

Laguna Creek Trail and Bruceville Road Sidewalk Improvements Project (WTL019)

Federal Project No: CML-5479(053)

Draft Initial Study/ Proposed Mitigated Negative
Declaration

April 2024 | HELIX # 02722.00001.001

Prepared for:

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

Prepared by:

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NOTICE OF AVAILABILITY
NOTICE OF INTENT TO ADOPT
A MITIGATED NEGATIVE DECLARATION

for the

Laguna Creek Trail and Bruceville Road Sidewalks Project

April 15, 2024

Notice is hereby given that the City of Elk Grove, as Lead Agency, has prepared a Mitigated Negative Declaration (MND) for the below referenced Project. The Draft MND analyzes the potential environmental effects associated with the proposed Project in accordance with the California Environmental Quality Act (CEQA). In accordance with Section 15072 of the CEQA Guidelines, the City of Elk Grove has prepared this Notice of Intent (NOI) to provide responsible agencies and other interested parties with notice of availability of the Draft MND and solicit comments and concerns regarding the environmental issues associated with the proposed Project.

LEAD AGENCY: City of Elk Grove
8401 Laguna Palms Way
Elk Grove, CA 95758

CONTACT PERSON: Mohammad Sadiq, P.E.
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PROJECT TITLE: Laguna Creek Trail and Bruceville Road Sidewalks Project (WTL019)

PROJECT LOCATION: The Laguna Creek Trail and Bruceville Road Sidewalks Project (WTL019) is located in Elk Grove, California, approximately 0.5 mile west of State Route 99 (SR-99) and approximately 3 miles east of Interstate 5 in area of Bruceville Road and Big Horn Boulevard. The site is located within Section 27, Township 7 North, Range 5 East, on the U.S. Geological Survey (USGS) *Florin*, California 7.5-minute topographic quadrangle at roughly 38° 25' 57.15" north latitude, 121° 25' 3.10" west longitude.

PROJECT DESCRIPTION: Development of the proposed Project would include two segments (0.94 mile) of new asphalt trail (Class I Bikeway) with decomposed granite shoulders, new sidewalks, signs, striping, and pavement markings. The primary trail extension is proposed from Bruceville Road adjacent and parallel to Big Horn Boulevard (approximately 0.16 mile). This trail segment would cross at-grade with Bruceville Road at an existing signal-controlled crosswalk. Additional trail gap closures between Bruceville Road, Mannington Street, and Center Parkway would complete connections to existing trails that extend further north and west into the City of Sacramento, thereby linking thousands of residents to an interconnected trail system between two cities and multiple neighborhoods alike. Sidewalk improvements would be

constructed along Bruceville Road between Big Horn Boulevard and Center Parkway (approximately 0.3 mile) and between Laguna Boulevard and Di Lusso Drive (approximately 0.04 mile). Due to high vehicular right-turn volumes, the proposed Project would also include a 300-foot-long vehicular right-turn lane from southbound Bruceville Road to westbound Big Horn Boulevard for added bicycle safety.

Paved surfaces would be Hot Mixed Asphalt (HMA) with stabilized Decomposed Granite (DG) shoulders relying on base and subbase as needed. Base material would consist of aggregate base, with a subbase of either existing or compacted native material or a treated native material. Treatments could include cement or lime. Sidewalk widenings on Bruceville Road would require sawcutting the existing road and cutting into the embankment. The proposed fill slopes would vary in height, ranging from one to four feet.

Trail segments may include amenities including, but not limited to, concrete entry nodes, post and cable fencing, landscaping, benches, and interpretive signage.

The purpose and defined objective of the proposed Project is to construct multiple trail extensions and gap closures of the Laguna Creek Trail and sidewalks along Bruceville Road. The project is needed to help meet the goals of the *City of Elk Grove Bicycle, Pedestrian, and Trails Master Plan* (GHD, Inc. 2021), as well as the associated *Sacramento County Bikeway Master Plan* (Sacramento County 2011), and *Sacramento Area Council of Governments (SACOG) Master Plan* (SACOG 2015). The proposed Project is needed to provide connecting links that would ultimately provide trail users with access to a vast system of trails, with connections to parks, schools, community centers, commercial retail and office areas, and transit facilities. Development of the proposed Project would provide greater accessibility to the existing trail system within the City of Elk Grove and make trails directly accessible to additional homes.

PUBLIC REVIEW PERIOD: A **30-day** public review period for the draft MND will commence on April 15, 2024, and end at 5:00 P.M. on May 15, 2024, for interested individuals and public agencies to submit written comments on the document. Any written comments on the MND must be received at the above address or by email to msadiq@elkgrovecity.org within the public review period. Comments can also be made during the public hearing on the Project. Copies of the draft MND and Initial Study are available for review at the City at the above address and on the website at:

https://www.elkgrovecity.org/city_hall/departments_divisions/planning/environmental_review.

TABLE OF CONTENTS

| Section | Page |
|----------------|--|
| 1.0 | MITIGATED NEGATIVE DECLARATION INFORMATION SHEET 1 |
| 2.0 | INTRODUCTION..... 3 |
| 2.1 | Introduction and Regulatory Guidance 3 |
| 2.2 | Lead Agency 3 |
| 2.3 | Purpose and Document Organization..... 3 |
| 2.4 | Thresholds of Significance 4 |
| 2.5 | Terminology Used in this Document 4 |
| 2.6 | Environmental Factors Potentially Affected 5 |
| 2.7 | Required Permit Approvals..... 6 |
| 3.0 | PROJECT DESCRIPTION..... 7 |
| 3.1 | Location..... 7 |
| 3.2 | Zoning 7 |
| 3.3 | Surrounding Land Uses 7 |
| 3.4 | Lower Laguna Flood Control Project..... 7 |
| 3.5 | Near-Future Developments in the Area 10 |
| 3.6 | Background 11 |
| 3.6.1 | Master Plans 11 |
| 3.6.2 | Laguna Creek Watershed Management Action Plan..... 12 |
| 3.7 | Project Purpose and Need/Purpose and Objectives 12 |
| 3.8 | Project Components 12 |
| 3.8.1 | Trail Design 13 |
| 3.8.2 | Roads and Sidewalks..... 15 |
| 3.8.3 | Culvert Crossings and Hydrology 15 |
| 3.8.4 | Road Crossings and Signage..... 15 |
| 3.8.5 | Utilities..... 15 |
| 3.8.6 | Construction 15 |
| 3.8.7 | Schedule..... 18 |
| 3.9 | Design Refinement..... 19 |
| 4.0 | INITIAL STUDY CHECKLIST 20 |
| 4.1 | Aesthetics..... 20 |
| 4.1.1 | Impact Analysis 20 |
| 4.1.2 | Mitigation Measures..... 24 |
| 4.2 | Agriculture and Forestry Resources..... 25 |
| 4.2.1 | Impact Analysis 25 |
| 4.2.2 | Mitigation Measures..... 28 |
| 4.3 | Air Quality 29 |
| 4.3.1 | Impact Analysis 30 |
| 4.3.2 | Mitigation Measures..... 31 |
| 4.4 | Biological Resources 33 |
| 4.4.1 | Impact Analysis 36 |
| 4.4.2 | Mitigation Measures..... 50 |

TABLE OF CONTENTS (cont.)

