Services

Figure 1

Project Location and Vicinity

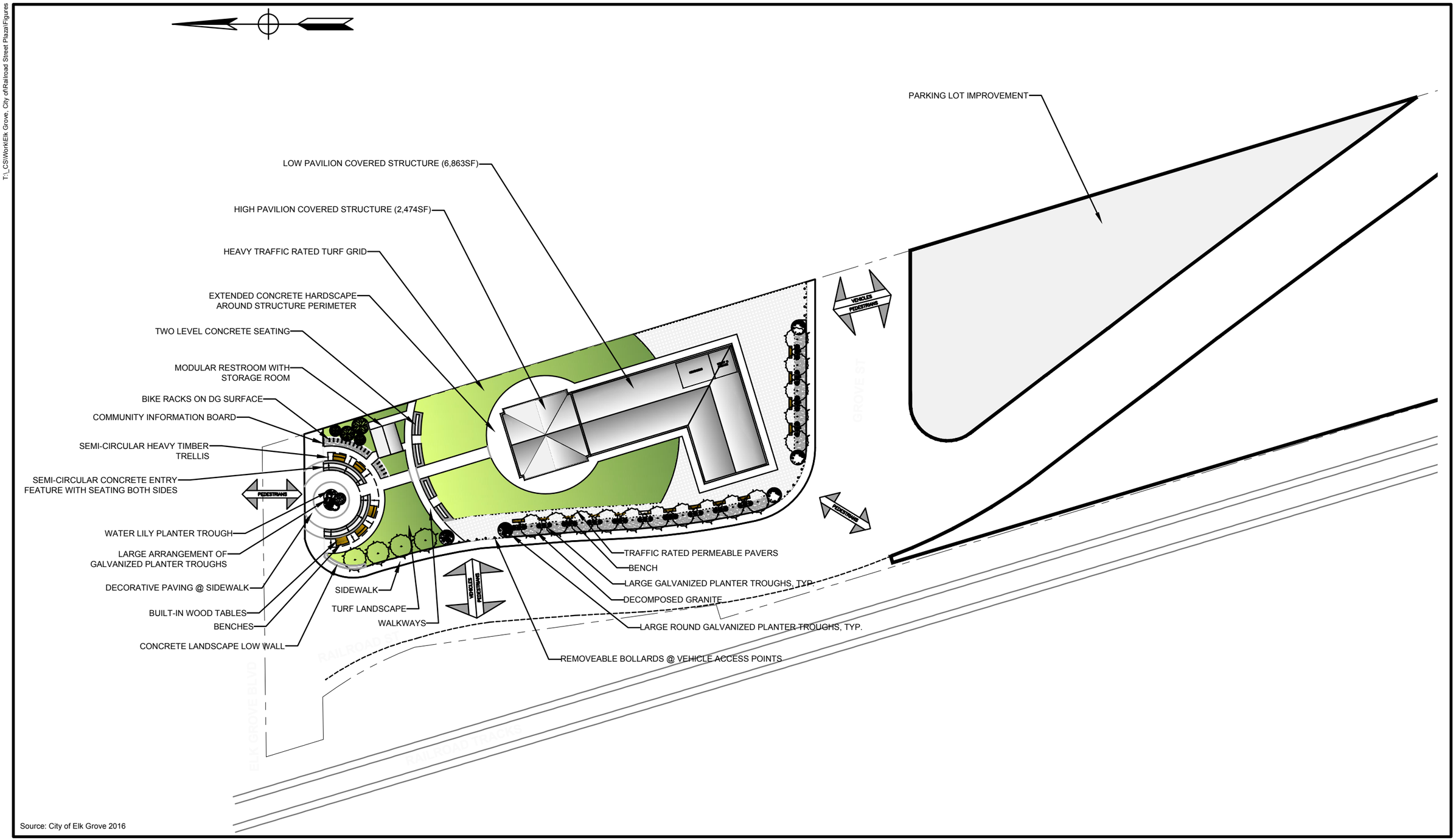
T:_GIS\Elk_Grove\MXDs\Railroad_Street_Plaza\IS\Project Area.mxd (6/15/2016)

City of Elk Grove
Development Services

Figure 2

Project Area

T:_CS\Work\Elk Grove, City of\Railroad Street Plaza\Figures



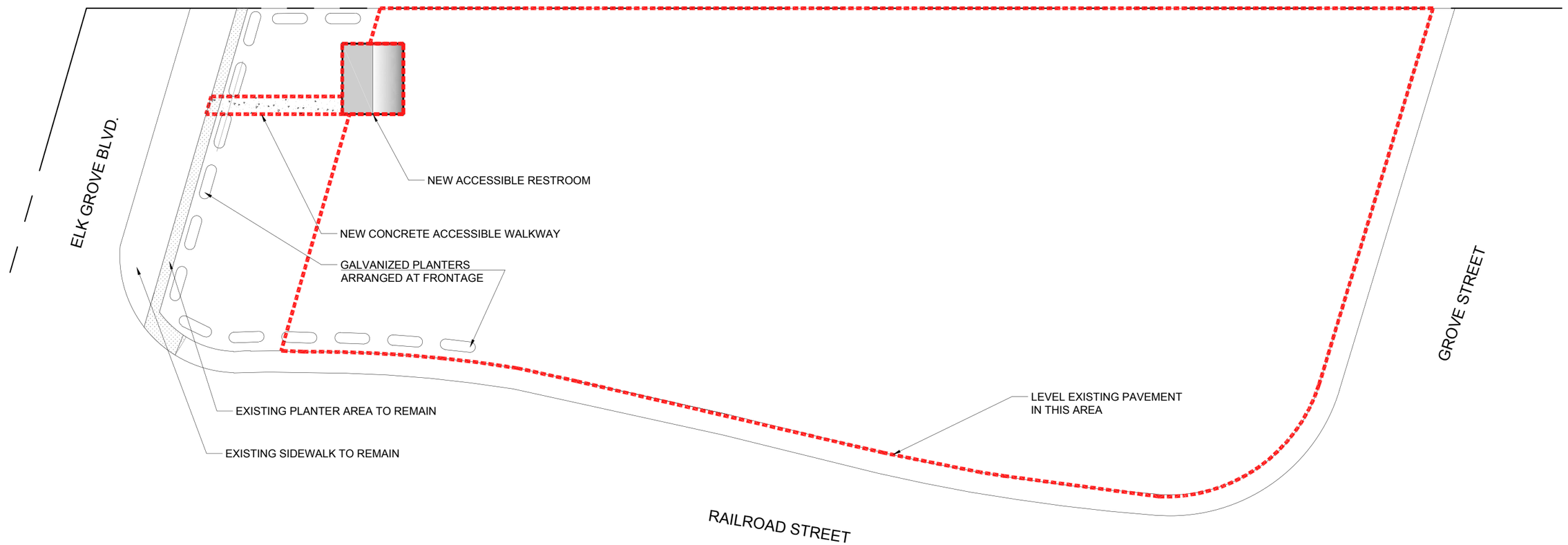
Source: City of Elk Grove 2016

City of Elk Grove
Development Services

Figure 3
Conceptual Site Plan

Michael Baker INTERNATIONAL

T:_CS\Work\Elk Grove, City of\Railroad Street Plaza\Figures



PHASE 1 NOTES:

1. NEW RESTROOM, WATER AND SEWER LINES
2. NEW CONCRETE WALKWAY
3. SAWCUT EXISTING PLANTER, CONNECT WALKWAY TO SIDEWALK
4. LEVEL EXISTING PAVEMENT IN PLAZA AREA
5. NEW GALVANIZED PLANTERS INSTALLED, TO BE RELOCATED IN PHASES 2 & 3

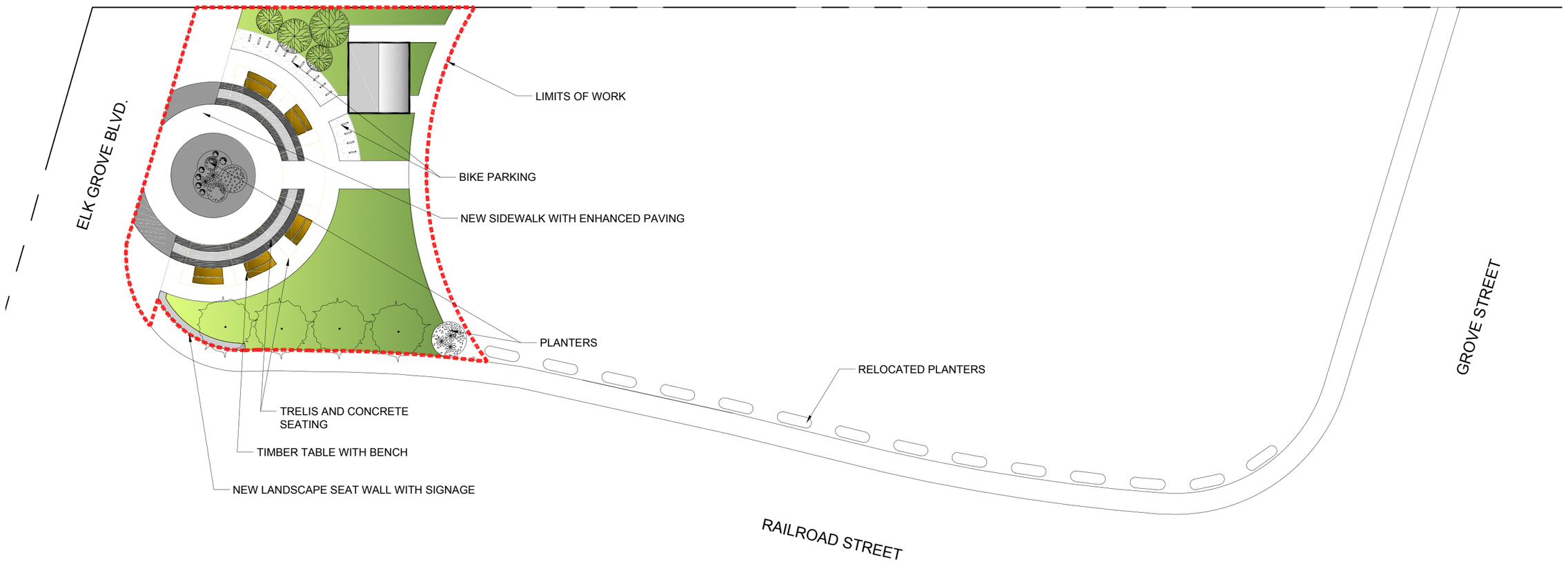
Source: City of Elk Grove 2016

Not To Scale

FIGURE 4
Phase I Improvements

Michael Baker
INTERNATIONAL

T:_CS\Work\Elk Grove, City of\Railroad Street Plaza\Figures



PHASE 2 NOTES:

1. REMOVE CONCRETE WALKWAY
2. NEW HEAVY TIMBER TRELLIS AND CONCRETE SEAT WALL
3. NEW HEAVY TIMBER TABLES AND BENCHES
4. NEW DG BIKE PARKING AREA AND BIKE RACKS
5. NEW ENHANCED PAVEMENT AT SIDEWALK & TRELLIS SEATING AREAS
6. NEW LANDSCAPE PLANTERS
7. NEW LANDSCAPING & LANDSCAPE WALL
8. NEW LED SITE & ACCENT LIGHTING
9. NEW SIGNAGE AT TRELLIS & SEAT WALL

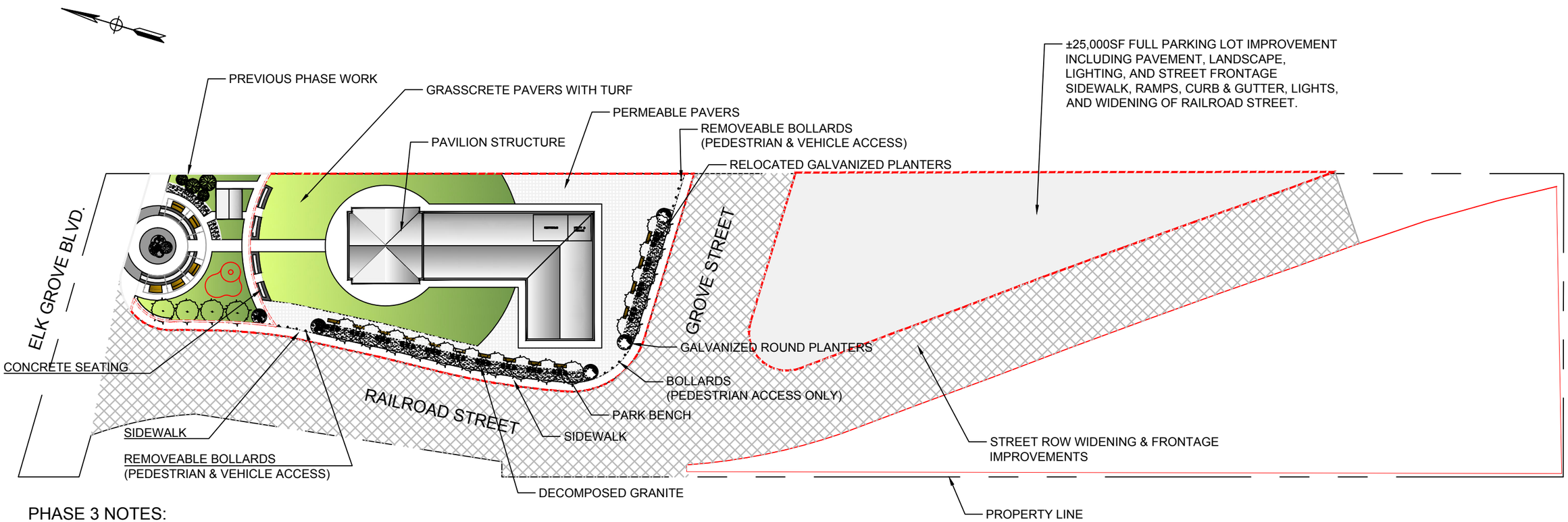
Source: City of Elk Grove 2016

Not To Scale

FIGURE 5
Phase II Improvements

Michael Baker INTERNATIONAL

T:_CS\Work\Elk Grove, City of\Railroad Street Plaza\Figures



PHASE 3 NOTES:

1. RELOCATE GALVANIZED PLANTERS
2. NEW CONCRETE SEAT WALLS
3. NEW PAVILION STRUCTURE WITH RESTROOM AND STORAGE
4. NEW PERMEABLE STONE PAVERS
5. NEW GRASSCRETE PAVERS WITH TURF
6. NEW PLANTERS AND ENTRY BOLLARDS
7. NEW BENCH SEATING
8. NEW SITE LIGHTING
9. CONSTRUCT OFFSITE IMPROVEMENTS - SW, CURB & GUTTER, AND WIDEN RAILROAD ST & GROVE ST AT STREET FRONTAGE OF PLAZA AND PARKING SITES
10. NEW PARKING LOT IMPROVEMENTS AT ADJACENT SOUTH LOT WITH ASPHALT, LANDSCAPE PLANTERS, SITE LIGHTING

Source: City of Elk Grove 2016

City of Elk Grove
Development Services

Figure 7

Railroad Spur Location

3.0 Environmental Checklist

A. BACKGROUND

1. Project Title:

Railroad Street Plaza

2. Lead Agency Name and Address:

City of Elk Grove
Development Services Department
8401 Laguna Palms Way
Elk Grove, CA 95758

3. Contact Person and Phone Number:

David Keltgen, PE, Senior Project Manager
City of Elk Grove
8401 Laguna Palms Way
Elk Grove, CA 95758
(916) 478-3652

4. Project Location:

The Project site is located in Elk Grove in Sacramento County, California (see **Figure 1**). The Project site is located at 9615 Elk Grove Boulevard immediately southeast of the intersection of Elk Grove Boulevard and Railroad Street and east of the Union Pacific Railroad line. The Project site consists of one parcel totaling approximately 4.37 acres that is identified as Assessor's Parcel Number (APN) 134-0010-068-0000 (see **Figure 2**).