| Section | Page |
|---|-------------|
| 4.5 Cultural Resources | 57 |
| 4.5.1 Impact Analysis | 57 |
| 4.5.2 Mitigation Measures..... | 60 |
| 4.6 Energy | 62 |
| 4.6.1 Impact Analysis | 62 |
| 4.6.2 Mitigation Measures..... | 62 |
| 4.7 Geology and Soils..... | 63 |
| 4.7.1 Impact Analysis | 63 |
| 4.7.2 Mitigation Measures..... | 68 |
| 4.8 Greenhouse Gas Emissions | 69 |
| 4.8.1 Impact Analysis | 69 |
| 4.8.2 Mitigation Measures..... | 71 |
| 4.9 Hazards and Hazardous Materials | 72 |
| 4.9.1 Impact Analysis | 72 |
| 4.9.2 Mitigation Measures..... | 75 |
| 4.10 Hydrology and Water Quality | 76 |
| 4.10.1 Impact Analysis | 76 |
| 4.10.2 Mitigation Measures..... | 81 |
| 4.11 Land Use and Planning..... | 82 |
| 4.11.1 Impact Analysis | 82 |
| 4.11.2 Mitigation Measures..... | 82 |
| 4.12 Mineral Resources | 83 |
| 4.12.1 Impact Analysis | 83 |
| 4.12.2 Mitigation Measures..... | 83 |
| 4.13 Noise | 84 |
| 4.13.1 Impact Analysis | 84 |
| 4.13.2 Mitigation Measures..... | 87 |
| 4.14 Population and Housing..... | 88 |
| 4.14.1 Impact Analysis | 88 |
| 4.14.2 Mitigation Measures..... | 88 |
| 4.15 Public Services..... | 89 |
| 4.15.1 Impact Analysis | 89 |
| 4.15.2 Mitigation Measures..... | 91 |
| 4.16 Recreation..... | 92 |
| 4.16.1 Impact Analysis | 92 |
| 4.16.2 Mitigation Measures..... | 93 |
| 4.17 Transportation | 94 |
| 4.17.1 Impact Analysis | 94 |
| 4.17.2 Mitigation Measures..... | 95 |
| 4.18 Tribal Cultural Resources | 96 |
| 4.18.1 Impact Analysis | 96 |
| 4.18.2 Mitigation Measures..... | 97 |

TABLE OF CONTENTS (cont.)

| Section | | Page |
|----------------|---|-------------|
| 4.19 | Utilities and Service Systems | 98 |
| | 4.19.1 Impact Analysis | 98 |
| | 4.19.2 Mitigation Measures..... | 99 |
| 4.20 | Wildfire | 100 |
| | 4.20.1 Impact Analysis | 100 |
| | 4.20.2 Mitigation Measures..... | 101 |
| 4.21 | Mandatory Findings of Significance..... | 102 |
| | 4.21.1 Impact Analysis | 102 |
| 5.0 | CEQA DETERMINATION..... | 109 |
| 6.0 | REPORT PREPARATION | 110 |
| | 6.1 Lead Agency | 110 |
| | 6.2 Consultant Staff | 110 |
| | 6.3 HELIX Environmental Planning, Inc. | 110 |
| | 6.4 Cogstone Resource Management, Inc. | 111 |
| | 6.5 Rincon Consultants, Inc..... | 111 |
| 7.0 | REFERENCES..... | 112 |

LIST OF FIGURES

| No. | Title | Page |
|------------|---|-------------|
| 3-1 | Project Vicinity Map..... | 8 |
| 3-2 | Project Location Map..... | 9 |
| 3-3 | Proposed Project..... | 14 |
| 4-1 | Zoning | 22 |
| 4-2 | Important Farmlands | 26 |
| 4-3 | Biological Communities | 34 |
| 4-4 | Proposed Project and Impacts to Biological Communities..... | 35 |
| 4-5 | Soils | 66 |
| 4-6 | Floodplain Map | 80 |

TABLE OF CONTENTS (cont.)

LIST OF TABLES

| <u>No.</u> | <u>Title</u> | <u>Page</u> |
|------------|---|-------------|
| 2-1 | Potential Resource Agency Permitting Requirements..... | 6 |
| 4-1 | Potential Construction Emissions | 30 |
| 4-2 | Biological Communities | 45 |
| 4-3 | Trees Proposed for Removal..... | 49 |
| 4-4 | Potential Construction GHG Emissions..... | 70 |
| 4-5 | Potential Construction Noise Levels | 85 |
| 4-6 | Vibration Levels of Common Types of Construction Equipment..... | 86 |

LIST OF ATTACHMENTS

| | |
|---|---|
| A | Mitigation Monitoring and Reporting Program |
| B | Visual Impact Assessment Memorandum |
| C | Construction Air Quality and Greenhouse Gas Review |
| D | Natural Environment Study |
| E | Arborist Report |
| F | Historic Property Survey Report/Archaeological Survey Report |
| G | City of Elk Grove Laguna Creek Trails Project – Floodplain Evaluation |
| H | Construction Noise Review |

ACRONYMS AND ABBREVIATIONS

| | |
|-------------------|---|
| AB | Assembly Bill |
| ADA | Americans with Disabilities Act |
| APE | Area of Potential Effect |
| APN | Assessor's Parcel Number |
| ASR | Archaeological Survey Report |
| BMP | Best Management Practices |
| BPTMP | Bicycle, Pedestrian, and Trails Master Plan |
| CA | California |
| CAAQS | California Ambient Air Quality Standards |
| Caltrans | California Department of Transportation |
| CAP | Climate Action Plan |
| CARB | California Air Resources Board |
| CC | Community Commercial |
| CCR | California Code of Regulations |
| CCSD | Cosumnes Community Services District |
| CCSDFD | Cosumnes Community Service District Fire Department |
| CDFW | California Department of Fish and Wildlife |
| CDOC | California Department of Conservation |
| CDTSC | California Department of Toxic Substances Control |
| CEQA | California Environmental Quality Act |
| CESA | California Endangered Species Act |
| CFR | Code of Federal Regulations |
| CHRIS | California Historical Resources Information System |
| City | City of Elk Grove |
| CNDDDB | California Natural Diversity Database |
| CO ₂ e | carbon dioxide equivalent |
| County | Sacramento County |
| CRHP | California Register of Historic Places |
| CRZ | Critical Root Zone |
| CUPA | Certified Unified Program Agency |
| CWA | Clean Water Act |
| dba | decibels, A-weighted |
| DG | Decomposed Granite |
| DLR | dripline radius |
| DSH | Diameter at standard height |
| EIR | Environmental Impact Report |
| EMD | Environmental Management Department |
| ESA | Environmentally Sensitive Area |
| GC | General Commercial |

ACRONYMS AND ABBREVIATIONS (cont.)

| | |
|-------------------|--|
| HDR | High Density Residential |
| HMA | Hot Mixed Asphalt |
| HMBP | Hazardous Materials Business Plan |
| HPSR | Historic Property Survey Report |
| ISA | International Society of Arboriculture |
| lbs. | pounds |
| LCWC | Laguna Creek Watershed Council |
| LCWMAP | Laguna Creek Watershed Management Action Plan |
| L _{EQ} | Equivalent continuous sound level |
| LID | Low Impact Development |
| L _{MAX} | maximum sound level during a given measurement period or event |
| MBTA | Migratory Bird Treaty Act |
| MND | Mitigated Negative Declaration |
| MP | Industrial-Office Park |
| MRZ-3 | Mineral Resource Zone 3 |
| MS4 | Municipal Separate Storm Sewer Systems |
| MSL | mean sea level |
| MT | metric ton |
| MUTCD | Manual of Uniform Traffic Control Devices |
| N/A | Not Applicable |
| NCIC | North Central Information Center |
| ND | Negative Declaration |
| NDPES | National Pollutant Discharge Elimination System |
| NEPA | National Environmental Policy Act |
| NES | Natural Environmental Study |
| NHPA | National Historic Preservation Act |
| NOI | Notice of Intent |
| NO _x | nitrogen oxides |
| NRCS | Natural Resources Conservation Service |
| NRHP | National Register of Historic Places |
| O | Open Space |
| P.E. | Professional Engineer |
| P/OS | Parks and Open Space |
| PA | Programmatic Agreement |
| PAL | Project Area Limits |
| PEC | Project Environmental Coordinator |
| Permit | Lower Laguna Flood Control Project |
| PJD | Preliminary Jurisdictional Determination |
| PM ₁₀ | particulate matter, 10 micrometers in diameter |
| PM _{2.5} | particulate matter, 2.5 micrometers in diameter |

ACRONYMS AND ABBREVIATIONS (cont.)