5. Project Applicant's Name and Address:

City of Elk Grove
8401 Laguna Palms Way
Elk Grove, CA 95758

6. General Plan Designation/Zoning:

LI (Light Industry); Special Planning Area–Old Town (Commercial)

7. Description of Project:

The City of Elk Grove proposes to develop a multi-use plaza with modern amenities and an associated parking lot to better accommodate special events currently held on the Project site. The conceptual plans for the proposed Project are shown in **Figure 3**.

8. Surrounding Land Uses and Setting:

North of the Project site is Elk Grove Boulevard, which features two travel lanes, a center turn lane with intermittent landscaping medians, on-street parallel parking along its northern side, and frontage improvements including sidewalks, landscaping, streetlights, and decorative signage. North of Elk Grove Boulevard are several retail uses including a salon spa and two restaurants, as well as a surface parking lot. West of the site is Railroad Street, an unimproved two-lane roadway, and the Union Pacific Railroad line. Further west of the site are

commercial and residential uses, including both single-family detached and attached units. South of the Project site is a commercial building occupied by a paving company. East of the northern half of the site, separated by a one-lane access drive, is a commercial strip occupied by a coin shop, a gift shop, and an attorney's office. Immediately east of the southern half of the site are single-family residential properties.

B. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this Project, involving at least one impact that is a "Potentially Significant Impact," as indicated by the checklist on the following pages. Potentially significant impacts that are mitigated to "Less Than Significant" are not shown here.

☐ Aesthetics	☐ Agriculture and Forestry Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Geology and Soils
☐ Greenhouse Gas Emissions	☐ Hazards and Hazardous Materials	☐ Hydrology and Water Quality
☐ Land Use and Planning	☐ Mineral Resources	☐ Noise
☐ Population and Housing	☐ Public Services	☐ Recreation
☐ Transportation/Traffic	☐ Utilities and Service Systems	☐ Mandatory Findings of Significance

C. DETERMINATION

On the basis of this initial evaluation:

☐ I find that the proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because of the incorporated mitigation measures and revisions in the Project have been made by or agreed to by the Project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed Project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed Project, nothing further is required.

Signature	November 7, 2016 Date
Pam Johns Printed Name	Planning Manager Title

D. EVALUATION OF ENVIRONMENTAL IMPACTS

Each of the responses in the following environmental checklist considers the whole action involved, including project-level, cumulative, on-site, off-site, indirect, construction, and operational impacts. A brief explanation is provided for all answers and supported by the information sources cited.

1. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone).

2. A "Less Than Significant Impact" applies when the proposed project would not result in a substantial and adverse change in the environment. This impact level does not require mitigation measures.

3. A "Less Than Significant Impact With Mitigation Incorporated" applies when the proposed project would not result in a substantial and adverse change in the environment after additional mitigation measures are applied.

4. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect is significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4.0 Environmental Analysis

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
1. AESTHETICS. Would the Project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

PROJECT IMPACTS AND MITIGATION MEASURES

a, b) **No Impact.** The Sacramento County General Plan Scenic Highways Element designates a scenic corridor extending 660 feet on either side of the right-of-way line of State Route (SR) 99 in the unincorporated areas of the county (Elk Grove 2003b, p. 4.11-1), but the Project site is located over 1.3 miles from SR 99 and is located in the urbanized area of Elk Grove rather than in the unincorporated county. There are no other designated scenic vistas or highways in the Project area. Therefore, the Project would not have a substantial adverse effect on a scenic vista or substantially damage scenic resources within a state scenic highway corridor. There would be no impact.

c) **Less Than Significant Impact.** The Project site is vacant with limited improvements including a paved parking lot in the site's northern portion that is surrounded by a combination of chain-link fence and a low masonry wall. The area outside of the fencing is unpaved and covered with gravel. The southern portion of the site is covered with gravel. Therefore, the existing condition of the Project site would not be considered to contribute to the visual character of the area.

The area north of the Project site is developed with various commercial retail uses along Elk Grove Boulevard. West of the site is the railroad line, with commercial and residential development beyond. South of the site is a vacant, unpaved parcel and residential properties. East of the northern half of the site, separated by a one-lane access drive, is a commercial strip within historic buildings. East of the southern half of the site are single-family residential properties.

The proposed Project would change the visual character of the site to a public plaza with a 9,000-square-foot covered pavilion, restrooms, seating and gathering spaces, landscaping, and a large parking lot. However, the Project site is surrounded by residential and nonresidential development and an active railroad line and is routinely transformed for use as a special event site with temporary stages and other structures, as well as parking and lighting. Thus, development of the site as proposed would be a logical continuation of the surrounding development and use of the site. In addition, site

development would be consistent with the planned urbanization of the Project site, which was considered for nonresidential (light industrial) development in the General Plan and analyzed in the General Plan EIR.

The Project proposes landscaping and other visual enhancements throughout the site including a lily pond, seating and gathering areas covered by landscaped trellises, and accent lighting. Existing trees along the eastern boundary of the northern portion of the site would continue to provide visual screening for the few residential properties located to the east. An existing masonry wall and multiple mature trees along the site's southern portion would continue to provide visual screening for the residential properties located to the east. Furthermore, the entire Project would be designed and constructed in accordance with the Old Town Elk Grove Special Planning Area [SPA] Design Standards and Guidelines, which were developed specifically to ensure that new development in the SPA is visually compatible with existing development and the historic character of the area.

Therefore, while the proposed Project would change the site, given the existing visual character, it would not substantially degrade the visual character or quality of the Project site or its surroundings. Instead, it is anticipated that the Project would be viewed as beneficial to the overall community character. This impact would be less than significant.

d) **Less Than Significant Impact.** Currently, the Project site has generally very low lighting levels associated with the adjacent streetlights. However during special events, lighting levels are temporarily substantially higher. The proposed Project would introduce new permanent light sources onto the site including pole-mounted street and parking lot lighting, building-mounted lighting at the proposed pavilion and restrooms, wayfinding lights along paths, and accent lighting in seating areas and landscaping.

The proposed Project would be subject to Elk Grove Municipal Code Chapter 23.56, Lighting, which includes outdoor lighting standards incorporating shielding requirements, maximum levels of illumination, and limits on the height of outdoor light fixtures. The Project would also be subject to the Old Town Elk Grove Special Planning Area Design Standards and Guidelines (Elk Grove 2005), which provide further lighting standards specific to the Old Town SPA. Municipal Code Section 23.16.080, Design Review, establishes an expanded design review process for all development, requiring additional site and design consideration beyond conformance with the minimum standards in the Zoning Code.

Compliance with applicable City regulations and design guidelines would ensure Project lighting is designed in a manner that would minimize impacts to adjacent properties and the night sky. Therefore, this impact would be less than significant.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
2. AGRICULTURE AND FORESTRY RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997), prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the Project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forestland (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526 and by Government Code Section 51104(f)), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forestland or conversion of forestland to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment, which due to their location or nature, could result in conversion of Farmland to nonagricultural use or conversion of forestland to non-forest use?	☐	☐	☐	☒

PROJECT IMPACTS AND MITIGATION MEASURES

a) **No Impact.** The Project site is designated by the Farmland Mapping and Monitoring Program (FMMP) as Urban and Built-Up Land (DOC 2016). Therefore, the proposed Project would not result in the conversion of any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to nonagricultural use, and no impact would occur.

b) **No Impact.** The Project site is zoned SPA-OT (Special Planning Area–Old Town), which does not permit agricultural uses or operations. The Project site is not subject to a Williamson Act contract. Therefore, the proposed Project would not conflict with zoning for agricultural use or a Williamson Act contract. There would be no impact.

c, d) **No Impact.** Neither the City of Elk Grove nor Sacramento County contains any forestland or land zoned for forestland, timberland, or timberland production. Therefore, no impact would occur.

e) **No Impact.** The placement of nonagricultural uses adjacent to agricultural uses can result in conflicts that place growth pressure on agricultural lands to convert to urban

uses. Neither the Project site nor any adjacent properties are used for agricultural purposes or contain Prime Farmland, Unique Farmland, Farmland of Statewide Importance, or forestland. Therefore, implementation of the proposed Project would not indirectly convert Important Farmland or forestland to other uses. Therefore, no impact would occur.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
3. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the Project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project is nonattainment under applicable federal or state ambient air quality standards?	☐	☐	☒	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☐	☒

PROJECT IMPACTS AND MITIGATION MEASURES

a) **No Impact.** The Sacramento Metropolitan Air Quality Management District (SMAQMD) coordinates the work of government agencies, businesses, and private citizens to achieve and maintain healthy air quality for the Sacramento area. The SMAQMD develops market-based programs to reduce emissions associated with mobile sources, processes permits, ensures compliance with permit conditions and with SMAQMD rules and regulations, and conducts long-term planning related to air quality.

The Elk Grove portion of Sacramento County has been designated a nonattainment area for federal ozone and fine particulate matter ($PM_{2.5}$) air quality standards (CARB 2015), so the SMAQMD is required to submit air quality plans and rate-of-progress milestone evaluations in accordance with the federal Clean Air Act. The SMAQMD air quality attainment plans and reports, which include the Sacramento Regional 8-Hour Ozone 2011 Reasonable Further Progress Plan (2008), the $PM_{2.5}$ State Implementation Plan (SIP) (2013), and the PM_{10} Implementation/Maintenance Plan and Re-Designation Request for Sacramento County (2010), present comprehensive strategies to reduce the ozone precursor pollutants (reactive organic gases [ROG] and nitrous oxides [NO_X]) as well as particulate matter (PM) emissions from stationary, area, mobile, and indirect sources. The Sacramento Regional 8-Hour Ozone 2011 Reasonable Further Progress Plan includes information and analyses to fulfill Clean Air Act requirements for demonstrating reasonable further progress toward attaining the 8-hour ozone national ambient air quality standards (NAAQS) for the Sacramento region. In addition, the plan establishes an updated emissions inventory and maintains existing motor vehicle emission budgets for transportation conformity purposes. The $PM_{2.5}$ SIP attempts to fulfill the requirements of the US Environmental Protection Agency (EPA) to redesignate Sacramento County from nonattainment to attainment of the $PM_{2.5}$ national ambient air quality standards, and the PM_{10} Implementation/Maintenance Plan and Re-Designation Request for Sacramento County attempts to maintain coarse particulate matter (PM_{10}) attainment status.

According to SMAQMD guidance (2016), a project is considered to be consistent with regional air quality planning efforts if it does not result in an increase in the frequency or severity of existing air quality violations, or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP. This criterion refers to the California ambient air quality standards (CAAQS) and the national ambient air quality standards (NAAQS). As evaluated below in Table 4.3-1, the projected emissions associated with a maximum capacity event would not exceed SMAQMD's daily significance thresholds; therefore, the Project would not violate air quality standards. According to SMAQMD guidance, the Project would not conflict with the Sacramento Regional 8-Hour Ozone 2011 Reasonable Further Progress Plan, the $PM_{2.5}$ State Implementation Plan, or the PM_{10} Implementation/Maintenance Plan and Re-Designation Request for Sacramento County. There is no impact.

b) **Less Than Significant Impact.**

Construction

The SMAQMD has developed a screening level to assist a project proponent or lead agency in determining whether NO_X emissions from constructing a project in Sacramento County will exceed the district's construction significance threshold for NO_X. Construction of a project that does not exceed the screening level will be considered to have a less than significant impact on air quality. The screening level was developed using default construction inputs in the California Emissions Estimator Model (CalEEMod). However, all construction projects regardless of the screening level are required to implement the district's Basic Construction Emission Control Practices. Projects that are 35 acres or less in size generally will not exceed the SMAQMD's construction NO_x threshold of significance.

The SMAQMD uses the same screening level as the NO_X emission screening level to assist a project proponent or lead agency in determining whether PM emissions from constructing a project in Sacramento County will exceed the district's construction significance thresholds for PM_{10} and $PM_{2.5}$. Construction of a project that does not exceed the screening level and implements the district's Basic Construction Emission Control Practices will be considered to have a less than significant impact on air quality.

The proposed Project is under the screening parameter of 35 acres for NO_x, PM_{10}, and $PM_{2.5}$. Therefore, the impact would be less than significant.

Operations

The Project is intended to improve the site to better function as a venue for community events that are currently held on the site. The Project would not increase the site's attendance capacity for individual future events, nor is it expected to extend the permitted hours of events; however, the improvements at the site could result in an increase in the number of events held at the site annually. Although the number of additional events that could occur on the Project site is not known at this time, the analysis conservatively assumes the number of events and annual attendance will double from existing conditions.

The SMAQMD (2016) has established significance thresholds based on daily air pollutant emissions to evaluate the potential air quality impacts associated with long-term project operations. Regional air pollutant emissions associated with Project operations predominately include mobile source emissions. **Table 2.0-1** shows the scheduled events

for 2016 with actual or projected attendance of each event, and in order to determine whether the Project would exceed SMAQMD daily significance thresholds, automobile source emissions associated with a maximum capacity event were quantified. The modeled amount of vehicle trips are derived from the anticipated maximum attendance divided by the projected number of persons per vehicle, which is estimated at 2.3 (Fehr & Peers 2016). The estimated amount of vehicles is then doubled to account for trips to and from the Project site [2,680 people ÷ 2.3 people per vehicle = 1,165 cars x 2 automobile trips to and from the Project = 2,300 daily trips].

Table 4.3-1 shows the maximum daily Project emissions resulting from long-term operations in comparison to the SMAQMD significance criteria of 65 pounds per day of either ROG or NO_X. In addition to mobile source emissions, **Table 4.3-1** accounts for emissions generated during long-term maintenance activities associated with a city park (i.e., landscaping, painting, etc.).