| | |
|-------------------|---|
| PPV | peak particle velocity |
| Project | Laguna Creek Trail and Bruceville Road Sidewalks Project |
| RC | Regional Commercial |
| RCNM | Roadway Construction Noise Model |
| RD-30 | High Density Residential – Thirty Dwelling Units per Acre |
| RMC | Resource Management and Conservation |
| RMS | root mean square |
| RMU | Residential Mixed Use |
| RWQCB | Regional Water Quality Control Board |
| SACOG | Sacramento Area Council of Governments |
| SACOG Master Plan | Sacramento Area Council of Governments Regional Bicycle, Pedestrian, and Trails Master Plan |
| SB | Senate Bill |
| SCBMP | Sacramento County Bikeway Master Plan |
| SCEMD | Sacramento County Environmental Management |
| SHPO | State Historic Preservation Officer |
| SMAQMD | Sacramento Metropolitan Air Quality Management District |
| SNC | Sensitive natural communities |
| SO _x | sulfur oxides |
| SR-160 | State Route 160 |
| SR-99 | State Route 99 |
| SRSWA | Sacramento Regional Solid Waste Authority |
| SWPPP | Storm Water Pollution Prevention Plan |
| SWRCB | State Water Resources Control Board |
| TACM | Transportation Alternatives Congestion Management |
| UAIC | United Auburn Indian Community of Auburn Rancheria |
| U.S. | United States |
| 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 Services |
| USGS | U.S. Geological Survey |
| VdB | velocity in decibels |
| VMT | vehicle miles traveled |
| VOC | volatile organic compound |

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1.0 MITIGATED NEGATIVE DECLARATION INFORMATION SHEET

| | |
|--|--|
| Project Title: | Laguna Creek Trail and Bruceville Road Sidewalk Improvements Project (WTL019) |
| Lead Agency name and address: | City of Elk Grove 8401 Laguna Palms Way Elk Grove, CA 95758 |
| Contact Person and Phone Number: | Mohammad Sadiq, P.E. Senior Civil Engineer (916) 627-3349 |
| Project Location: | The Project site is located in the area of Bruceville Road and Big Horn Boulevard in Elk Grove, California, approximately 0.5 mile west of State Route (SR)-99, and approximately 3 miles east of Interstate 5. The site is located within Section 27, Township 7 North, Range 5 East on the U.S. Geological Survey (USGS) <i>Florin</i> , California 7.5-minute quadrangle (38° 25' 13" North, 121° 27' 48" West). |
| Project Sponsor's name and Address: | City of Elk Grove |
| General Plan Designation: | Resource Management and Conservation (RMC), Parks and Open Space (P/OS), High Density Residential (HDR), Residential Mixed Use (RMU), Regional Commercial (RC), and Community Commercial (CC) |
| Zoning: | Open Space (O), High Density Residential – Thirty Dwelling Units Per Acre (RD-30), Industrial-Office Park (MP), Residential Mixed Use (RMU), and General Commercial (GC) |
| Description of Project: | Development of the proposed Project would include two segments (0.94 mile) of new asphalt trail (Class I Bikeway) with decomposed granite shoulders, new sidewalks, signs, striping, and pavement markings. A trail extension is proposed along the northern side of Big Horn Boulevard between the Trojan Storage II Project west of Lewis Stein Road and Bruceville Road (approximately 0.16 mile). This trail segment would cross at-grade with Bruceville Road at an existing signal-controlled crosswalk. Additional trail gap closures between Bruceville Road, Mannington Street, and Center Parkway would complete connections to existing trails that extend further north and west into the City of Sacramento, thereby linking thousands of residents to an interconnected trail system between two cities and multiple neighborhoods. Sidewalk improvements would be constructed along Bruceville Road between Big Horn Boulevard and Center Parkway (approximately 0.3 mile) and between Laguna Boulevard and Di Lusso Drive (approximately 0.04 mile). |

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2.0 INTRODUCTION

2.1 INTRODUCTION AND REGULATORY GUIDANCE

This document is an Initial Study supporting a Mitigated Negative Declaration (MND) determination for the Laguna Creek Trail and Bruceville Road Sidewalks Project (Proposed Project). This MND evaluates the potential impacts resulting from implementation of the Proposed Project. This MND has been prepared in accordance with CEQA, Public Resources Code Section 21000 *et seq.*, and the State CEQA Guidelines, 14 California Code of Regulations (CCR) Section 15000 *et seq.*

An Initial Study is prepared by a Lead Agency to determine if a project has the potential to result in significant impacts on the environment (CEQA Guidelines Section 15063). An Environmental Impact Report (EIR) must be prepared if an Initial Study indicates that the proposed project under review may result in significant impacts to the environment. A Negative Declaration (ND) may be prepared instead, if the Lead Agency prepares a written statement describing the reasons why a proposed project would not have a significant effect on the environment, and therefore does not require the preparation of an EIR. According to CEQA Guidelines Section 15070, a ND or MND shall be prepared for a project subject to CEQA when either:

- A. The Initial Study documents that there is no substantial evidence, in light of the whole record before the agency, that the proposed project may result in any 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 potentially significant impacts or mitigate potential impacts to less than significant levels, and
 - 2) There is no substantial evidence, in light of the whole record before the agency that the proposed project, as revised, may result in significant impacts to the environment.

2.2 LEAD AGENCY

The Lead Agency is the public agency that has the principal responsibility for carrying out or approving a proposed project. CEQA Guidelines Section 15051 states that if a project will be carried out by a public agency that agency shall be the Lead Agency, even if the project would be located within the jurisdiction of another public agency. The City of Elk Grove (City) is the Lead Agency for the purposes of CEQA.

2.3 PURPOSE AND DOCUMENT ORGANIZATION

The purpose of this Initial Study is to document if implementation of the Proposed Project may result in potentially significant impacts on the environment.

This document is divided into the following sections:

Section 1.0 Mitigated Negative Declaration Information Sheet

Pursuant to CEQA Guidelines 15071, this section includes a brief description of the project, the project location, and the City's proposed findings. This section references the attached Initial Study, including

proposed mitigating measures included by individual resource issue area as applicable to development of the Proposed Project.

Section 2.0 Introduction

This section provides an introduction and describes the purpose and organization of this document.

Section 3.0 Project Description

This section provides a detailed description of the Proposed Project including the location of the project.

Section 4.0 Initial Study Checklist

This section describes the environmental setting for each of the environmental subject areas, the regulatory setting, where relevant, and evaluates a range of impacts in response to the environmental checklist. Impacts are classified as “no impact,” “less than significant impact,” “less than significant with mitigation incorporated,” or “potentially significant impact.” Where appropriate, mitigation measures are provided that mitigate potentially significant impacts to a less than significant level.

Section 5.0 CEQA Determination

This section provides the environmental determination for the project.

Section 6.0 Report Preparation

This section identifies a list of staff and consultants responsible for preparation of this document, and persons and agencies consulted.

Section 7.0 References

This section identifies the references used in preparation of the MND.

2.4 THRESHOLDS OF SIGNIFICANCE

A significant effect on the environment is generally defined as a substantial or potentially substantial adverse change in the physical environment (CEQA Guidelines Section 15358). Environment as used in this definition includes the land, air, water, minerals, flora, fauna, ambient noise, and objects which are historical or aesthetic in nature. The guidelines in the following Initial Study focus on these elements and are used as tools to determine the potential of whether or not an activity is considered significant (CEQA Guidelines Section 15065). Effects are also recognized as to whether they would occur either directly or indirectly as a result of the project.

2.5 TERMINOLOGY USED IN THIS DOCUMENT

The Lead Agency has defined the column headings in the Environmental Checklist as follows:

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

“Less Than Significant with Mitigation Incorporated” applies where the inclusion of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” All mitigation measures are described, including a brief explanation of how the measures reduce the effect to a less than significant level. Mitigation measures from earlier analyses may be cross-referenced.

“**Less Than Significant Impact**” applies where the project does not create an impact that exceeds a stated significance threshold.

“**No Impact**” applies where a project does not create an impact in that category. “No Impact” answers do not require an explanation if they are adequately supported by the information sources cited by the lead agency which show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project would not expose sensitive receptors to pollutants, based on a project specific screening analysis).