TABLE 4.3-1
MAXIMUM DAILY LONG-TERM UNMITIGATED OPERATIONAL EMISSIONS (POUNDS PER DAY)

Operations	Reactive Organic Gases (ROG)	Nitrogen Oxide (NO_X)	Carbon Monoxide (CO)	Sulfur Dioxide (SO_2)	Coarse Particulate Matter (PM_{10})	Fine Particulate Matter ($PM_{2.5}$)
Maximum Daily Emissions (Unmitigated)						
Proposed Project	9.15	18.55	53.58	0.11	9.28	2.59
SMAQMD Potentially Significant Impact Threshold	65 pounds/day	65 pounds/day	—	—	—	—
Exceed SMAQMD Threshold?	**No**	**No**	—	—	—	—

*Source: CalEEMod version 2016.3.1. Refer to **Appendix B** for model data outputs.*

Notes: The projected emissions represent those generated during the most attended daily event of the year;, a maximum capacity of 2,680 was assumed for the Project site. Vehicle trips are derived from the anticipated maximum attendance divided by the projected number of people per vehicle, which is estimated at 2.3 (Fehr & Peers 2016). The estimated amount of vehicles is then doubled to account for trips to the Project site and trips from the Project site [2,680 people ÷ 2.3 people per vehicle = 1,165 cars x 2 automobile trips to and from the Project = 2,300 daily trips].

As shown, the projected emissions associated with a maximum capacity event would not exceed SMAQMD's daily significance thresholds. Therefore, operational-related air quality impacts will be considered less than significant.

c) **Less Than Significant Impact.** Because of the region's nonattainment status for ozone and particulate matter, the SMAQMD considers projects that are consistent with all applicable air quality plans intended to bring the basin into attainment for all criteria pollutants, and below SMAQMD significance thresholds of the ozone precursor pollutants (i.e., ROG and NO_x), to have less than significant cumulative impacts. As discussed in Issue a), the proposed Project would not conflict with either the Sacramento Regional 8-Hour Ozone 2011 Reasonable Further Progress Plan, the $PM_{2.5}$ State Implementation Plan, or the PM_{10} Implementation/Maintenance Plan and Re-Designation Request for Sacramento County, since the proposed Project conforms to the CAAQS and NAAQS (as previously stated, the Project would not exceed operational standards and therefore would not violate air quality standards). Therefore, since the Project would not conflict with applicable air quality plans, cumulative impacts would be less than significant.

d) **Less Than Significant Impact.** Sensitive land uses are generally defined as locations where people reside or where the presence of air emissions could adversely affect the use of the land. Typical sensitive receptors include residents, schoolchildren, hospital patients, and the elderly. There are residences to the west, east, and south of the Project site, with the nearest located 40 feet to the east.

Air Toxics

Construction activities would involve the use of a variety of gasoline- and diesel-powered equipment that emits exhaust fumes. Sensitive receptors in the project vicinity could be exposed to nuisance dust and heavy equipment emissions (i.e., diesel exhaust) during construction. The amount to which the receptors are exposed (a function of concentration and duration of exposure) is the primary factor used to determine health risk (i.e., potential exposure to toxic air contaminant emission levels that exceed applicable standards). Construction activities would be subject to SMAQMD Rule 403, which requires taking reasonable precautions, such as using water or chemicals for control of dust during construction operations, to prevent the emissions of the air toxic, fugitive particulate matter. Implementation of Rule 403 would ensure the Project would result in less than significant dust-related impacts during construction. Health-related risks associated with diesel-exhaust emissions are primarily linked to long-term exposure and the associated risk of contracting cancer. Current models and methodologies for conducting health risk assessments are associated with longer-term exposure periods of 9, 40, and 70 years, which do not correlate well with the temporary and highly variable nature of construction activities. Due to the short construction period for the Project, the proposed Project would result in a less than significant impact.

Operation of the proposed Project would not result in the development of any substantial sources of air toxics, as the improvements would not change existing activities on the Project site. Therefore, there would be no impact during Project operations.

Carbon Monoxide Hot Spots

Carbon monoxide (CO) concentrations close to congested intersections that experience high levels of traffic and elevated background concentrations may reach unhealthy levels, affecting nearby sensitive receptors. Areas of high CO concentrations, or "hot spots," are typically associated with intersections that are projected to operate at unacceptable levels of service during the peak commute hours. Modeling is therefore typically conducted for intersections that are projected to operate at unacceptable levels of service during peak commute hours.

The SMAQMD (2016) has a project-level screening procedure to determine whether detailed CO hot-spot modeling is required for a proposed development project. This preliminary screening methodology provides lead agencies with a conservative indication of whether project-generated vehicle trips would result in the generation of CO emissions that contribute to an exceedance of the thresholds of significance. According to the SMAQMD, the proposed Project would result in a less than significant impact to air quality for local carbon monoxide if:

- Traffic generated by the proposed Project would not result in deterioration of intersection level of service (LOS) to LOS E or F;[1] or

- The Project would not contribute additional traffic to an intersection that already operates at LOS of E or F.

The proposed Project would not result in a change in an increase of vehicular trips beyond existing conditions. Therefore, this impact is considered less than significant.

e) **No Impact.** The SMAQMD considers the inclusion of a sufficient buffer zone, which results from appropriate land use planning, to be one of the most effective methods to ensure land use compatibility with respect to odors. Since the Project includes improvements on the site to improve access for existing events and does not include a new odor source, the Project would not result in an increase in odors. Therefore, no impact would occur.

[1] Level of service (LOS) is a measure used by traffic engineers to determine the effectiveness of transportation infrastructure. LOS is most commonly used to analyze intersections by categorizing traffic flow with corresponding safe driving conditions. LOS A is considered the most efficient level of service and LOS F the least efficient.

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

PROJECT IMPACTS AND MITIGATION MEASURES

a–e) **Less Than Significant Impact With Mitigation Incorporated**. As described previously, the Project site consists of an approximately 4.37-acre parcel that is mostly paved or graded and covered with gravel. The site is surrounded by urban development. Vegetation consists of patches of grasses along the site's perimeter and two small trees on the adjacent property on its western boundary (the east boundary of the Project site). The trees would not be removed as part of the Project. The site does not provide suitable habitat for any species and does not contain any riparian habitat, wetlands, migratory corridors, or native wildlife nursery sites. Therefore, the proposed Project would not have a substantial effect on those resources and would not conflict with any local policies

protecting such resources. However, the trees on the adjacent property could provide nest sites for migratory birds that are protected under the Migratory Bird Treaty Act, and construction activities on the Project site could result in the abandonment of nests. This is a potentially significant impact. Nesting bird preconstruction surveys and buffer zones for active nests are included in mitigation measure **BIO-1** to reduce impacts to a less than significant level.

f) **No Impact.** There are no adopted habitat conservation plans or natural resource conservation plans applicable to the Project site. There would be no impact.

Mitigation Measures

BIO-1 **Nesting Bird Surveys.** If construction activities would occur during the migratory bird nesting season (February 1–September 1), preconstruction surveys to identify active migratory bird nests within 200 feet of construction activity shall be conducted by a qualified biologist within 14 days prior to construction initiation. Focused surveys must be performed by a qualified biologist for the purposes of determining the presence/absence of active nest sites within the proposed impact area, including construction access routes and a 200-foot buffer (if feasible).

If active nest sites are identified within 200 feet of Project activities, the construction contractor shall impose a Limited Operating Period (LOP) for all active nest sites prior to commencement of any Project construction activities to avoid construction- or access-related disturbances to migratory bird nesting activities. An LOP constitutes a period during which Project-related activities (i.e., vegetation removal, earth moving, and construction) shall not occur until the nest is deemed inactive. Activities permitted within and the size (i.e., 100 feet) of LOPs may be adjusted through consultation with the City and the CDFW.

Timing/Implementation: *Prior to construction activities*

Enforcement/Monitoring: *City of Elk Grove Planning Department*

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
5. CULTURAL RESOURCES. Would the Project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in Public Resources Code Section 21084.1 and CEQA Guidelines Section 15064.5, respectively?	☐	☒	☐	☐
b) Cause a substantial adverse change in the significance of an archaeological resource as defined in Public Resources Code Sections 21083.2 and 21084.1, and CEQA Guidelines Section 15064.5, respectively?	☐	☐	☒	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	☐	☒	☐	☐
d) Disturb any Native American tribal cultural resources or human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐

PROJECT IMPACTS AND MITIGATION MEASURES

a) **Less Than Significant Impact With Mitigation Incorporated.**

Elk Grove Historic District

The Project site is in the Elk Grove Historic District, which is listed in the National Register of Historic Resources (NRHP) under Criterion A for its significance in the early settlement of the area, and Criterion C for its late nineteenth and early twentieth century architectural significance. The Project proposes to develop an existing parking lot area in the historic district into a multi-use plaza and develop additional parking south of the plaza along Railroad Street. Development of the multi-use plaza will not impact the district's ability to convey its significance (Michael Baker International 2016b; **Appendix C**). The significance of the Elk Grove Historic District is its associations with the early settlement of the area and its late nineteenth and early twentieth century architecture. Development of the plaza will not impact the intangible historic association with Elk Grove's early settlement, nor will it physically impact the architectural significance of any nineteenth or early twentieth century buildings. The project site itself was not identified as a contributor to the Elk Grove Historic District, though it is within its boundaries. With the Project, the District will still maintain its associations with the early settlement of the area and its late nineteenth and early twentieth century architecture and, therefore, the Project will not affect the significance of the District. The Project will have a less than significant impact to the Elk Grove Historic District.

Winemaker Historic District

During the late nineteenth century and the early decades of the twentieth century, the area south of Elk Grove Boulevard and east of the Central Pacific/Southern Pacific (now

Union Pacific) railroad tracks consisted of a district of warehouses and industrial buildings. Some of these buildings were used for the storage of agricultural products. Others were constructed for the production of wine. With the acquisition of the Central Pacific Railroad by the Southern Pacific Railroad (SPRR), a second set of tracks was constructed through the town between 1884 and 1895. The SPRR later constructed an approximately 1,110-foot spur line south of Elk Grove Boulevard along an alignment that follows the current Railroad Avenue. The improved rail access led to further growth in the warehousing and wine production industries in Elk Grove. The SPRR spur, originally thought to have been destroyed during the construction of Railroad Avenue, runs south through the Project area along the west side of Railroad Street from approximately Grove Street.

The Elk Grove Winemaker Historic District has been recommended eligible for the NRHP under Criterion A and the California Register of Historical Resources under Criterion 1, at the local level of significance, for its association with the development of the warehousing and wine industries in Elk Grove during the early twentieth century. The district is also recommended eligible as an Elk Grove Landmark under local Criterion A-i.

The Southern Pacific Railroad spur is a contributor to the district, and runs south through the Project Area along the west side of Railroad Street from approximately Grove Street. The City intends to incorporate the railroad spur into the ultimate design of the Project. The rails would be located, to the extent feasible, within planter areas and other open spaces. The Project does not propose direct physical impact to the spur (meaning it shall remain in place, retaining its historical integrity), and development of the multi-use plaza will not impact the district's ability to convey its significance. The district will maintain its significant associations with the development of the warehousing and wine industries. This would be considered a less than significant impact on the Elk Grove Winemaker Historic District.

However, in the future, the City may rehabilitate the rails for lighter rail traffic (e.g., rail speeders). The City may also consider the placement of a historical placard or kiosk identifying the history of the rails and the surrounding area. If future rehabilitation of the railroad spur for light rail use is implemented, the future project must identify any potential impacts to the historical resource. If the future project proposes substantial adverse change as defined in CEQA Guidelines Section 15064.5(b), the following mitigation measure would mitigate impacts to less than significant.

CUL-1 Ensure the future project follows the Secretary of the Interior's Standards for the Treatment of Historic Properties (Standards) for Rehabilitation. A professional meeting the Secretary of Interiors Professional Qualification Standards for History or Architectural History is qualified to assess the Project for adherence to the Standards for Rehabilitation.

The Standards for Rehabilitation generally follow the following 10 guidelines.

1. A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.

2. The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.

3. Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken.

4. Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.

5. Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a property shall be preserved.

6. Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.

7. Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.

8. Significant archeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.

9. New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.

b, d) **Less Than Significant Impact.** No archaeological materials, artifacts, or features were observed in the Project area. However, archaeological resources or human remains may exist within the Project area. In the event that archaeological resources or human remains are observed during Project construction-related activities, HR-6 Action Item 2 of the Elk Grove General Plan Historic Resources Element is in place to reduce impacts to a less than significant level (Michael Baker International 2016b). HR-6 Action 2 Imposes the following conditions on all projects in areas which do not have a significant potential for containing archaeological resources:

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

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

Native American Consultation

The City initiated Native American consultation pursuant to Assembly Bill (AB) 52. The City sent a Project Notification and invitation to begin AB 52 consultation on May 11, 2016, to Gene Whitehouse, Chairman of the United Auburn Indian Community of the Auburn Rancheria; Randy Yonemura, Cultural Committee Chair of the Ione Band of Miwok; and Steven Hutchason, Executive Director of the Wilton Rancheria. No requests for consultation for the Project were received by the City as of the close of the consultation request date as provided in AB 52.

c) **Less Than Significant Impact With Mitigation Incorporated.** The Elk Grove General Plan Background Report stated that although no fossils have been officially reported as being discovered in the General Plan Planning Area, there have been informal finds. The fossils recovered to date from the Riverbank Formation are typically large, late Pleistocene vertebrates, although fish, frogs, snakes, turtles, and a few plants such as prune, sycamore, and willow are known as well. The typically large Rancholabrean vertebrates include bison, horse, camel, mammoth, ground sloth, and wolf. These types of fossils suggest a wet grassland environment interspersed with rivers, streams, ponds, and bogs. The Rancholabrean fauna and flora are well known in California, and they typically include many more species than reported from Sacramento County (Elk Grove 2003a). No fossils and no evidence of exposed geomorphological features that typically contain fossils were observed during the archaeological survey of the Project area, but that does not preclude the possibility of their existence at greater depth below the ground surface. Elk Grove is considered to be sensitive for paleontological resources, and there is a possibility of the unanticipated discovery of paleontological resources during ground-disturbing activities associated with implementation of the proposed Project. This is a potentially significant impact. Mitigation measure **CUL-2** requires that if fossils are found, the City is notified and the find is evaluated and managed in accordance with established procedures, which would reduce the impact to a less than significant level.

Mitigation Measures

CUL-2 If any paleontological resources (fossils) are discovered during grading or construction activities within the Project area, work shall be halted immediately within 50 feet of the discovery, and the City Planning Department shall be immediately notified. At that time, the City will coordinate any necessary investigation of the discovery with a qualified paleontologist.

The City shall consider the mitigation recommendations of the qualified paleontologist for any unanticipated discoveries of paleontological resources. The City shall implement a measure or measures that the City deems feasible and appropriate. Such measures may include avoidance, preservation in place, excavation, documentation, curation, data recovery, or other appropriate measures. The City shall be required to implement any mitigation necessary for the protection of paleontological resources.

Timing/Implementation: *As a condition of project approval and implemented during ground-disturbing activities*

Enforcement/Monitoring: *City of Elk Grove Planning Department*

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
6. GREENHOUSE GAS EMISSIONS. Would the Project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

PROJECT IMPACTS AND MITIGATION MEASURES

a, b) **Less Than Significant Impact.** The assessment of greenhouse gas (GHG) emissions is based on guidance from the SMAQMD. The Air District has developed GHG thresholds and screening levels in order to provide a uniform scale to measure the significance of land use development projects in its jurisdiction. These thresholds are intended to evaluate a project for consistency with statewide GHG reduction targets established in Assembly Bill (AB) 32, the Global Warming Solutions Act, particularly for emissions occurring by 2020. Signed into law on September 2016, Senate Bill (SB) 32 codifies the 2030 target in the recent Executive Order B-30-15 (40 percent below 1990 levels by 2030). The bill authorizes the state board to adopt an interim GHG emissions level target to be achieved by 2030. SB 32 states that it is the intent of the Legislature that the Legislature and appropriate agencies adopt complementary policies that ensure the long-term emissions reductions advance the specified criteria.

Construction

The SMAQMD has determined that a project would not exceed the district's construction GHG threshold of significance if it meets the parameters of the construction NO_x screening level. As discussed in subsection 3, Air Quality, projects that are 35 acres or less in size will not exceed the district's construction NOx threshold of significance. The proposed Project is well under the construction NO_x screening parameter of 35 acres. Therefore, per SMAQMD guidance, the Project is also below the SMAQMD construction GHG threshold.

Since Project emissions would not exceed SMAQMD screening thresholds for construction-related GHG emissions, impacts from Project construction would be less than significant.

Operations

The Project is intended to improve the site to better function as a venue for community events that are currently held on the site. The Project would not increase the site's attendance capacity for individual future events, nor is it expected to extend the permitted hours of events; however, the improvements at the site could result in an increase in the number of events held at the site annually. The analysis conservatively

assumes the number of events and annual attendance will double from existing conditions.

GHG emissions associated with Project operations predominately include mobile source emissions. **Table 2.0-1** shows the scheduled events for 2016 with actual or projected attendance of each event, and in order to determine whether the Project would exceed SMAQMD annual significance threshold for GHG emissions, emissions associated with all of the 2016 events were quantified. As described in Section 2.0, Project Description, the Project site currently draws approximately 102,107 attendees per year. Doubling the number of annual attendees at the site yields an annual total of 204,214. Assuming 2.3 persons per vehicle (Fehr & Peers 2016), the proposed Project could generate approximately 177,577 trips per year accounting for trips to and from the Project site [204,214 people ÷ 2.3 people per vehicle = 88,789 cars x 2 automobile trips to and from the Project = 177,577 trips].

Table 4.6-1 shows the maximum annual Project emissions resulting from long-term operations in comparison to the SMAQMD significance criteria of 1,100 metric tons of carbon dioxide equivalents (CO_2e) annually. In addition to mobile source emissions, **Table 4.6-1** accounts for energy use and emissions generated during long-term maintenance activities associated with a city park (i.e., landscaping, painting, etc.).

TABLE 4.6-1
OPERATIONAL-RELATED GREENHOUSE GAS EMISSIONS (METRIC TONS PER YEAR)

Emissions Source	CO_2e
Area Source (landscaping, hearth)	0
Energy	0
Mobile	405
Solid Waste Hauling & Decomposition	0.2
Water Conveyance	5
Total	**410**
SMAQMD Potentially Significant Impact Threshold	1,100
Exceed SMAQMD Threshold?	**No**

*Source: CalEEMod version 2016.3.1. See **Appendix D** for emission model outputs.*

As shown, operation of the Project would generate approximately 410 metric tons of CO_2e annually. Therefore, emissions would not exceed SMAQMD significance thresholds for operational GHG emissions in the year 2020.

As previously described, SB 32 was signed into law on September 2016. SB 32 codifies the 2030 target in Executive Order B-30-15 (40 percent below 1990 levels by 2030). The bill authorizes the state board to adopt an interim GHG emissions level target to be achieved by 2030. SB 32 states that the intent is for the Legislature and appropriate agencies to adopt complementary policies which ensure that the long-term emissions reductions advance specified criteria. However, no specific policies or emissions reduction mechanisms have been established to date.

The Sacramento Area Council of Governments' (SACOG) MTP/SCS, establishes GHG emissions goals for automobiles and light-duty trucks for 2020 and 2035. Based on the development in the MTP/SCS, GHG per capita emissions would result in an 8 percent reduction from 2005 to 2020, below the 7 percent reduction set by the California Air Resources Board (CARB). The results for 2035 result in a per capita GHG reduction of 16 percent by 2035. As shown in **Table 4.6-1**, GHG emissions resulting from Project-related transportation sources is the most potent source of emissions and, therefore, project comparison to the MTP/SCS is an appropriate indicator of whether the proposed project is consistent with the MTP/SCS. Since the project site is identified as an "Established Community" in the MTP/SCS planning period (through 2035) as opposed to "Land Not Identified for Development in the MTP/SCS or Blueprint," and is surrounded by lands identified as "Developing Community," it is included in an area where urban development is predicted by SACOG (2016). The Project's location in such an area is therefore consistent with the MTP/SCS, and it can be assumed that regional mobile emissions will be in line with the goals of the MTP/SCS with implementation of the proposed Project. While the Project would generate GHG emissions, implementing SACOG's MTP/SCS will greatly reduce the regional GHG emissions from transportation, and the proposed Project will not obstruct the achievement of the MTP/SCS 2020 and 2035 emission reduction targets. Therefore, emissions would not exceed state-wide GHG reduction goals for the years beyond the year 2020. GHG-related impacts from Project operations would be less than significant.

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

PROJECT IMPACTS AND MITIGATION MEASURES

a) i) **No Impact.** No active or potentially active fault traces have been identified in Elk Grove. The faults nearest the city are the Foothills Fault System and the Great Green Valley fault at a distance of 21 and 28 miles, respectively (Elk Grove 2003b). Therefore, the proposed Project would not expose people or structures to potential substantial adverse effects involving rupture of a known earthquake fault. There would be no impact.

ii) **Less Than Significant Impact.** As discussed under Issue a.i) above, the Project site is not located in the vicinity of any active faults. However, earthquake-related ground shaking can be expected during the design life of structures constructed on the site from

earthquakes along active faults located outside the region. Therefore, proposed structures must be designed to withstand the anticipated ground accelerations.

The State of California establishes minimum standards for structural design and site development through the California Building Code (CBC) (California Code of Regulations [CCR], Title 24, Part 2). The City of Elk Grove adopted the 2013 CBC as the basis for the City Building Code (Elk Grove Municipal Code Section 16.04.010). The City's enforcement of its Building Code ensures the Project would be consistent with the CBC. All buildings constructed in the City, including the proposed Project, would be required to comply with the CBC, which includes special design requirements for building and foundation capabilities, masonry and concrete reinforcement, and building spacing to accommodate moderate earthquake shaking. It has been shown that compliance with modern building codes can greatly reduce the risks associated with ground shaking. The CBC design requirements reduce impacts associated with seismic ground shaking by preparing structures to accommodate moderate earthquake-related ground movement. Compliance with these seismic design parameters would ensure that impacts resulting from seismic ground shaking at the Project site would be less than significant.

iii) **Less Than Significant Impact**. Liquefaction is the transformation of loose saturated silts and sands with less than 15 percent clay-sized particles from a solid state to a semiliquid state. This transformation occurs under vibratory conditions, such as those induced by a seismic event. The potential for liquefaction is dependent on soil types and density, the groundwater table, and the duration and intensity of ground shaking. Lateral spreading/lurching is a situation in which soil mass deforms laterally toward a free face, such as a stream bank, during a seismic event. The failure occurs along a liquefiable or weak subsurface layer.

According to the Natural Resources Conservation Service's (2016) Web Soil Survey, the Project site is underlain by soils of the San Joaquin-Urban land complex. This soil type is a silt loam with approximately 21 percent clay. The high content of clay-size particles in this soil type indicates a low potential for liquefaction and lateral spreading in the event of strong seismic activity. The Project engineer would be required to prepare a soil report for the Project site as part of the building permit process, which would confirm the site's soil characteristics and suitability for the proposed development and include any recommended measures to ensure soil stability prior to construction. Therefore, this impact would be less than significant.

iv) **No Impact.** The Project site and surrounding properties are essentially topographically flat; therefore, the likelihood of landslides is minimal. Furthermore, the City of Elk Grove General Plan Draft EIR (2003b) confirms that there is little potential for landslides to occur anywhere in the City, as the maximum land surface slope in Elk Grove is 3 percent. Therefore, no impact associated with landslides would be expected to occur.

b) **Less Than Significant Impact.** Construction activities associated with development of the proposed Project, including land clearing, grading, and excavations, would disturb site soils, temporarily exposing them to wind and water erosion. City of Elk Grove General Plan Policy CAQ-6 states that "roads and structures shall be designed, built and landscaped so as to minimize erosion during and after construction." Procedures have been established to minimize erosion and sedimentation during construction activities in Municipal Code Chapter 16.44, Land Grading and Erosion Control. Compliance with Policy CAQ-5 and Chapter 16.44 would reduce impacts associated

with soil erosion during construction and operation. Therefore, this impact would be less than significant.

c) **Less Than Significant Impact.** See Issue a.iv) for a discussion regarding landslides. See Issue a.iii) for a discussion regarding liquefaction and lateral spreading. As discussed previously, the City requires a soils report to determine the site's underlying conditions and suitability for development. All proposed structures would be constructed in accordance with applicable state and local building and seismic standards to minimize risks associated with the specific soil conditions on the site. Therefore, this impact would be less than significant.

d) **Less Than Significant Impact.** Expansive soils contain significant amounts of clay particles that swell considerably when wetted and shrink when dried. Foundations constructed on these soils are subjected to large uplifting forces caused by the swelling. Without proper measures taken, heaving and cracking of both building foundations and slabs-on-grade could result.

According to the Natural Resources Conservation Service's (2016) Web Soil Survey, the Project site is underlain by soils of the San Joaquin-Urban land complex, with a linear extensibility rating of 1.3, which indicates a low shrink-swell potential. The Project engineer would be required to prepare a soil report for the Project site as part of the building permit process, which would confirm the site's soil characteristics and suitability for development and include any recommended measures to ensure soil stability prior to construction. Therefore, this impact would be less than significant.

e) **No Impact.** The proposed Project would connect to the Sacramento Regional County Sanitation District (SRCSD) and Sacramento Area Sewer District (SASD) sewer system. The use or construction of septic tanks or alternative wastewater disposal systems is not proposed; therefore, no impact would occur.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
8. HAZARDS AND HAZARDOUS MATERIALS. Would the Project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment?	☐	☐	☒	☐
e) For a project located within an airport land use plan area or, where such a plan has not been adopted, within 2 miles of a public airport or a public use airport, result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒

PROJECT IMPACTS AND MITIGATION MEASURES

Blackburn Consulting prepared a Phase I Environmental Site Assessment (ESA) and a Limited Phase II ESA for the Project site and some adjacent land in October 2012 (see **Appendix E**).[2] The following discussion is based on the findings in these documents.

[2] Note that the Phase I ESA and Phase II ESA were prepared for three parcels (134-0010-028, 134-0010-064, and 125-0243-023) which, at the time these documents were prepared, included the Project site and adjacent land west of the site and east of the railroad line. Since preparation of these reports, the parcels have been reconfigured and renumbered.

a–c) **Less Than Significant Impact.** Construction of the proposed Project would involve the use of limited amounts of routine hazardous materials including gasoline, diesel fuel, oils, solvents, and paints. Contractors would be required to use, store, and dispose of any hazardous materials in accordance with all applicable federal, state, and local regulations. Once operational, the proposed use would be expected to require minimal use, storage, and transport of hazardous materials such as fertilizers and equipment fuel for landscaping maintenance and cleaners for building maintenance. Employees and landscaping contractors would be required by law to use and store these materials in accordance with the product labels. Both the EPA and the US Department of Transportation regulate the transport of hazardous waste and material, including transport via highway. Compliance with existing regulations would minimize potential risks to the public and the environment associated with the use, storage, and transport of hazardous materials associated with the proposed Project. There are no existing or planned schools within one-quarter mile of the Project site. Furthermore, the proposed Project would not include any uses that would emit hazardous emissions or handle hazardous materials in a manner that would pose a risk to sensitive receivers in the vicinity. This impact would be less than significant.

d) **Less Than Significant Impact.** According to a search of the Department of Toxic Substances Control (2016) EnviroStor database and the State Water Resources Control Board (2016) GeoTracker database, the Project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (Cortese List).[3] In addition, there are no hazardous materials release sites within 1 mile of the Project site that have an open case status (SWRCB 2016).

A review of historic records conducted by Blackburn Consulting (2012a) identified several previous uses of the site associated with railroad operations that are potential contamination sources and were identified as known or potential recognized environmental conditions (RECs). These uses include a railroad spur line that previously ran through the site parallel to Railroad Street, two previous freight stations, and a fuel storage building and oil tank immediately adjacent to the southern portion of the site. Contamination typically associated with railroad corridors include oil and grease, fossil fuel combustion products, petroleum hydrocarbons, wood treating chemicals such as creosote, and metals such as lead.

In addition, the property immediately south of the Project site, located at 9676 Railroad Street (APN 134-0010-028), was identified as a Resource Conservation and Recovery Act (RCRA) small quantity generator of hazardous materials. Records for this site indicate that the waste streams include ignitable waste, benzene, tetrachloroethylene, trichloroethylene, and waste soil. No accidental releases have been reported and there is no recorded evidence that soil and/or groundwater contamination exists at this parcel or extends off that particular site. However, there is evidence to suggest that this operation temporarily stockpiled soil on Union Pacific Railroad property in the past.