The explanation of each issue identifies the significance criteria or threshold used to evaluate each question; and the mitigation measure identified, if any, to reduce the impact to less than significance. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration [CEQA Guidelines Section 15063(c)(3)(D)]. Where appropriate, the discussion identifies the following:

- a) **Earlier Analyses Used.** Identifies where earlier analyses are available for review.
- b) **Impacts Adequately Addressed.** Identifies which effects from the checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and states whether such effects were addressed by mitigation measures based on the earlier analysis.
- c) **Mitigation Measures.** For effects that are “Less Than Significant with Mitigation Incorporated,” describes the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

2.6 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” or “Less than Significant with Mitigation Incorporated” as indicated by the checklist in Section 4.0.

| | | |
|--|---|--|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forestry Resources | <input checked="" type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Energy |
| <input checked="" type="checkbox"/> Geology and Soils | <input type="checkbox"/> Greenhouse Gas Emissions | <input checked="" type="checkbox"/> Hazards and Hazardous Materials |
| <input type="checkbox"/> Hydrology and Water Quality | <input checked="" type="checkbox"/> Land Use and Planning | <input type="checkbox"/> Mineral Resources |
| <input checked="" type="checkbox"/> Noise | <input type="checkbox"/> Population and Housing | <input type="checkbox"/> Public Services |
| <input checked="" type="checkbox"/> Recreation | <input type="checkbox"/> Transportation | <input checked="" type="checkbox"/> Tribal Cultural Resources |
| <input type="checkbox"/> Utilities and Service Systems | <input type="checkbox"/> Wildfire | <input checked="" type="checkbox"/> Mandatory Findings of Significance |

2.7 REQUIRED PERMIT APPROVALS

Implementation of the Proposed Project is anticipated to require permits and authorizations as summarized in **Table 2-1, *Potential Resource Agency Permitting Requirements*** below.

**Table 2-1
POTENTIAL RESOURCE AGENCY PERMITTING REQUIREMENTS**

| Approving Agency | Permit/ Approval |
|--|---|
| Federal Agencies | |
| U.S. Fish and Wildlife Service (USFWS) | Compliance with Section 7 of the Federal Endangered Species Act (16 USC 1536) |
| U.S. Army Corps of Engineers (USACE) | Compliance with Section 404 of the Federal Clean Water Act |
| State Historic Preservation Officer (SHPO) | Compliance with Section 106 of the National Historic Preservation Act |
| State Agencies | |
| State Water Resources Control Board, Regional Water Quality Control Board (SWRCB, RWQCB) | Coverage under the General Construction Activity Storm Water Permit (§ 402 of the Clean Water Act, 40 CFR Part 122) |
| State Water Resources Control Board, Regional Water Quality Control Board (SWRCB, RWQCB) | Water Quality Certification (§401 of the Clean Water Act) |
| California Department of Fish and Wildlife (CDFW) | Streambed Alteration Agreement (§1602 of the Fish and Game Code) |
| Local Agencies | |
| City of Elk Grove | Project Approval/Draft MND Adoption |
| City of Elk Grove | Land Disturbance Permit |

3.0 PROJECT DESCRIPTION

3.1 LOCATION

The City, in coordination with the California Department of Transportation (Caltrans), proposes multiple trail extensions and gap closures of the Laguna Creek Trail and sidewalk improvements along Bruceville Road. The Project site is located in the area of Bruceville Road and Big Horn Boulevard in Elk Grove, California, approximately 0.5 mile west of SR-99, and approximately 3 miles east of Interstate 5. The site is located within Section 27, Township 7 North, Range 5 East on the USGS *Florin*, California 7.5-minute quadrangle (38° 25' 13" North, 121° 27' 48" West) (**Figure 3-1, Project Vicinity Map**, and **Figure 3-2, Project Location Map**).

3.2 ZONING

Proposed improvements within the City would traverse an existing undeveloped area zoned for Open Space (O), High Density Residential– Thirty Dwelling Units Per Acre (RD-30), Industrial-Office Park (MP), Residential Mixed Use (RMU), and General Commercial (GC).

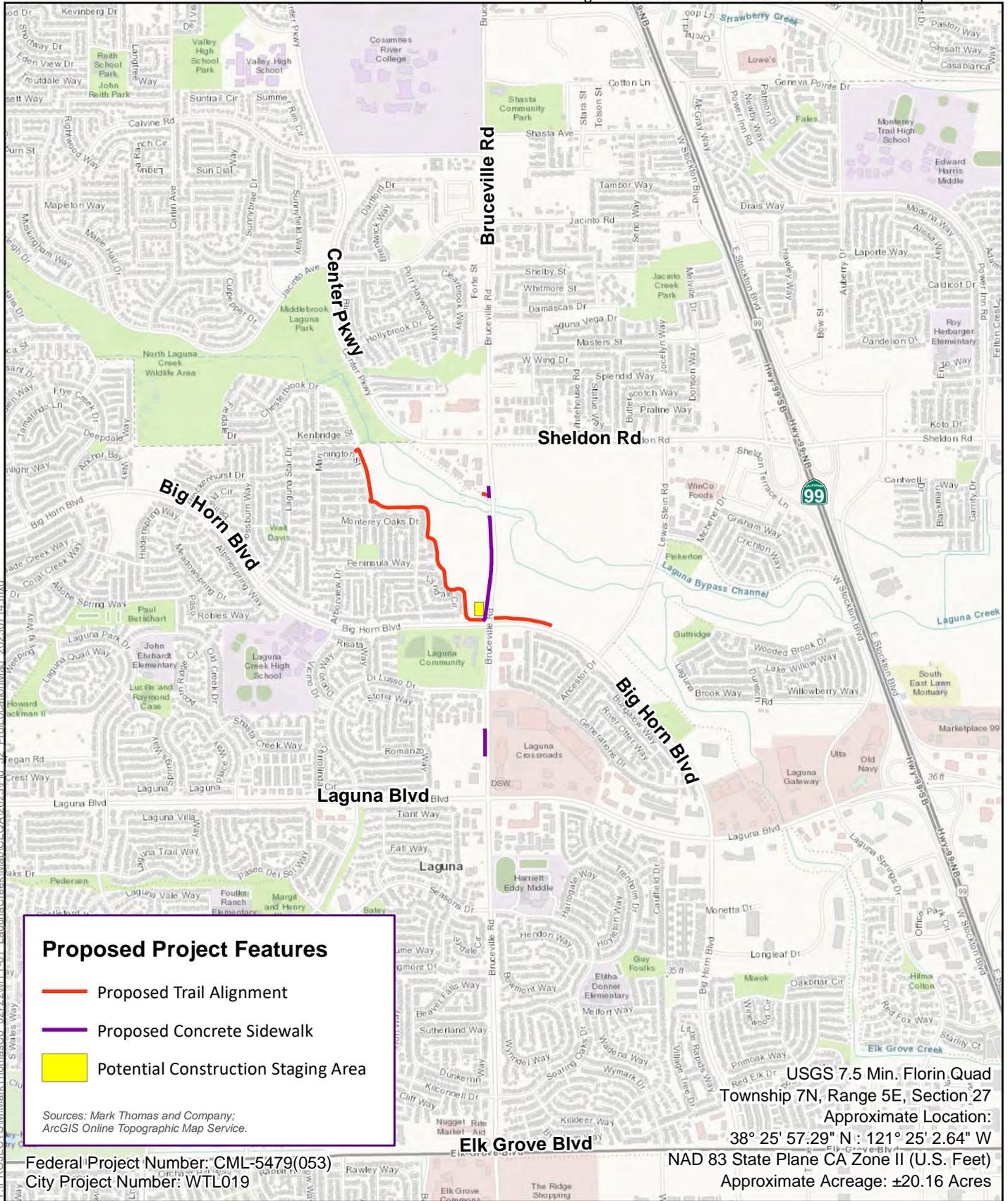
3.3 SURROUNDING LAND USES

The proposed Project site is surrounded by residential communities and commercial uses generally located along Bruceville Road. Laguna Creek comes from the east to the Project site. Elk Grove Creek comes from the southeast and joins Laguna Creek adjacent to the site.