Based on the identified RECs on and adjacent to the Project site, the Phase I ESA recommended preparation of a Phase II ESA to evaluate soil conditions at the site, including soil borings and laboratory testing. Testing results and observations made at the time of sample collection found no evidence of a hazardous material release that

[3] Government Code Section 65962.5 requires compilation of a list of hazardous waste and substances sites to be used as a planning document by state and local agencies and developers to comply with the CEQA requirements in providing information about the location of hazardous materials release sites. This list is commonly known as the Cortese List.

requires remedial action on the site. However, the laboratory testing results indicate the presence of petroleum hydrocarbons, organochlorine pesticides, and metals (lead and mercury) at relatively low levels that are considered acceptable for nonresidential uses. Given that the proposed Project does not include any residential development, this impact would be less than significant.

e, f) **No Impact.** The Project site is not located in an airport land use plan or within 2 miles of an active public airport or a private airstrip, so there would be no safety hazard to people visiting or working in the Project area. Therefore, there would be no impact.

g) **No Impact.** The proposed Project does not include any components that would impair implementation of or physically interfere with either the Sacramento County Multi-Hazard Plan or the Sacramento County Area Plan, both of which address plans for incidents involving hazardous materials or conditions, including evacuation plans. Therefore, there would be no impact.

h) **No Impact**. The Project site is located in an urbanized area and is not at risk for wildland fire. Project construction would require removal of minimal vegetation from the site and would extend water supply and improve emergency access to the site, further reducing any risk of wildland fire. There would be no impact.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
9. HYDROLOGY AND WATER QUALITY. Would the Project:				
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	☐	☐	☒	☐
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
f) Otherwise substantially degrade water quality?	☐	☐	☒	☐
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	☐	☐	☐	☒
i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of a failure of a levee or dam?	☐	☐	☐	☒
j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

PROJECT IMPACTS AND MITIGATION MEASURES

a, f) **Less Than Significant Impact.** The proposed Project could result in water quality degradation during construction and operation. Construction activities associated with development of the Project site would include grading and the removal of existing

pavement, which would disturb and expose soils to water erosion, potentially increasing the amount of silt and debris entering drainages. In addition, refueling and parking of construction equipment and other vehicles on-site during construction could result in oil, grease, and other related pollutant leaks and spills that could enter runoff.

The City of Elk Grove Department of Public Works has jurisdiction over aspects of stormwater management in the City. The City is a joint participant with Sacramento County's National Pollutant Discharge Elimination System (NPDES) permit, which allows the City to discharge urban runoff from Municipal Separate Storm Sewer Systems (MS4s) in its municipal jurisdiction. The permit requires that the City impose water quality and watershed protection measures for all development projects and requires every new construction project to implement the following measures:

- Eliminate or reduce non-stormwater discharges to stormwater systems and other waters of the nation.
- Develop and implement a stormwater pollution prevention plan (SWPPP).
- Perform inspections of stormwater control structures and pollution prevention measures.

In addition, because the proposed parking lot would exceed 5,000 square feet, it would trigger certain source control and treatment control requirements in the Sacramento County Stormwater Quality Design Manual. Source control requirements include storm drain markings and signs, and waste management areas. Treatment control is also required, with acceptable methods including a constructed wetland basin, detention basin, infiltration basin or trench, sand filters, flow-through or infiltration stormwater planters, vegetated swales or filter strips, or other proprietary devises. The Project would also be required to comply with Elk Grove Municipal Code Chapter 16.44, Land Grading and Erosion Control, which requires implementation of measures to minimize erosion, sediment, dust, and other pollutant runoff. Examples of typical construction best management practices in SWPPPs include using temporary mulching, seeding, or other suitable stabilization measures to protect uncovered soils; storing materials and equipment to ensure spills or leaks cannot enter the storm drain system or surface water; developing and implementing a spill prevention and cleanup plan; installing traps, filters, or other devices at drop inlets to prevent contaminants from entering storm drains; and using barriers, such as straw bales or plastic, to minimize the amount of uncontrolled runoff that could enter drainages and surface waters. The discharger must also install structural controls, such as sediment control, as necessary, which would constitute Best Available Technologies to achieve compliance with water quality standards. Compliance with these requirements would ensure that site development activities do not result in the movement of unwanted material into waters on or off the Project site.

Once the proposed improvements are constructed and in use, runoff from the Project site could contain oils, grease, fuel, antifreeze, and byproducts of combustion (such as lead, cadmium, nickel, and other metals), as well as nutrients, sediments, and other pollutants. However, compliance with the existing requirements discussed above, which require implementation of water quality control measures would ensure this impact would be less than significant.

b) **Less Than Significant Impact.** The proposed Project is located in the Elk Grove Water District's (EGWD) Service Area 1, which is supplied by groundwater from EGWD wells and treated at the District's water treatment plant. EGWD's Service Area 2 relies on EGWD wells as well as supplies from Sacramento County Water Agency. Groundwater is supplied to Service Area 1 by a series of three shallow wells and four deep wells, all located within the District's service area. Historically, the wells and underlying subbasin have not been categorized as an overdraft risk (Elk Grove Water District 2016). The combined historical groundwater production of EGWD wells between 2010 and 2015 was a low of 3,398 acre-feet per year (AFY) in 2015 to a high of 5,582 AFY in 2012. EGWD determined that implementation of its water shortage contingency plan (WSCP), reductions in water demand would ensure that adequate water supplies would be available, even over the course of multiple dry years.

The Project proposes the development of two restroom facilities as well as installation of turf and ornamental landscaping on the approximately 1.5-acre northern portion of the Project site. The southern portion of the site would be developed as a parking lot with negligible water demand associated with minor landscaping. Based on an annual water demand factor of 3.46 acre-feet per acre for parks (Elk Grove 2014b), the Project would have an annual water demand of approximately 5.2 acre-feet per year. It should be noted that this estimate is conservative, as a portion of the 1.5-acre area would include hardscaping that would not require irrigation. The Project's projected water demand would not exceed available supplies. Therefore, implementation of the proposed Project would not result in the substantial depletion of groundwater supplies, and this impact would be less than significant.

Recharge of the local aquifer system occurs primarily along active river and stream channels where extensive sand and gravel deposits exist; however, the Project site is not located near any river or stream channels. Furthermore, much of the Project site is currently paved, prohibiting infiltration of runoff. The proposed Project would increase infiltration potential by incorporating grasscrete pavers with turf and permeable pavers that would allow runoff generated on the site to percolate into the underlying soils. Therefore, the proposed Project would have a less than significant impact on groundwater recharge.

c–e) **Less Than Significant Impact.** The Project site is essentially flat with elevations ranging between 49 and 52 feet above mean sea level. Runoff generated on the site pools on-site or flows overland to adjacent properties. The proposed Project would include construction of an on-site drainage system that would connect to the existing public stormwater drainage system. The northern portion of the site is currently paved, and Project implementation would replace the existing concrete with grasscrete pavers with turf and permeable pavers that would allow on-site infiltration, the Project would likely reduce stormwater flows for this portion of the site. The southern portion of the site is currently compacted soil and gravel, which would be paved for parking. The compacted gravel does not provide substantial opportunity for recharge, so the net change in impervious surfaces or volume or rate of runoff would not be substantial.

Impacts associated with construction of the planned drainage facilities are assumed as part of the Project and are addressed throughout this Initial Study. This impact would be less than significant.

g, h) **No Impact.** According to the Federal Emergency Management Agency (FEMA) (2012), the Project site is not located in a flood hazard zone. In addition, the Project does not include the development of a residential component. Therefore, the Project would not place any housing or others structures within a 100-year flood hazard area. There would be no impact.

i) **No Impact**. The Project site is not located in the inundation zone for any dams or levee systems and would not expose people or structures to a significant risk of loss, injury, or death involving flooding as a result of a failure of a levee or dam. There would be no impact.

j) **No Impact**. The Project site is not located near any water bodies large enough to pose a risk of tsunami or seiche waves. The Project site and adjacent properties are essentially flat and not at risk of mudflow. Therefore, the proposed Project would not expose people to potential impacts involving seiche, tsunami, or mudflow. There would be no impact.

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

PROJECT IMPACTS AND MITIGATION MEASURES

a) **No Impact**. The Project site would be developed as a public gathering place accessible to motorists, bicyclists, and pedestrians and would continue the current use on the site. The Project parcel is currently divided by a roadway, but the Project does not propose any further lot split. The Project will potentially bring people together in the Old Town area by providing a more inviting gathering space. The Project would not divide an established community and no impact would occur.

b) **Less Than Significant Impact.** The Project site is designated by the Elk Grove General Plan as Light Industry (LI) and zoned Special Planning Area–Old Town (SPA-OT). The Old Town Special Planning Area zones the site Commercial. The proposed Project includes a General Plan Amendment to change the land use designation of the site under the General Plan from Light Industrial to Parks/Open Space and an amendment to the Old Town Special Planning Area to change the land use from Commercial to Public Plaza. Project approval would make the current and proposed uses of the site consistent with the City's applicable land use plans. As discussed above, the improvements on the site would provide better site access, but the use of the site would remain the same as under existing conditions. The proposed use would be compatible with the existing commercial and residential uses that surround the site. Therefore, the proposed Project would not conflict with plans or policies adopted for the purpose of avoiding or mitigating an environmental effect or with adjacent uses. This impact would be less than significant.

c) **No Impact.** No adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan is applicable in Elk Grove. Therefore, there would be no impact.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
11. MINERAL RESOURCES. Would the Project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally important mineral resource recovery site delineated in a local general plan, specific plan, or other land use plan?	☐	☐	☐	☒

PROJECT IMPACTS AND MITIGATION MEASURES

a, b) **No Impact.** Neither the Project site nor the adjacent properties are used for mineral extraction or designated as important mineral recovery sites. In addition, no notices of intent to preserve mineral rights have been recorded on the Project site. No impact to mineral resources would occur.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
12. NOISE. Would the Project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance or of applicable standards of other agencies?	☐	☐	☒	☐
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
e) For a project located within an airport land use plan area or, where such a plan has not been adopted, within 2 miles of a public airport or a public use airport, expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

PROJECT IMPACTS AND MITIGATION MEASURES

a, c, d) **Less Than Significant Impact.**

Short-Term Construction-Generated Noise

Construction noise typically occurs intermittently and varies depending on the nature or phase of construction (e.g., land clearing, grading, excavation, paving). Noise generated by construction equipment, including earth movers, material handlers, and portable generators, can reach levels of up to approximately 90 dBA L_{max}. Noise from localized point sources, such as construction sites, typically decreases by approximately 6 dBA with each doubling of distance from source to receptor. Given this noise attenuation rate and typical construction equipment noise levels and usage rates, combined noise levels associated with construction activities can reach levels of up to approximately 84 dBA L_{max} at 50 feet.

During Project construction, exterior noise levels could affect the nearest existing sensitive receivers in the vicinity. The nearest sensitive receptors include the front yard of a residence adjacent to the Project site to the east. Therefore, adjacent residential land uses could be exposed to temporary and intermittent noise levels beyond 90 dBA L_{max} (83 dBA L_{eq}). Pursuant to City of Elk Grove Municipal Code Section 6.32.100, Exemptions, noise sources associated with construction, repair, remodeling, demolition, paving, or grading of any real property are exempt from City noise standards provided such activities only occur between the hours of 7:00 AM and 7:00 PM when located adjacent to residential uses. Additionally, General Plan Noise Element Policy NO-3, Action 1, limits construction activity to the hours between 7:00 AM and 7:00 PM whenever such activity is adjacent to residential uses. Compliance with the General Plan and the City Municipal Code would minimize disturbance of sensitive receptors in the Project vicinity, and construction noise impacts would be considered less than significant (Michael Baker International 2016a; **Appendix F**).

Operational Noise Source Levels

The Project is intended to improve the function of the site as a venue for community events that are currently held there. The Project does not propose to increase the site's capacity for events at the site and, with Project improvements, the site would serve the same function as under current conditions. For instance, the Project would not provide for additional site capacity and therefore would not generate an increased number of visitors or new vehicle trips compared to current events that occur on the site for an individual event; thus, there would be no associated increases in crowd noise or vehicle-related noise for any given event. Therefore, the Project would not increase long-term ambient noise to levels beyond current levels.

Pursuant to the City Municipal Code Section 6.32.100, outdoor gatherings conducted pursuant to a license or permit by the City are exempt from the provisions of the Code. The Project would result in a continuation of activities on the site similar to the activities that occur under current site conditions. Project site activities include City-permitted outdoor gatherings, shows, and entertainment events such as Food Truck Mania, the Sunday Farmers Market, a music concert, an annual chili festival with live music, an annual brew fest with live music, a winter ice skating rink, and a vintage trailer show and antique flea market with live music, which are currently exempt from the City's noise standards.

As shown in **Table 12-1**, the existing noise levels associated with recorded and live music were measured at 63.2 dBA and the noise levels associated with crowd noise absent music were 58.7 dBA.

TABLE 12-1
EXISTING NOISE LEVELS ASSOCIATED WITH VARYING ACTIVITIES AT THE PROJECT SITE

No.	Plaza Activity	Noise Sources	L_{eq} (dBA)	Peak (dBA)	Time
1	Chili Festival (as measured from the residence adjacent to the east of the site)	Recorded & Live Music	63.2	89.6	12:54 p.m.–1:09 p.m.
2	Chili Festival (as measured just south of the site across Grove Street)	Diesel Generators & Passing Train	72.9	110.9	2:31 p.m.– 2:46 p.m.
3	Chili Festival (as measured from the west side of the railroad tracks)	Recorded Music & Passing Train	78.2	114.1	12:35 p.m.–12:50 p.m.
4	Chili Festival (as measured adjacent to the southwest corner of the site)	Crowd Noise	58.7	91.5	2:48 p.m.– 3:03 p.m.

Source: Michael Baker International 2016a.

The noise measurements of 72.9 dBA at noise measurement location #2 and 78.2 dBA at noise measurement location #3 occurred while a train was present. As also shown, the noise levels associated with recorded and live music were 63.2 dBA, and the noise levels associated with a crowd of people were 58.7 dBA. The activities on the Project site would be subject to a City permit and are therefore exempt from the provisions of the Elk Grove Municipal Code. In addition, the Project would include activities on the site that are similar to the activities that occur under current conditions and would not increase the site's capacity for individual events. Because noise levels generated as a result of the Project would not exceed noise levels under existing conditions and because activities would not be subject to the Municipal Code's noise limitations, the Project's operational noise impacts would not be considered significant (Michael Baker International 2016a).

b) **Less Than Significant Impact.** The primary ground vibration source in the Project vicinity is the existing active railroad. Based on the generalized ground surface vibration curves in the Federal Transit Administration (2006) guidance, proposed development within 200 feet of an existing railroad could exceed the recommended threshold for human disturbance of 72 vibration decibel levels (VdB) for sensitive receptors that are exposed to a frequent amount of vibration events (i.e., 70 or more trains passing by in one day).

Increases in groundborne vibration levels attributable to the proposed Project would be primarily associated with short-term construction-related activities. Once construction is completed, all construction-generated groundborne vibration would cease. While the existing railroad to the west of the Project site is a source of groundborne vibration, the Project is not introducing new sensitive receptors to the area, as it would not increase the site's capacity for individual events. The Project would not result in a new type of land use on the site because the Project includes improvements to an existing facility, as opposed to the construction of a new facility.

This analysis of groundborne vibration levels attributable to construction uses the California Department of Transportation (Caltrans) vibration impact threshold for sensitive buildings and residences. Construction activities associated with the proposed improvements would likely require the use of various equipment, such as tractors and haul trucks. For structural damage, Caltrans uses a vibration limit of 0.2 inches per

second, peak particle velocity (in/sec, PPV) for older residential buildings. If this groundborne vibration level threshold is exceeded, there may be "architectural" damage to normal dwellings.

Construction activities would require the use of off-road equipment such as tractors, jackhammers, and haul trucks. The use of major groundborne vibration–generating construction equipment, such as pile drivers, would not be needed for the Project. The nearest residential structure to the Project site is approximately 40 feet away. Based on representative vibration source levels for construction equipment at 25 feet, ground vibration generated by heavy-duty equipment would not be anticipated to exceed approximately 0.2 inches per second peak particle velocity at 40 feet Michael Baker 2016a). Therefore, predicted vibration levels at the nearest on- and off-site structures would not exceed recommended criteria. There would be no source of ground vibration associated with the proposed Project operations beyond that currently generated by events on the site. Groundborne vibration impacts would be less than significant.

e, f) **No impact.** The nearest airports to the Project site are Franklin Field, approximately 5 miles south, and Sacramento Executive Airport, approximately 9 miles north. The Project site is not located within the projected noise contour zones of either of these airports. There would be no impact.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
13. POPULATION AND HOUSING. Would the Project:				
a) Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	☐	☐	☐	☒
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

PROJECT IMPACTS AND MITIGATION MEASURES

a) **No Impact.** The Project proposes improvements for a public plaza and parking lot and would not include any residential or substantial job-generating uses that would directly increase Elk Grove's population. The Project does not include the extension of any roads or other infrastructure that has been identified as a limit to growth in the area. Therefore, this impact would be less than significant.

b, c) **No Impact.** The Project site is currently vacant. Therefore, implementation of the proposed Project would not displace any housing or people. There would be no impacts.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
14. PUBLIC SERVICES. Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:				
a) Fire protection?	☐	☐	☒	☐
b) Police protection?	☐	☐	☒	☐
c) Schools?	☐	☐	☒	☐
d) Parks?	☐	☐	☒	☐
e) Other public facilities?	☐	☐	☒	☐

PROJECT IMPACTS AND MITIGATION MEASURES

a) **Less Than Significant Impact.** The Cosumnes Community Services District (CCSD) Fire Department provides fire protection services to the Project site and the vicinity. The CCSD operates eight fire stations serving the cities of Elk Grove and Galt, as well as areas of unincorporated Sacramento County. The nearest fire station to the Project site is Station 71 located at 8760 Elk Grove Boulevard, less than 1 mile to the west. Although not required for use of the plaza, organizers for larger events typically provide basic first aid through Sacramento Community Emergency Response Team (CERT) volunteers coordinated through Cosumnes Fire, which would reduce service calls during such events. The improvements of an existing and relatively small public plaza would not result in a substantial increase in calls for fire protection services such that it would trigger the need for additional fire protection facilities. Therefore, this impact would be less than significant.

b) **Less Than Significant Impact**. The Elk Grove Police Department provides police protection services to the Project site. The department operates out of two located in the City Hall complex on Laguna Palms Way, approximately 2.7 miles northwest of the Project site. As discussed previously, the Project includes improvements on the site to improve access for existing events and comply with ADA standards. The improvements at the relatively small public plaza would not result in a substantial increase in the need for police protection services such that it would trigger the need for additional police protection facilities, the construction of which could result in impacts on the environment. Therefore, the impact would be less than significant.

c) **Less Than Significant Impact.** The Project site is located within the boundaries of the Elk Grove Unified School District. The proposed Project does not include any residential uses and would not result in any direct or indirect population growth or generate new student enrollment. This impact would be less than significant.

d) **Less Than Significant Impact.** See Issue a) in subsection 15, Recreation. The impact would be less than significant.

e) **Less Than Significant Impact.** The proposed Project would not result in any population growth. The Project does not propose an increase in the number or intensity of events on the site and therefore would not be expected to generate a significant increase in demand for any other public services. This impact would be less than significant.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporation	Less Than Significant Impact	No Impact
15. RECREATION				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b) Does the project include recreational facilities, or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	☐	☐	☒	☐

PROJECT IMPACTS AND MITIGATION MEASURES

a) **Less Than Significant Impact.** The Project proposes improvements to the site, which currently is the venue for public events. The physical effects of construction of these improvements are addressed throughout this Initial Study. The Project would not increase the City's population or otherwise increase the use of other existing recreational facilities or parks such that it would result in deterioration of those facilities. In fact, this is an improvement of facilities that would be maintained for ongoing events. The City's ability to have ongoing events would mandate upkeep of the facility. Therefore, this impact would be less than significant.

b) **Less Than Significant Impact.** The Project proposes improvements at a site that is currently used for public recreational use and public events. Impacts associated with construction of the planned improvements are assumed as part of the Project and are addressed throughout this Initial Study. Potential impacts include disturbance of biological resources, cultural resources, temporary air emissions, soil erosion and water quality degradation, handling of hazardous materials, temporary construction noise, and temporary construction traffic. This impact would be less than significant.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
16. TRANSPORTATION/TRAFFIC. Would the Project:				
a) Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☒	☐
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☒	☐
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
e) Result in inadequate emergency access?	☐	☐	☐	☒
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☐	☒

PROJECT IMPACTS AND MITIGATION MEASURES

a, b) **Less Than Significant Impact**. As described previously, the proposed Project is intended to improve the site to better function as a venue for community events that are currently held on the site. The Project would not increase the site's capacity for individual events. Thus, the Project would not generate new daily vehicle trips on the surrounding roadways, and there would be no impact on intersection operations and corresponding levels of service. The proposed Project would help improve circulation on the adjacent roadways by widening Railroad Street and constructing frontage improvements and formalizing site access. These impacts would be less than significant.

c) **No Impact.** There are no public airports in Elk Grove. The Project does not propose any tall structures that could interfere with aircraft operation. Therefore, no impact would occur.

d) **No Impact.** The Project has been designed in accordance with City road and improvement standards. The proposed Project would not result in the development of any new hazards or potential incompatibilities. Therefore, the Project would have no impact associated with hazards due to roadway design features.

e) **No Impact.** As described in Issue d) above, the Project has been designed in accordance with City road and improvement standards, thereby ensuring that adequate emergency access could be provided to the proposed uses. There would be no impact.

f) **No Impact.** The Project does not propose any uses that would interfere with policies, plans, or programs for public transit, bicycle, or pedestrian facilities. The Project includes pedestrian connections and other public facilities that would facilitate pedestrian activity (i.e., public restrooms, seating). The Project also includes bicycle parking in accordance with City standards. The Project would not affect current transit operations or facilities. There would be no impact.

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

PROJECT IMPACTS AND MITIGATION MEASURES

a, b, e) **Less Than Significant Impact.** The Sacramento Area Sewer District (SASD) and the Sacramento Regional County Sanitation District (SRCSD) would treat wastewater generated at the Project site. The SASD provides local wastewater collection and conveyance services, while the SRCSD owns and operates the regional wastewater conveyance system and the Sacramento Regional Wastewater Treatment Plant. The plant treats an average of 150 million gallons of wastewater per day and is capable of treating up to 400 million gallons per day (mgd) during peak wet weather flow. Wastewater is treated by accelerated physical and natural biological processes before it is discharged to the Sacramento River.

The majority of the water used on the Project site would be for irrigation and would not result in wastewater entering the public sewer system. Project wastewater would be generated only at the two restroom facilities and would result in a negligible increase in total wastewater flows conveyed and treated by the SASD and the SRCSD. Therefore, no new or expanded wastewater treatment infrastructure would be required beyond minor

on-site improvements, and the wastewater treatment requirements of the Central Valley RWQCB would not be exceeded. This impact would be less than significant.

c) **Less Than Significant Impact.** See Issue c–e) in subsection 9, Hydrology and Water Quality. The proposed Project would require the construction of on-site drainage facilities to serve the proposed development, including connections to the City's existing storm drainage infrastructure. Impacts associated with construction of the planned drainage facilities are assumed as part of the Project and are addressed throughout this Initial Study. Potential impacts include disturbance of biological resources, cultural resources, temporary air emissions, soil erosion and water quality degradation, handling of hazardous materials, temporary construction noise, and temporary construction traffic. This impact would be less than significant.

d) **Less Than Significant Impact.** As discussed in Issue b) in subsection 9, Hydrology and Water Quality, the proposed Project would be provided domestic water service by the EGWD. According to EGWD's 2015 Urban Water Management Plan (UWMP) implementation of EGWD's water shortage contingency plan would result in reductions in water demand that would ensure that adequate water supplies would be available, even over the course of multiple dry years. Therefore, the proposed Project would not exceed the water demand projections of the Urban Water Management Plan, and the EGWD would have sufficient water supplies to serve the proposed Project from existing entitlements. This impact would be less than significant.

f, g) **Less Than Significant Impact.** The proposed Project would allow the development of a public plaza and parking lot, the construction and operation of which would generate solid waste and recyclable materials. According to the California Department of Resources Recycling and Recovery (CalRecycle) (2006), public venues and events generate on average approximately 244 pounds of waste material per hundred visitors. Assuming 204,214 visitors each year, the Project could generate 498,282 pounds of solid waste annually (249 tons each year or approximately 4.8 tons per week). The majority of the landfills serving Elk Grove waste haulers have over 70 percent remaining capacity, and the combined remaining capacity of these landfills is more than 450,000,000 cubic yards (Elk Grove 2014). Therefore, there is adequate landfill capacity to continue serving the Project site and this impact would be less than significant.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
18. MANDATORY FINDINGS OF SIGNIFICANCE				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of rare or endangered plants or animals, or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? "Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.	☐	☐	☒	☐
c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

DISCUSSION

The following are Mandatory Findings of Significance in accordance with Section 15065 of the CEQA Guidelines.

a) **Less Than Significant Impact With Mitigation Incorporated.** As discussed previously, the proposed Project would not result in any significant impacts that cannot be mitigated. As discussed in subsection 4.0, Biological Resources, the Project site does not provide habitat for any species and does feature any protected biological resources. However, trees on the adjacent property could provide nest sites for migratory birds that are protected under the Migratory Bird Treaty Act, and construction activities on the Project site could result in the abandonment of nests. This is a potentially significant impact. Nesting bird preconstruction surveys and buffer zones for active nests are included in mitigation measure **BIO-1** to reduce impacts to a less than significant level. Thus, the Project would result in no impacts or less than significant impacts to local, regional, and state habitat conservation plans and to any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or the US Fish and Wildlife Service. As discussed in subsection 5, Cultural Resources, the proposed Project would not result in any significant impacts on important examples of the major periods of California history or prehistory. However, if modifications to the existing rail spur in the Project area are made, compliance with mitigation measure CUL-1 would be required to ensure a less than significant impact.

b) **Less Than Significant Impact**. A significant impact may occur if a project, in conjunction with related projects, would result in impacts that are less than significant when viewed separately but would be significant when viewed together. When considering the proposed Project in combination with other past, present, and reasonably foreseeable future projects in the vicinity of the Project site, the proposed Project does not have the potential to cause impacts that are cumulatively considerable. As detailed in the above discussions, the proposed Project would not result in any significant and unmitigable impacts in any environmental categories. In all cases, the impacts associated with the Project are limited to the Project site or are of such a negligible degree that they would not result in a significant contribution to any cumulative impacts.

c) **Less Than Significant Impact With Mitigation Incorporated**. The proposed Project does not have the potential to significantly adversely affect humans, either directly or indirectly, once mitigation measures are implemented. All significant impacts are avoidable, and the City of Elk Grove would ensure that measures imposed to protect human beings are implemented.

5.0 References

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APPENDIX B – ROAD CONSTRUCTION EMISSIONS MODEL

Road Construction Emissions Model, Version 8.1.0

Daily Emission Estimates for -> Railroad Street Improvements

Project Phases (Pounds)	ROG (lbs/day)	CO (lbs/day)	NOx (lbs/day)	Total PM10 (lbs/day)	Exhaust PM10 (lbs/day)	Fugitive Dust PM10 (lbs/day)	Total PM2.5 (lbs/day)	Exhaust PM2.5 (lbs/day)	Fugitive Dust PM2.5 (lbs/day)	SOx (lbs/day)	CO2 (lbs/day)	CH4 (lbs/day)	N2O (lbs/day)	CO2e (lbs/day)
Grubbing/Land Clearing	0.91	6.58	10.33	2.94	0.44	2.50	0.91	0.39	0.52	0.02	1,582.38	0.42	0.02	1,598.22
Grading/Excavation	5.39	44.05	58.44	5.21	2.71	2.50	2.97	2.45	0.52	0.09	8,262.37	2.45	0.08	8,347.58
Drainage/Utilities/Sub-Grade	4.57	38.14	46.31	4.78	2.28	2.50	2.63	2.11	0.52	0.07	6,747.90	1.56	0.06	6,805.88
Paving	1.64	17.08	16.02	0.98	0.98	0.00	0.87	0.87	0.00	0.03	2,731.43	0.73	0.03	2,758.43
Maximum (pounds/day)	5.39	44.05	58.44	5.21	2.71	2.50	2.97	2.45	0.52	0.09	8,262.37	2.45	0.08	8,347.58
Total (tons/construction project)	0.27	2.26	2.84	0.28	0.14	0.14	0.15	0.12	0.03	0.00	411.49	0.11	0.00	415.45

Notes:

Project Start Year ->	2020
Project Length (months) ->	6
Total Project Area (acres) ->	9
Maximum Area Disturbed/Day (acres) ->	0
Water Truck Used? ->	Yes

	Total Material Imported/Exported Volume (yd^3/day)		Daily VMT (miles/day)			
Phase	Soil	Asphalt	Soil Hauling	Asphalt Hauling	Worker Commute	Water Truck
Grubbing/Land Clearing	0	0	0	0	160	40
Grading/Excavation	0	0	0	0	680	40
Drainage/Utilities/Sub-Grade	0	0	0	0	560	40
Paving	0	0	0	0	400	40

PM10 and PM2.5 estimates assume 50% control of fugitive dust from watering and associated dust control measures if a minimum number of water trucks are specified.

Total PM10 emissions shown in column F are the sum of exhaust and fugitive dust emissions shown in columns G and H. Total PM2.5 emissions shown in Column I are the sum of exhaust and fugitive dust emissions shown in columns J and K.

CO2e emissions are estimated by multiplying mass emissions for each GHG by its global warming potential (GWP), 1 , 25 and 298 for CO2, CH4 and N2O, respectively. Total CO2e is then estimated by summing CO2e estimates over all GHGs.