3.4 LOWER LAGUNA FLOOD CONTROL PROJECT

The United States (U.S.) Army Corps of Engineers (USACE) issued authorization under Section 404 of the Federal Clean Water Act (CWA) on June 5, 1998 (Regulatory ID Number 199500313) for the Lower Laguna Flood Control Project (Permit). The Lower Laguna Flood Control Project provides flood protection to neighboring upland areas by constructing a bypass channel, installing twin 72-inch pipes with outfalls, and an extension of a 60-inch pipeline across Laguna Creek, as well as the installation of a 60-inch pipe with outfall from the water quality ponds on the Park Meadows South site across Laguna Creek and discharging into the bypass channel. The Permit authorized the fill of 12.39 acres of waters of the U.S. and proposed mitigation included the creation of 23.75 acres of aquatic resources onsite plus offsite vernal pool mitigation as required by the October 29, 1996 Biological Opinion (File 1-1-96-F-51) issued by the U.S. Fish and Wildlife Service (USFWS).

The Biological Opinion included conservation measures addressing giant garter snake (*Thamnophis couchi gigas*), vernal pool tadpole shrimp (*Lepidurus packardii*), and vernal pool fairy shrimp (*Branchinecta lynchi*). Measures relevant to giant garter snake included, in part, preservation of onsite perennial marsh and creation of additional marsh acreage within the greater Lower Laguna Flood Control Project area. Conservation measures addressing vernal pool tadpole shrimp and vernal pool fairy shrimp included the payment of in-lieu fees to purchase 1.46 vernal pool preservation credits for effects to 0.73 acre of vernal pools and the corresponding loss of habitat for vernal pool invertebrates.



Proposed Project Features

- Proposed Trail Alignment
- Proposed Concrete Sidewalk
- Potential Construction Staging Area

Sources: Mark Thomas and Company;
ArcGIS Online Topographic Map Service.

Federal Project Number: CML-5479(053)
City Project Number: WTL019

USGS 7.5 Min. Florin Quad
Township 7N, Range 5E, Section 27
Approximate Location:
38° 25' 57.29" N : 121° 25' 2.64" W
NAD 83 State Plane CA Zone II (U.S. Feet)
Approximate Acreage: ±20.16 Acres



Source: ESRI Basemap

The USACE reinitiated Section 7 Consultation with the USFWS on May 15, 1998, to meet four objectives: (a) to allow for restoring vernal pools concurrently with the phasing of the project; (b) to extend the deadlines for placing preservation areas under conservation easements; (c) to address the reduction in project-related wetland impacts; and (d) to remove the requirement of placing rock refugia along Laguna Creek for giant garter snakes.

As of March 26, 1999, Sacramento County (County) had acquired Fee Title to the areas within the Phase 1 portion of the Laguna Creek corridor, except the Low property. The grant deeds for these properties, except Sheldon Farms, include deed restrictions which require the County to “*Conserve, protect, restore, and enhance the Protected Property in a manner consistent with the Biological Opinion and Department of Army Permit No. 199500313.*” The USFWS is acknowledged as a third-party beneficiary, with access and enforcement authority over the terms of the conservation measures listed in the grant deed. The deed restrictions protecting biological resources on the Sheldon Farms property were expected to be in place within 60 days of the April 21, 1999 Biological Opinion Amendment. For the Low property, the County proposed to require easement recordation, or other USFWS-approved instrument that provides the same level of protection for open space, as a condition of any discretionary action to be approved by the County.

The Proposed Project would develop trail improvements through the Phase 1 portion of the Lower Laguna Flood Control Project (Phase 1 as defined within the 1999 Biological Opinion Amendment). Portions of the Project site which are currently covered by deed restrictions required for the Lower Laguna Flood Control Project.

On June 2, 2023, Zach Liptak, Senior Environmental Planner on behalf of the City transmitted a letter to USFWS Sacramento Valley Division Biologist Emma Bickerstaff and USFWS Sacramento Valley Division Senior Biologist Ian Perkins-Taylor, and USFWS Sacramento Valley Division Supervisor Megan Cook summarizing proposed trail improvements within and adjacent to recorded deed restricted parcels.

On September 27, 2023, the USFWS responded to the June 2, 2023, letter referenced above. The USFWS acknowledged the proposed trail alignment and construction would encroach into the deed restricted parcels but would only be a temporary and small-scale impact to upland habitat. In addition, the USFWS stated that “the proposed new post and cable fencing and interpretive signage will aid in preventing pedestrian disturbance and associated erosion. It appears as though the conservation values of these areas will still be retained upon completion of construction for the following reasons: the small scale of proposed encroachment within areas of already disturbed upland snake habitat in the deed restricted parcels, the proposed trail is not expected to restrict movement of small mammals throughout the site, we anticipate that ground squirrels and other small mammals will continue to inhabit grounds adjacent to the proposed project”.

3.5 NEAR-FUTURE DEVELOPMENTS IN THE AREA

Sheldon Farms North (City Project No. EG-18-019) is identified as “under construction” as of December 19, 2023, and is located south of Sheldon Road, north of Laguna Creek, between Bruceville Road and Lewis Stein Road. Sheldon Farms North includes Large Lot Tentative Subdivision Map for the creation of 14 large lots, including one commercial lot, one high-density residential lot, one park lot, and other lots for drainage and open space, and a Small Lot Tentative Subdivision Map for the creation of 391 single-family residential lots. The project also includes Design Review for Subdivision Layout; an Amendment to the City’s Bicycle, Pedestrian, and Trails Master Plan to construct a 10-foot-wide bike trail along the length of Laguna Creek within the southern portion of the project site. The project would adjust the

alignment of the trail from what has been anticipated in the City’s Bicycle, Pedestrian, and Trails Master Plan (City of Elk Grove 2023a).

City Affordable Housing Project (formerly known as Sheldon Farms South [City Project No. EG-18-024]) is identified as a potential affordable multi-family housing development project on a City-owned parcel located at the northeast corner of Bruceville Road and Big Horn Boulevard (City of Elk Grove 2023a).

The Trojan Storage II (City Project No. EG-20-018) is identified as “under construction” as of December 19, 2023, and is located at the northwest corner of Big Horn Boulevard and Lewis Stein Road. The Trojan Storage II development is a mixed-use facility that includes a personal storage facility and flex-warehouse spaces along with associated site improvements including parking and landscaping. The Trojan Storage II Project also includes a Minor Uniform Sign Program and an Amendment to the City’s Bicycle, Trails, and Pedestrian Master Plan to relocate a multi-purpose trail to the landscape corridor adjacent to Big Horn Boulevard (City of Elk Grove 2023a).

The Lyla Project, is identified as “under construction” as of December 20, 2023, and is located south of Di Lusso Drive, west of Bruceville Road, and north of Laguna Boulevard. The Lyla Project is an affordable multi-family housing development to include 13 three-story buildings providing 294 affordable residential units, as well as a community room, gym, and swimming pool. The project also includes a Special Parking Permit for reduced parking (City of Elk Grove 2023a).

The Big Horn Professional Center (City Project No. EG-16-051) at the southeast corner of Big Horn Boulevard and Lewis Stein Road has been approved by the City. The Big Horn Professional Center would consist of office condominiums (City of Elk Grove 2023a).

3.6 BACKGROUND

Development of the proposed Project would implement goals and policies identified within several regional planning documents.

3.6.1 Master Plans

3.6.1.1 City of Elk Grove Bicycle, Pedestrian, and Trails Master Plan

The City currently contains 35 miles of trails for pedestrians and bicyclists (GHD, Inc. 2021). The *City of Elk Grove Bicycle, Pedestrian, and Trails Master Plan* (BPTMP) was adopted in May 2021, updating the 2014 BPTMP to establish a long-term vision for improving walking, bicycling, and equestrian uses in Elk Grove and identify a short-term action plan of implementable projects, programs, and policies (GHD, Inc. 2021). The goal of the BPTMP is to improve connectivity and accessibility for bicycles and pedestrians in the City through a network of trails. One of the BPTMP targets for improvements to the trail system is to connect existing trails. In the general vicinity of the proposed Project, planned Class I multi-use trails are shown along Laguna Creek and adjacent to residential areas with connections to existing Class I multi-use trails. Pedestrian improvements are also identified along Bruceville Road at the Project location (GHD, Inc. 2021).

3.6.1.2 Sacramento County Bikeway Master Plan

The *Sacramento County Bikeway Master Plan* (SCBMP) was first adopted in 1993 and is now a joint document with the City of Sacramento and Sacramento County (Sacramento County 2011). The current SCBMP was adopted in April 2011 and amended in January 2012 to guide and influence bikeway

policies, programs, and development in Sacramento County. A total of 203.9 miles of existing bikeways are currently present in Sacramento County. The SCBMP recommends developing a more continuous bicycle network and identifies the need for more access to regional parks, schools, public facilities, employment centers, and residential land uses, verifying the necessity of the proposed open space trail (Sacramento County 2011). The SCBMP identifies a proposed Class I Bike Path called “Elk Grove Creek Trail” in the general location of the proposed Project (Sacramento County 2011: pp. 95, 125-126).

3.6.1.3 Sacramento Area Council of Governments Regional Bicycle, Pedestrian, and Trails Master Plan

The *Sacramento Area Council of Governments Regional Bicycle, Pedestrian, and Trails Master Plan* (SACOG Master Plan) was updated in 2015 and outlines a complete transportation system for healthy living and active communities with bicycle and pedestrian project plans. In the vicinity of the proposed Project, the SACOG Master Plan identifies proposed multi-use paths along both sides of Laguna Creek near Bruceville Road and adjacent to residential areas, tying into existing multi-use paths in Elk Grove and Sacramento (SACOG 2015).

3.6.2 Laguna Creek Watershed Management Action Plan

The *Laguna Creek Watershed Management Action Plan* (LCWMAP) by the Laguna Creek Watershed Council (LCWC) recommends actions to ensure a healthy watershed community for environmental resources and people who use the watershed. Action No. 27, Lower Bypass Area Reach Policies, includes recommendations for future planning efforts for the segment of Laguna Creek between Bruceville Road and Lewis Stein Road, south of Sheldon Road, and north of Big Horn Boulevard, which includes portions of the proposed Project. Recommended Action No. 27 states that the following be considered, “*preservation of the creek corridor, implementation of appropriate stormwater management controls, integration of LID [Low Impact Development] design solutions, and trail connection through the development*” (LCWC 2009).

3.7 PROJECT PURPOSE AND NEED/PURPOSE AND OBJECTIVES

The purpose and defined objective of the proposed Project is to construct multiple trail extensions and gap closures of the Laguna Creek Trail and sidewalks along Bruceville Road. The Project is needed to help meet the goals of the City of Elk Grove BPTMP (GHD, Inc. 2021), as well as the associated SCBMP (Sacramento County 2011), and SACOG Master Plan (SACOG 2015). The proposed Project is needed to provide connecting links that would ultimately provide trail users with access to a vast system of trails, with connections to parks, schools, community centers, commercial retail and office areas, and transit facilities. Development of the proposed Project would provide greater accessibility to the existing trail system within the City of Elk Grove and make trails directly accessible to additional homes.

3.8 PROJECT COMPONENTS

Development of the proposed Project would include two segments (0.94 mile) of new asphalt trail (Class I Bikeway) with decomposed granite shoulders, new sidewalks, signs, striping, and pavement markings (**Figure 3-3, Proposed Project**). A trail extension is proposed from along the northern side of Big Horn Boulevard between the Trojan Storage II Project west of Lewis Stein Road and Bruceville Road (approximately 0.16 mile). This trail segment would cross at-grade with Bruceville Road at an existing signal-controlled crosswalk. Additional trail gap closures between Bruceville Road, Mannington Street, and Center Parkway would complete connections to existing trails that extend further north and west into the City of Sacramento, thereby connecting thousands of residents to an interconnected trail

system between two cities and multiple neighborhoods alike. Sidewalk improvements would be constructed along Bruceville Road between Big Horn Boulevard and Center Parkway (approximately 0.3 mile) and between Laguna Boulevard and Di Lusso Drive (approximately 0.04 mile). Due to high vehicular right-turn volumes, the proposed Project would also include a 300-foot-long vehicular right-turn lane from southbound Bruceville Road to westbound Big Horn Boulevard for added bicycle safety.

Paved surfaces would be Hot Mixed Asphalt (HMA) with stabilized Decomposed Granite (DG) shoulders relying on base and subbase as needed. Base material would consist of aggregate base, with a subbase of either existing or compacted native material or a treated native material. Treatments could include cement or lime. Sidewalk widenings on Bruceville Road would require sawcutting the existing road and cutting into the embankment. Proposed fill slopes would vary in height, ranging from one to four feet.

Trail segments may include amenities including, but not limited to, concrete entry nodes, post and cable fencing, landscaping, benches, and interpretive signage.

3.8.1 Trail Design

As shown on **Figure 3-3**, two trail segments would be developed as a 10-foot-wide path with 2-foot-wide shoulders following existing informal trails where feasible and would maintain existing gradual slopes and relatively flat natural topography. Side slopes would be constructed at a gradient of 4:1.

3.8.1.1 Segment 1

Segment 1 would be constructed west of Bruceville Road and north of Big Horn Boulevard. The trail would run parallel to existing residential development to the west of Bruceville Road for a length of approximately 0.75 mile from the existing sidewalk at Big Horn Boulevard northwest to a path near Mannington Street (**Figure 3-3**). The vertical profile would roughly follow the natural topography with excavation being limited to a maximum depth of 2 feet for subbase. Grading limits would be contained within a 36- to 44-foot-wide disturbance corridor for Segment 1.

3.8.1.2 Segment 2

Segment 2 would be constructed east of Bruceville Road adjacent and parallel to Big Horn Boulevard for an overall length of approximately 0.16 mile (**Figure 3-3**). It is anticipated that where the Segment 2 alignment terminates, compliance with City-required Conditions of Approval for the Trojan Storage II Project (currently under construction) will result in the construction of a connecting trail segment to Lewis Stein Road. The new trail will use the existing at-grade crossing at Bruceville Road and Big Horn Boulevard to connect to Segment 1. The vertical profile would roughly follow the natural topography with excavation being limited to a maximum depth of 2 feet for subbase. Grading limits would be contained within a 34- to 40-foot-wide disturbance corridor for Segment 2.



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Source: Aerial Imagery (Nearmap 3/15/2023)

3.8.2 Roads and Sidewalks

Proposed sidewalk improvements would be constructed on the west side of Bruceville Road.

Approximately 1,600 feet of sidewalk would be constructed between Big Horn Boulevard and the Bruceville Road Bridge over Laguna Creek (Bridge No. 24C0405) and 180 feet of sidewalk would be constructed from the bridge to existing sidewalk. In addition, the guardrail at the bridge would be replaced and would roughly correspond to the back of sidewalk in this location. New Americans with Disabilities Act (ADA) compliant ramps would be constructed at Mannington Street and at Mannington Street/Wallbridge Way. In addition, due to high vehicular right-turn volumes, the Project would also include a 300-foot-long vehicular right-turn lane from southbound Bruceville Road to westbound Big Horn Boulevard for added bicycle safety.

Approximately 230 feet of sidewalk would be constructed at an existing gap in the sidewalk between Di Lusso Drive and Laguna Boulevard. At this location, the roadway surface at Bruceville Road would be extended to match up with the proposed sidewalk.

3.8.3 Culvert Crossings and Hydrology

The proposed Project would maintain existing grades and drainage patterns to the greatest extent feasible and side slopes would be constructed with a 4:1 slope. To maintain the existing drainage patterns, culverts may be used to convey water from one side of the trail to the other during more intense rain events. These culverts would be located in upland areas and sized based on existing topographic information and would include rock slope protection and flared end sections to reduce erosion and provide energy dissipation measures.

3.8.4 Road Crossings and Signage

Trail pavement would be delineated by distinct paint, markings, and signs consistent with City standards as well as the California Manual of Uniform Traffic Control Devices (MUTCD) standards. The City may also elect to provide wayfinding signs. According to the BPTMP, all bicycle striping and wayfinding signs would also conform to the Caltrans Highway Design Manual, Chapter 1000 (GHD, Inc. 2021).

3.8.5 Utilities

Utility coordination would be required to relocate a utility guy-pole that is in conflict with the roadway/sidewalk widening on the west side of Bruceville Road. This pole would be relocated to another location either within the City's right of way or within a new utility easement. No other utility relocations are anticipated for this Project other than potentially adjusting existing utility lids to new grades.