Total Emission Estimates by Phase for -> Railroad Street Improvements

Project Phases (Tons for all except CO2e. Metric tonnes for CO2e)	ROG (tons/phase)	CO (tons/phase)	NOx (tons/phase)	Total PM10 (tons/phase)	Exhaust PM10 (tons/phase)	Fugitive Dust PM10 (tons/phase)	Total PM2.5 (tons/phase)	Exhaust PM2.5 (tons/phase)	Fugitive Dust PM2.5 (tons/phase)	SOx (tons/phase)	CO2 (tons/phase)	CH4 (tons/phase)	N2O (tons/phase)	CO2e (MT/phase)
Grubbing/Land Clearing	0.01	0.04	0.07	0.02	0.00	0.02	0.01	0.00	0.00	0.00	10.44	0.00	0.00	9.57
Grading/Excavation	0.14	1.16	1.54	0.14	0.07	0.07	0.08	0.06	0.01	0.00	218.13	0.06	0.00	199.92
Drainage/Utilities/Sub-Grade	0.11	0.88	1.07	0.11	0.05	0.06	0.06	0.05	0.01	0.00	155.88	0.04	0.00	142.63
Paving	0.02	0.17	0.16	0.01	0.01	0.00	0.01	0.01	0.00	0.00	27.04	0.01	0.00	24.77
Maximum (tons/phase)	0.14	1.16	1.54	0.14	0.07	0.07	0.08	0.06	0.01	0.00	218.13	0.06	0.00	199.92
Total (tons/construction project)	0.27	2.26	2.84	0.28	0.14	0.14	0.15	0.12	0.03	0.00	411.49	0.11	0.00	376.89

PM10 and PM2.5 estimates assume 50% control of fugitive dust from watering and associated dust control measures if a minimum number of water trucks are specified.

Total PM10 emissions shown in column F are the sum of exhaust and fugitive dust emissions shown in columns G and H. Total PM2.5 emissions shown in Column I are the sum of exhaust and fugitive dust emissions shown in columns J and K.

CO2e emissions are estimated by multiplying mass emissions for each GHG by its global warming potential (GWP), 1 , 25 and 298 for CO2, CH4 and N2O, respectively. Total CO2e is then estimated by summing CO2e estimates over all GHGs.

The CO2e emissions are reported as metric tons per phase.

APPENDIX C - CNDDB, USFWS, AND CNPS SPECIAL STATUS SPECIES LISTS

Selected Elements by Common Name

California Department of Fish and Wildlife

California Natural Diversity Database

Query Criteria: Quad IS (Florin (3812144) OR Elk Grove (3812143) OR Sloughhouse (3812142) OR Bruceville (3812134) OR Galt (3812133) OR Clay (3812132))

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
American badger *Taxidea taxus*	AMAJF04010	None	None	G5	S3	SSC
bank swallow *Riparia riparia*	ABPAU08010	None	Threatened	G5	S2	
black-crowned night heron *Nycticorax nycticorax*	ABNGA11010	None	None	G5	S4	
Blennosperma vernal pool andrenid bee *Andrena blennospermatis*	IIHYM35030	None	None	G2	S2	
Boggs Lake hedge-hyssop *Gratiola heterosepala*	PDSCR0R060	None	Endangered	G2	S2	1B.2
Bolander's water-hemlock *Cicuta maculata var. bolanderi*	PDAPI0M051	None	None	G5T4	S2	2B.1
bristly sedge *Carex comosa*	PMCYP032Y0	None	None	G5	S2	2B.1
burrowing owl *Athene cunicularia*	ABNSB10010	None	None	G4	S3	SSC
California black rail *Laterallus jamaicensis coturniculus*	ABNME03041	None	Threatened	G3G4T1	S1	FP
California linderiella *Linderiella occidentalis*	ICBRA06010	None	None	G2G3	S2S3	
California tiger salamander *Ambystoma californiense*	AAAAA01180	Threatened	Threatened	G2G3	S2S3	WL
Coastal and Valley Freshwater Marsh *Coastal and Valley Freshwater Marsh*	CTT52410CA	None	None	G3	S2.1	
Cooper's hawk *Accipiter cooperii*	ABNKC12040	None	None	G5	S4	WL
Delta mudwort *Limosella australis*	PDSCR10030	None	None	G4G5	S2	2B.1
Delta tule pea *Lathyrus jepsonii var. jepsonii*	PDFAB250D2	None	None	G5T2	S2	1B.2
double-crested cormorant *Phalacrocorax auritus*	ABNFD01020	None	None	G5	S4	WL
dwarf downingia *Downingia pusilla*	PDCAM060C0	None	None	GU	S2	2B.2
ferruginous hawk *Buteo regalis*	ABNKC19120	None	None	G4	S3S4	WL
giant gartersnake *Thamnophis gigas*	ARADB36150	Threatened	Threatened	G2	S2	

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
great blue heron *Ardea herodias*	ABNGA04010	None	None	G5	S4	
great egret *Ardea alba*	ABNGA04040	None	None	G5	S4	
Great Valley Mixed Riparian Forest *Great Valley Mixed Riparian Forest*	CTT61420CA	None	None	G2	S2.2	
Great Valley Valley Oak Riparian Forest *Great Valley Valley Oak Riparian Forest*	CTT61430CA	None	None	G1	S1.1	
Heckard's pepper-grass *Lepidium latipes var. heckardii*	PDBRA1M0K1	None	None	G4T1	S1	1B.2
legenere *Legenere limosa*	PDCAM0C010	None	None	G2	S2	1B.1
longfin smelt *Spirinchus thaleichthys*	AFCHB03010	Candidate	Threatened	G5	S1	SSC
marsh skullcap *Scutellaria galericulata*	PDLAM1U0J0	None	None	G5	S2	2B.2
Mason's lilaeopsis *Lilaeopsis masonii*	PDAPI19030	None	Rare	G2	S2	1B.1
merlin *Falco columbarius*	ABNKD06030	None	None	G5	S3S4	WL
midvalley fairy shrimp *Branchinecta mesovallensis*	ICBRA03150	None	None	G2	S2S3	
Northern California black walnut *Juglans hindsii*	PDJUG02040	None	None	G1	S1	1B.1
Northern Hardpan Vernal Pool *Northern Hardpan Vernal Pool*	CTT44110CA	None	None	G3	S3.1	
Peruvian dodder *Cuscuta obtusiflora var. glandulosa*	PDCUS01111	None	None	G5T4T5	SH	2B.2
Ricksecker's water scavenger beetle *Hydrochara rickseckeri*	IICOL5V010	None	None	G2?	S2?	
Sacramento Orcutt grass *Orcuttia viscida*	PMPOA4G070	Endangered	Endangered	G1	S1	1B.1
Sacramento splittail *Pogonichthys macrolepidotus*	AFCJB34020	None	None	GNR	S3	SSC
saline clover *Trifolium hydrophilum*	PDFAB400R5	None	None	G2	S2	1B.2
Sanford's arrowhead *Sagittaria sanfordii*	PMALI040Q0	None	None	G3	S3	1B.2
side-flowering skullcap *Scutellaria lateriflora*	PDLAM1U0Q0	None	None	G5	S2	2B.2
slender Orcutt grass *Orcuttia tenuis*	PMPOA4G050	Threatened	Endangered	G2	S2	1B.1

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
song sparrow ("Modesto" population) *Melospiza melodia*	ABPBXA3010	None	None	G5	S3?	SSC
steelhead - Central Valley DPS *Oncorhynchus mykiss irideus pop. 11*	AFCHA0209K	Threatened	None	G5T2Q	S2	
Swainson's hawk *Buteo swainsoni*	ABNKC19070	None	Threatened	G5	S3	
tricolored blackbird *Agelaius tricolor*	ABPBXB0020	None	Candidate Endangered	G2G3	S1S2	SSC
valley elderberry longhorn beetle *Desmocerus californicus dimorphus*	IICOL48011	Threatened	None	G3T2	S2	
Valley Oak Woodland *Valley Oak Woodland*	CTT71130CA	None	None	G3	S2.1	
vernal pool fairy shrimp *Branchinecta lynchi*	ICBRA03030	Threatened	None	G3	S3	
vernal pool tadpole shrimp *Lepidurus packardi*	ICBRA10010	Endangered	None	G4	S3S4	
watershield *Brasenia schreberi*	PDCAB01010	None	None	G5	S3	2B.3
western pond turtle *Emys marmorata*	ARAAD02030	None	None	G3G4	S3	SSC
western spadefoot *Spea hammondii*	AAABF02020	None	None	G3	S3	SSC
western yellow-billed cuckoo *Coccyzus americanus occidentalis*	ABNRB02022	Threatened	Endangered	G5T2T3	S1	
white-tailed kite *Elanus leucurus*	ABNKC06010	None	None	G5	S3S4	FP
woolly rose-mallow *Hibiscus lasiocarpos var. occidentalis*	PDMAL0H0R3	None	None	G5T3	S3	1B.2
yellow-headed blackbird *Xanthocephalus xanthocephalus*	ABPBXB3010	None	None	G5	S3	SSC

Record Count: 55

CNPS California Native Plant Society

Plant List

Inventory of Rare and Endangered Plants

18 matches found. *Click on scientific name for details*

Search Criteria

California Rare Plant Rank is one of [1A, 1B, 2A, 2B, 3], Found in Quads 3812143, 3812144, 3812142, 3812134 3812133 and 3812132;

Modify Search Criteria Export to Excel Modify Columns Modify Sort Display Photos

Scientific Name	Common Name	Family	Lifeform	Blooming Period	CA Rare Plant Rank	State Rank	Global Rank
Brasenia schreberi	watershield	Cabombaceae	perennial rhizomatous herb (aquatic)	Jun-Sep	2B.3	S3	G5
Carex comosa	bristly sedge	Cyperaceae	perennial rhizomatous herb	May-Sep	2B.1	S2	G5
Cicuta maculata var. bolanderi	Bolander's water-hemlock	Apiaceae	perennial herb	Jul-Sep	2B.1	S2	G5T4
Cuscuta obtusiflora var. glandulosa	Peruvian dodder	Convolvulaceae	annual vine (parasitic)	Jul-Oct	2B.2	SH	G5T4T5
Downingia pusilla	dwarf downingia	Campanulaceae	annual herb	Mar-May	2B.2	S2	GU
Gratiola heterosepala	Boggs Lake hedge-hyssop	Plantaginaceae	annual herb	Apr-Aug	1B.2	S2	G2
Hibiscus lasiocarpos var. occidentalis	woolly rose-mallow	Malvaceae	perennial rhizomatous herb (emergent)	Jun-Sep	1B.2	S3	G5T3
Juglans hindsii	Northern California black walnut	Juglandaceae	perennial deciduous tree	Apr-May	1B.1	S1	G1
Lathyrus jepsonii var. jepsonii	Delta tule pea	Fabaceae	perennial herb	May-Jul(Aug-Sep)	1B.2	S2	G5T2
Legenere limosa	legenere	Campanulaceae	annual herb	Apr-Jun	1B.1	S2	G2
Lepidium latipes var. heckardii	Heckard's pepper-grass	Brassicaceae	annual herb	Mar-May	1B.2	S1	G4T1
Lilaeopsis masonii	Mason's lilaeopsis	Apiaceae	perennial rhizomatous herb	Apr-Nov	1B.1	S2	G2
Orcuttia tenuis	slender Orcutt grass	Poaceae	annual herb	May-Sep(Oct)	1B.1	S2	G2
Orcuttia viscida	Sacramento Orcutt grass	Poaceae	annual herb	Apr-Jul(Sep)	1B.1	S1	G1
Sagittaria sanfordii	Sanford's arrowhead	Alismataceae	perennial rhizomatous herb (emergent)	May-Oct(Nov)	1B.2	S3	G3
Scutellaria galericulata	marsh skullcap	Lamiaceae	perennial rhizomatous herb	Jun-Sep	2B.2	S2	G5
Scutellaria lateriflora	side-flowering skullcap	Lamiaceae	perennial rhizomatous herb	Jul-Sep	2B.2	S2	G5
Trifolium hydrophilum	saline clover	Fabaceae	annual herb	Apr-Jun	1B.2	S2	G2

Suggested Citation

California Native Plant Society, Rare Plant Program. 2018. Inventory of Rare and Endangered Plants of California (online edition, v8-03 0.39). Website http://www.rareplants.cnps.org [accessed 14 August 2018].

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The California Lichen Society
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The Jepson Flora Project
The Consortium of California Herbaria
CalPhotos

Questions and Comments

rareplants@cnps.org

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United States Department of the Interior

FISH AND WILDLIFE SERVICE
Sacramento Fish And Wildlife Office
Federal Building
2800 Cottage Way, Room W-2605
Sacramento, CA 95825-1846
Phone: (916) 414-6600 Fax: (916) 414-6713

In Reply Refer To: August 30, 2018
Consultation Code: 08ESMF00-2018-SLI-3099
Event Code: 08ESMF00-2018-E-09315
Project Name: Railroad Street Improvements

Subject: List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, under the jurisdiction of the U.S. Fish and Wildlife Service (Service) that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the Service under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

Please follow the link below to see if your proposed project has the potential to affect other species or their habitats under the jurisdiction of the National Marine Fisheries Service:

http://www.nwr.noaa.gov/protected_species/species_list/species_lists.html

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF

Please be aware that bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*), and projects affecting these species may require development of an eagle conservation plan (http://www.fws.gov/windenergy/eagle_guidance.html). Additionally, wind energy projects should follow the wind energy guidelines (http://www.fws.gov/windenergy/) for minimizing impacts to migratory birds and bats.

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at: http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm; http://www.towerkill.com; and http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Sacramento Fish And Wildlife Office
Federal Building
2800 Cottage Way, Room W-2605
Sacramento, CA 95825-1846
(916) 414-6600

Project Summary

Consultation Code: 08ESMF00-2018-SLI-3099

Event Code: 08ESMF00-2018-E-09315

Project Name: Railroad Street Improvements

Project Type: TRANSPORTATION

Project Description: The City of Elk Grove proposes to widen Railroad Street.