3.8.6 Construction

3.8.6.1 Staging

As shown on **Figure 3-3**, one potential construction staging area is proposed within the Project site. The potential staging area is identified northwest of the Bruceville Road at Big Horn Boulevard intersection.

3.8.6.2 Construction Protocols

Once the Storm Water Pollution Prevention Plan (SWPPP) and schedule are approved, the contractor would receive a notice to proceed and install the temporary fence to preserve existing vegetation shown to remain and protect Environmentally Sensitive Areas (ESA). In addition, a temporary silt fence would

be installed along ESAs with sensitive aquatic features. The temporary fence is typically installed using hand tools to drive fence posts and hang or attach high visibility fabric from outside the protected areas. The silt fence is installed in a similar manner by manual labor using hand tools to key-in the silt fence fabric, drive stakes, and hang or attach the fence fabric. This work would be completed outside the protected ESA.

Following these activities, tree and brush removal would occur to coincide with the non-nesting period of migratory birds. Tree and brush removal would be completed by a combination of manual labor with gas powered equipment such as chain saws, and equipment such as a skid steers, wood chippers, and dump trucks. Any resulting disturbed areas would be stabilized with temporary hydraulic mulch at conclusion of the Project. Temporary hydraulic mulch is typically sprayed in hydraulically from truck mounted equipment with a tackier and fiber to stabilize the slope.

For clearing and grubbing, all vegetation within the proposed trail alignment would be cleared by a combination of manual labor and gas powered equipment. After clearing, organic material within the grading plane would be grubbed. Grubbing would be completed using equipment such as a scraper, excavator, and dump truck as well as gas-powered hand-held equipment.

The contractor would then prepare the subgrade for the trail section by excavating or backfilling and compacting the subgrade to the desired elevation. Equipment used for excavation would typically include bulldozers, scrapers, excavators, and front-end loaders.

Once the subgrade is prepared, the contractor would place the base course of aggregate. This material would be hauled in using a dump truck to place aggregate at the approximate depth followed by a grader and then a compaction roller. Where HMA is used, a dump truck would be used to place HMA within a paving machine and the HMA would then be compacted using a steel drum roller. Where decomposed granite is used, the aggregate material would be hauled in using a dump truck, where the material would be stockpiled and then placed at the approximate depth using a grader or backhoe and then a compaction roller.

Additional work, such as signing and striping, would be done by a combination of manual labor and specialized equipment along the trail or at the trail's edge. Signing would be completed using hand tools or powered equipment to excavate sign post foundations using shovels or powered post hold diggers and then backfilled. Striping would be done with a thermoplastic or paint applicator that is either powered or pushed to apply the thermoplastic stripe at the center of trail.

As portions of the trail are completed, the contractor would place Best Management Practices (BMPs) comprised of hydroseed and hydraulic mulch, fiber rolls, and check dams at cross culverts, as applicable. Fiber rolls and check dams are typically installed by manual labor using hand tools to key-in fiber rolls and drive stakes. The hydroseed and hydraulic mulch are typically sprayed in hydraulically from truck mounted equipment on the trail.

Construction emissions would be minimized through implementation of the Sacramento Metropolitan Air Quality Management District's (SMAQMD) Basic Construction Emission Control Practices (2019), SMAQMD's Rule 403 regarding fugitive dust, and compliance with Caltrans' Standard Specifications Section 14 and 14-9.02 as follows:

SMAQMD Basic Construction Emission Control Practices

- Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads.
- Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways should be covered.
- Use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited.
- Limit vehicle speeds on unpaved roads to 15 miles per hour (mph).
- All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.
- Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to five minutes [California Code of Regulations, Title 13, sections 2449(d)(3) and 2485]. Provide clear signage that posts this requirement for workers at the entrances to the site.
- Provide current certificate(s) of compliance for California Air Resources Board's (CARB) In-Use Off-Road Diesel-Fueled Fleets Regulation [California Code of Regulations, Title 13, sections 2449 and 2449.1]. For more information contact CARB at 877-593-6677, doors@arb.ca.gov, or www.arb.ca.gov/doors/compliance_cert1.html.
- 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.
- Route and schedule construction traffic to avoid peak travel times as much as possible, to reduce congestion and related air quality impacts caused by idling vehicles along local roads.

Caltrans' Standard Specification Section 14 and Section 14-9.02

- The construction contractor shall comply with Caltrans' Standard Specifications Section 14 of Caltrans' Standard Specifications (2023) and Section 14-9.02 Air Pollution Control. Section 14-9.02 states:
 - a. Comply with air-pollution-control rules, regulations, ordinances, and statutes that apply to work performed under the Contract, including those provided in Government Code §11017 (Pub Cont Code §10231).
 - b. Do not dispose of material by burning.

Sacramento Metropolitan Air Quality Management District's Rule 403 – Fugitive Dust

- Sacramento Metropolitan Air Quality Management District's Rule 403 – Fugitive Dust would be followed. The general requirements of Rule 403 are:
 - a. 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:
 - I. 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.
 - II. 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;
 - III. 301.3 Other means approved by the Air Pollution Control Officer.

Construction noise would be minimized in compliance with the Section 6.32.080 Exterior Noise Standards of the City of Elk Grove Municipal Code and Caltrans' Standard Specification Section 14.8-02 as follows:

- In compliance with Section 6.32.080 Exterior Noise Standards of the City of Elk Grove Municipal Code, construction activity shall be limited to daytime hours, based on the City's Municipal Code, limiting construction activities to 7:00 a.m. and 7:00 p.m. when located adjacent to residential land uses and 6:00 a.m. and 8:00 p.m. when not adjacent to residential land uses.
- Consistent with Caltrans Standard Specifications (2023), if work is performed at nighttime, construction noise shall be conducted in accordance with Caltrans Standard Specifications Section 14.8-02 restricting nighttime noise levels. The provisions of Caltrans Standard Specifications, Section 14-8.02 "Noise Control" require the following:
 - Control and monitor noise resulting from work activities.
 - Do not exceed 86 dBA L_{MAX} at 50 feet from the job site from 9:00 p.m. to 6:00 a.m.

In addition, as directed by the Project Engineer, the contractor shall implement appropriate additional noise reduction measures for construction activity, including changing the location of stationary construction equipment, turning off idling equipment, use of sound blankets on individual components of construction equipment, rescheduling construction activity, notifying adjacent residents in advance of construction work, and installing temporary acoustic barriers around stationary construction noise sources.

3.8.7 Schedule

Construction of the proposed Project would commence in summer of 2025 and would take approximately seven to nine months to complete.

3.9 DESIGN REFINEMENT

The City revised the Segment 2 alignment in 2020 to avoid sensitive resources, including aquatic resources and habitat for listed species, resulting in a 1.46 acre reduction in permanent impacts to aquatic resources.

In 2022, the eastern extent of the Segment 2 alignment was removed since it is being constructed as part of City-required Conditions of Approval for the Trojan Storage II Project (currently under construction).

In 2023, the Segment 3 alignment was removed since it was constructed as part of the Sheldon Farms residential development project, and the Segment 1 alignment was revised to further avoid sensitive resources, including habitat for listed species, resulting in a 7.94-acre reduction to the overall Project alignment.

4.0 INITIAL STUDY CHECKLIST

4.1 AESTHETICS

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|--------------------------------|--|-------------------------------------|-------------------------------------|
| Except as provided in Public Resources Code Section 21099, would the project: | | | | |
| a) Have a substantial adverse effect on a scenic vista? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

A *Visual Impact Assessment Memorandum* was first prepared by HELIX Environmental Planning, Inc. (HELIX) and approved by Caltrans in 2019. Based on subsequent revisions to the trail alignments as discussed in Section 3.9, Design Refinement, the *Visual Impact Assessment Memorandum* was revised and approved by Caltrans in 2023. The discussion below is based on the revised *Visual Impact Assessment Memorandum* (HELIX 2023), which is attached to this Initial Study as **Attachment B**.

4.1.1 Impact Analysis

a) Have a substantial adverse effect on a scenic vista?