Project Location:

Approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/place/38.40634759828887N121.3626318222735W

Counties: Sacramento, CA

Endangered Species Act Species

There is a total of 9 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries[1], as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

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1. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

Reptiles

NAME	STATUS
Giant Garter Snake *Thamnophis gigas* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/4482	Threatened

Amphibians

NAME	STATUS
California Red-legged Frog *Rana draytonii* There is **final** critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/2891	Threatened
California Tiger Salamander *Ambystoma californiense* Population: U.S.A. (Central CA DPS) There is **final** critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/2076	Threatened

Fishes

NAME	STATUS
Delta Smelt *Hypomesus transpacificus* There is **final** critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/321	Threatened

Insects

NAME	STATUS
Valley Elderberry Longhorn Beetle *Desmocerus californicus dimorphus* There is **final** critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/7850 Habitat assessment guidelines: https://ecos.fws.gov/ipac/guideline/assessment/population/436/office/11420.pdf	Threatened

Crustaceans

NAME	STATUS
Vernal Pool Fairy Shrimp *Branchinecta lynchi* There is **final** critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/498	Threatened
Vernal Pool Tadpole Shrimp *Lepidurus packardi* There is **final** critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/2246	Endangered

Flowering Plants

NAME	STATUS
Sacramento Orcutt Grass *Orcuttia viscida* There is **final** critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/5507	Endangered
Slender Orcutt Grass *Orcuttia tenuis* There is **final** critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/1063	Threatened

Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

From: Hanna Sheldon
To: "nmfswcrca.specieslist@noaa.gov"
Subject: Railroad Street Improvement Project
Date: Tuesday, August 28, 2018 4:44:45 PM

Project: Railroad Street Improvement Project

Quad Name **Elk Grove**

Quad Number **38121-D3**

ESA Anadromous Fish

SONCC Coho ESU (T) -
CCC Coho ESU (E) -
CC Chinook Salmon ESU (T) -
CVSR Chinook Salmon ESU (T) - **X**
SRWR Chinook Salmon ESU (E) - **X**
NC Steelhead DPS (T) -
CCC Steelhead DPS (T) -
SCCC Steelhead DPS (T) -
SC Steelhead DPS (E) -
CCV Steelhead DPS (T) - **X**
Eulachon (T) -
sDPS Green Sturgeon (T) -

ESA Anadromous Fish Critical Habitat

SONCC Coho Critical Habitat -
CCC Coho Critical Habitat -
CC Chinook Salmon Critical Habitat -
CVSR Chinook Salmon Critical Habitat -
SRWR Chinook Salmon Critical Habitat -
NC Steelhead Critical Habitat -
CCC Steelhead Critical Habitat -
SCCC Steelhead Critical Habitat -
SC Steelhead Critical Habitat -
CCV Steelhead Critical Habitat -
Eulachon Critical Habitat -
sDPS Green Sturgeon Critical Habitat -

ESA Marine Invertebrates

Range Black Abalone (E) -
Range White Abalone (E) -

ESA Marine Invertebrates Critical Habitat

Black Abalone Critical Habitat -

ESA Sea Turtles

East Pacific Green Sea Turtle (T) -
Olive Ridley Sea Turtle (T/E) -
Leatherback Sea Turtle (E) -

North Pacific Loggerhead Sea Turtle (E) -

ESA Whales

Blue Whale (E) -
Fin Whale (E) -
Humpback Whale (E) -
Southern Resident Killer Whale (E) -
North Pacific Right Whale (E) -
Sei Whale (E) -
Sperm Whale (E) -

ESA Pinnipeds

Guadalupe Fur Seal (T) -
Steller Sea Lion Critical Habitat -

Essential Fish Habitat

Coho EFH -
Chinook Salmon EFH - **X**
Groundfish EFH -
Coastal Pelagics EFH -
Highly Migratory Species EFH -

MMPA Species (See list at left)

ESA and MMPA Cetaceans/Pinnipeds

See list at left and consult the NMFS Long Beach office
562-980-4000

MMPA Cetaceans -
MMPA Pinnipeds -

Quad Name **Galt**
Quad Number **38121-C3**

ESA Anadromous Fish

SONCC Coho ESU (T) -
CCC Coho ESU (E) -
CC Chinook Salmon ESU (T) -
CVSR Chinook Salmon ESU (T) - **X**
SRWR Chinook Salmon ESU (E) -
NC Steelhead DPS (T) -
CCC Steelhead DPS (T) -
SCCC Steelhead DPS (T) -
SC Steelhead DPS (E) -
CCV Steelhead DPS (T) - **X**
Eulachon (T) -
sDPS Green Sturgeon (T) -

ESA Anadromous Fish Critical Habitat

SONCC Coho Critical Habitat -
CCC Coho Critical Habitat -
CC Chinook Salmon Critical Habitat -
CVSR Chinook Salmon Critical Habitat -
SRWR Chinook Salmon Critical Habitat -
NC Steelhead Critical Habitat -
CCC Steelhead Critical Habitat -
SCCC Steelhead Critical Habitat -
SC Steelhead Critical Habitat -
CCV Steelhead Critical Habitat -
Eulachon Critical Habitat -
sDPS Green Sturgeon Critical Habitat -

ESA Marine Invertebrates

Range Black Abalone (E) -
Range White Abalone (E) -

ESA Marine Invertebrates Critical Habitat

Black Abalone Critical Habitat -

ESA Sea Turtles

East Pacific Green Sea Turtle (T) -
Olive Ridley Sea Turtle (T/E) -
Leatherback Sea Turtle (E) -
North Pacific Loggerhead Sea Turtle (E) -

ESA Whales

Blue Whale (E) -
Fin Whale (E) -
Humpback Whale (E) -
Southern Resident Killer Whale (E) -
North Pacific Right Whale (E) -
Sei Whale (E) -
Sperm Whale (E) -

ESA Pinnipeds

Guadalupe Fur Seal (T) -
Steller Sea Lion Critical Habitat -

Essential Fish Habitat

Coho EFH -
Chinook Salmon EFH - **X**
Groundfish EFH -
Coastal Pelagics EFH -
Highly Migratory Species EFH -

MMPA Species (See list at left)

ESA and MMPA Cetaceans/Pinnipeds

See list at left and consult the NMFS Long Beach office
562-980-4000

MMPA Cetaceans -
MMPA Pinnipeds -

Quad Name **Florin**
Quad Number **38121-D4**

ESA Anadromous Fish

SONCC Coho ESU (T) -
CCC Coho ESU (E) -
CC Chinook Salmon ESU (T) -
CVSR Chinook Salmon ESU (T) - **X**
SRWR Chinook Salmon ESU (E) - **X**
NC Steelhead DPS (T) -
CCC Steelhead DPS (T) -
SCCC Steelhead DPS (T) -
SC Steelhead DPS (E) -
CCV Steelhead DPS (T) - **X**
Eulachon (T) -
sDPS Green Sturgeon (T) -

ESA Anadromous Fish Critical Habitat

SONCC Coho Critical Habitat -
CCC Coho Critical Habitat -
CC Chinook Salmon Critical Habitat -
CVSR Chinook Salmon Critical Habitat -
SRWR Chinook Salmon Critical Habitat -
NC Steelhead Critical Habitat -
CCC Steelhead Critical Habitat -
SCCC Steelhead Critical Habitat -
SC Steelhead Critical Habitat -
CCV Steelhead Critical Habitat -
Eulachon Critical Habitat -
sDPS Green Sturgeon Critical Habitat -

ESA Marine Invertebrates

Range Black Abalone (E) -
Range White Abalone (E) -

ESA Marine Invertebrates Critical Habitat

Black Abalone Critical Habitat -

ESA Sea Turtles

East Pacific Green Sea Turtle (T) -
Olive Ridley Sea Turtle (T/E) -
Leatherback Sea Turtle (E) -

North Pacific Loggerhead Sea Turtle (E) -

ESA Whales

Blue Whale (E) -
Fin Whale (E) -
Humpback Whale (E) -
Southern Resident Killer Whale (E) -
North Pacific Right Whale (E) -
Sei Whale (E) -
Sperm Whale (E) -

ESA Pinnipeds

Guadalupe Fur Seal (T) -
Steller Sea Lion Critical Habitat -

Essential Fish Habitat

Coho EFH -
Chinook Salmon EFH - **X**
Groundfish EFH -
Coastal Pelagics EFH -
Highly Migratory Species EFH -

MMPA Species (See list at left)

ESA and MMPA Cetaceans/Pinnipeds

See list at left and consult the NMFS Long Beach office
562-980-4000

MMPA Cetaceans -
MMPA Pinnipeds -

Quad Name **Bruceville**
Quad Number **38121-C4**

ESA Anadromous Fish

SONCC Coho ESU (T) -
CCC Coho ESU (E) -
CC Chinook Salmon ESU (T) -
CVSR Chinook Salmon ESU (T) - **X**
SRWR Chinook Salmon ESU (E) - **X**
NC Steelhead DPS (T) -
CCC Steelhead DPS (T) -
SCCC Steelhead DPS (T) -
SC Steelhead DPS (E) -
CCV Steelhead DPS (T) - **X**
Eulachon (T) -

sDPS Green Sturgeon (T) - **X**

ESA Anadromous Fish Critical Habitat

SONCC Coho Critical Habitat -
CCC Coho Critical Habitat -
CC Chinook Salmon Critical Habitat -
CVSR Chinook Salmon Critical Habitat -
SRWR Chinook Salmon Critical Habitat -
NC Steelhead Critical Habitat -
CCC Steelhead Critical Habitat -
SCCC Steelhead Critical Habitat -
SC Steelhead Critical Habitat -
CCV Steelhead Critical Habitat - **X**
Eulachon Critical Habitat -
sDPS Green Sturgeon Critical Habitat - **X**

ESA Marine Invertebrates

Range Black Abalone (E) -
Range White Abalone (E) -

ESA Marine Invertebrates Critical Habitat

Black Abalone Critical Habitat -

ESA Sea Turtles

East Pacific Green Sea Turtle (T) -
Olive Ridley Sea Turtle (T/E) -
Leatherback Sea Turtle (E) -
North Pacific Loggerhead Sea Turtle (E) -

ESA Whales

Blue Whale (E) -
Fin Whale (E) -
Humpback Whale (E) -
Southern Resident Killer Whale (E) -
North Pacific Right Whale (E) -
Sei Whale (E) -
Sperm Whale (E) -

ESA Pinnipeds

Guadalupe Fur Seal (T) -
Steller Sea Lion Critical Habitat -

Essential Fish Habitat

Coho EFH -
Chinook Salmon EFH - **X**
Groundfish EFH - **X**
Coastal Pelagics EFH -
Highly Migratory Species EFH -

MMPA Species (See list at left)
<u>ESA and MMPA Cetaceans/Pinnipeds</u>
See list at left and consult the NMFS Long Beach office
562-980-4000

MMPA Cetaceans -

MMPA Pinnipeds -

Hanna Sheldon
Environmental Planner/Biologist
DOKKEN ENGINEERING
110 Blue Ravine Road, Suite 200, Folsom CA 95630
Phone: (916) 858-0642 – Fax: (916) 858-0643

APPENDIX D – NATIVE AMERICAN OUTREACH LOG AND SHPO CONCURRENCE LETTER

Native American Consultation Log
Railroad Street Improvement Project, City of Elk Grove, California

Affiliation	Name	AB 52/ Section 106	Contact Date	Contact Type	Subject/Response
NAHC	Brian Marks, Dokken Engineering	AB 52 Section 106	9/4/2018	Email	An email was sent with an attached letter indicating a request for Native American contacts who may be interested in the proposed project and a search of the Sacred Lands File.
Native American Consultation for Tribes Under Both AB 52 and Section 106					
Ione Band of Miwok Indians	Sara Dutschke Setchwaelo Chairperson	AB 52 Section 106	Delivered: 10/04/2018	Letter	Initial Notification Letter mailed.
			11/19/2018	Phone Call	A message was left for the cultural committee, and there has been no response.
United Auburn Indian Community of the Auburn Rancheria	Gene Whitehouse Chairperson	AB 52 Section 106	Delivered: 10/05/2018	Letter	Initial Notification Letter mailed.
			10/15/2018 - Dated 10/24/2018 - Received	Letter	UAIC responded via letter that they did not wish to initiate AB 52 consultation at this time but would like to receive copies of any archaeological reports or cultural resource assessments (including requests for, and the results of, records searches) that are completed for the propose d project so that they can determine whether tribal cultural resources that are important to the UAIC could be impacted. They also request copies of future environmental documents for the proposed project to ensure opportunity to comment on potential impacts and proposed mitigation measures related to cultural resources. The UAIC requested to be contacted if project information changes, cultural resources/human remains are found. The letter relayed that if any tribal cultural resources are identified it is UAIC's policy that a tribal monitor be present during ground disturbing activities. It is the UAIC policy to have tribal representatives present during any surveys, including initial pedestrian surveys, to identify tribal cultural resources. Last, it is UAIC policy to preserve tribal cultural resources in place/avoid impacts and that subsurface testing/date recovery must not occur without first consulting with UAIC and receiving UAIC's written consent. The letter specified that further contact should be with Marcos Guerrero, Cultural Resources Manager by email or phone. Contact information is not included in this summary.
Wilton Rancheria	Raymond Hitchcock Chairperson	AB 52 Section 106	Delivered: 10/04/2018	Letter	Initial Notification Letter mailed.
			11/19/2018	Phone Call	Call was transferred to Ed Silva, Tribal Resources Coordinator. He could not recall the letter, but would try to track it down and respond in the next couple days.
Native American Consultation for Tribes Under Section 106 Only					
Buena Vista Rancheria	Rhonda Morningstar Pope Chairperson	Section 106	Delivered: 10/05/2018	Letter	Initial Notification Letter mailed.
			11/19/2018	Phone Call	A message was left for James Sarmento. There has been no response.
Colfax-Todds Valley Consolidated Tribe	Pamela Cubbler Treasurer	Section 106	Delivered: 10/11/2018	Letter	Initial Notification Letter mailed.
			11/19/2018	Phone Call	Ms. Cubbler stated that she would defer to the Ione Band of Miwok Indians, United Auburn Indian Community of the Auburn Rancheria, or the Wilton Rancheria.
	Clyde Prout Chairperson	Section 106	Delivered: 10/11/2018	Letter	Initial Notification Letter mailed.

APPENDIX E – FEMA FIRMETTE MAP

National Flood Hazard Layer FIRMette

FEMA

38°24'35.98"N

121°22'4.59"W

121°21'27.14"W

38°24'7.78"N

Feet 1:6,000

0 250 500 1,000 1,500 2,000

Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS
- Without Base Flood Elevation (BFE) *Zone A, V, A99*
- With BFE or Depth *Zone AE, AO, AH, VE, AR*
- Regulatory Floodway

OTHER AREAS OF FLOOD HAZARD
- 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile *Zone X*
- Future Conditions 1% Annual Chance Flood Hazard *Zone X*
- Area with Reduced Flood Risk due to Levee. See Notes. *Zone X*
- Area with Flood Risk due to Levee *Zone D*

OTHER AREAS
- NO SCREEN Area of Minimal Flood Hazard *Zone X*
- Effective LOMRs
- Area of Undetermined Flood Hazard *Zone D*

GENERAL STRUCTURES
- Channel, Culvert, or Storm Sewer
- Levee, Dike, or Floodwall

OTHER FEATURES
- B 20.2 / 17.5 Cross Sections with 1% Annual Chance Water Surface Elevation
- 8 Coastal Transect
- 513 Base Flood Elevation Line (BFE)
- Limit of Study
- Jurisdiction Boundary
- Coastal Transect Baseline
- Profile Baseline
- Hydrographic Feature

MAP PANELS
- Digital Data Available
- No Digital Data Available
- Unmapped

N

The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 12/18/2018 at 6:55:57 PM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.