No Impact. The proposed Project would not have a substantial adverse effect on a scenic vista. There are no designated scenic vistas within the City (City of Elk Grove 2018). There would be **no impact** 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?

Less Than Significant Impact. The nearest State Scenic Highway is State Route 160 (SR-160), located approximately four miles west of the proposed Project; a segment of SR-160 is also designated as a County Scenic Highway approximately six miles southwest of the proposed Project. A total of 11 trees are proposed for removal as part of the development of the proposed Project. However, these trees are all rated as “Fair” or “Poor” in both health and structure. Many of the trees in poor health have moderate to severe trunk rot and/or limb rot, bark wounds, and trunk death. Structurally, many of them

demonstrate multiple trunks, leaning trunks, and included bark. Therefore, development of the proposed Project would have a **less than significant impact** on other scenic resources such as trees, rock outcroppings, or historic buildings within a State or local Scenic Highway.

- c) In non-urbanized area, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Less Than Significant Impact. Proposed improvements within the City would traverse through an existing undeveloped area zoned for Open Space (O), High Density Residential – Thirty Dwelling Units Per Acre (RD-30), Industrial-Office Park (MP), Residential Mixed Use (RMU), and General Commercial (GC) (**Figure 4-1, Zoning**).

The *Visual Impact Assessment Memorandum* for the proposed Project prepared by HELIX (2023) (**Attachment B**), presents the following findings related to visual character, quality of public views and surroundings.

Visual Setting

The Project’s visual setting is a mixture of undeveloped open land and developed suburbs and commercial uses; the site may be described as “developing” in *character*. The overall topography is flat, except for the depressed channel of Laguna Creek and berms adjacent to it. Natural landcover consists of disturbed grassland. Water features are Laguna Creek and a man-made lake east of Mannington Drive and north of Monterey Oak Drive. Man-made features are prevalent. Residential neighborhoods, including apartment complexes and single-family homes, surround the viewshed of the proposed trail area with commercial development along Bruceville Road south of Big Horn Boulevard. Roadways in the viewshed are Bruceville Road, Lewis Stein Road, and Big Horn Boulevard.

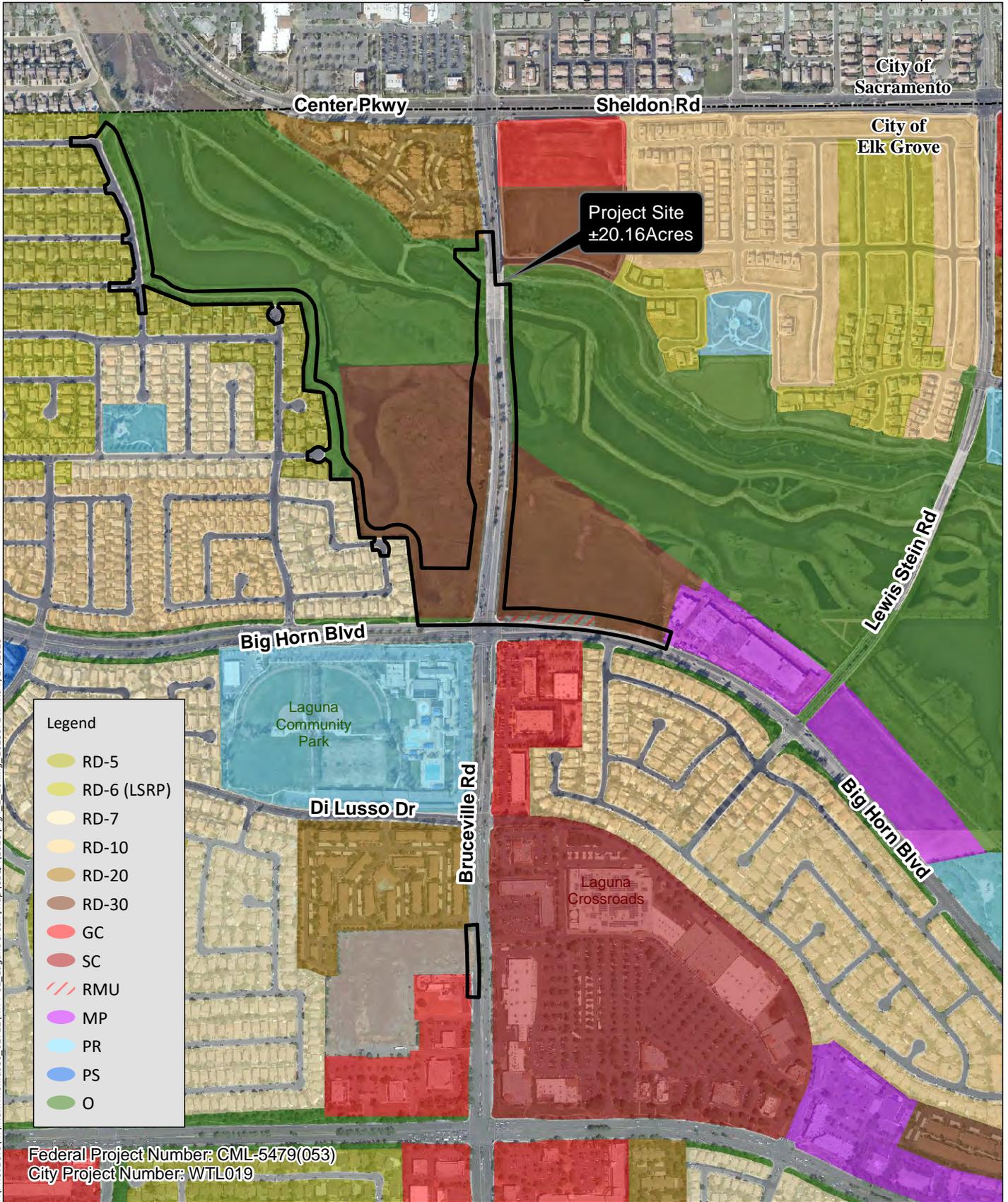
Officially designated scenic resources are also an element of describing visual character and visual quality. Scenic resources are detailed below.

Federal/National Scenic Resources: No federally-designated scenic resources are at or near the Project site. The nearest National Scenic Byway is Ebbetts Pass Scenic Byway, approximately 60 miles to the southwest of the Project site. The nearest Wild and Scenic River is the American River, approximately nine miles north of the Project site (National Parks Service 2019).

State Scenic Resources: The nearest State Scenic Highway is SR-160, located approximately four miles west of the Project site along the Sacramento River (Caltrans 2019b).

County Scenic Resources: A segment of SR-160 from Isleton Bridge to Paintersville Bridge is officially designated as a County Scenic Highway approximately six miles southwest of the Project site (Caltrans 2015, 2017); SR-160 is also considered eligible from the Contra Costa County line up to the Sacramento city limits (Caltrans 2019b).

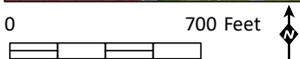
Local Scenic Resources: Elk Grove does not have any officially designated scenic vistas; however, the City has identified parks and open space and lakes, rivers, and creeks (including Laguna Creek) as potential scenic resources (City of Elk Grove 2018). The City also describes agricultural landscapes and trees, particularly large or clustered adult trees, as typical scenic resources (City of Elk Grove 2021a).



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- Legend**
- RD-5
 - RD-6 (LSRP)
 - RD-7
 - RD-10
 - RD-20
 - RD-30
 - GC
 - SC
 - RMU
 - MP
 - PR
 - PS
 - O

Federal Project Number: CML-5479(053)
 City Project Number: WTL019



Source: City of Elk Grove, 2021; Aerial (Nearmap 3/15/2023)

Resource Change (Visual Character and Visual Quality)

The visual character surrounding the proposed Project would be substantially compatible with the existing character of the corridor. Proposed vertical elements would be minor, consisting of bench seating at three to four locations. Along Bruceville Road, the proposed sidewalk would close remnant gaps and provide continuous low-lying form, straight edges, light-grey color, and relatively smooth texture, consistent with the existing sidewalks. The trail would introduce a new man-made feature consisting of a fairly flat form at ground-level and long lines from the trail edges; asphalt would be dark in color and the trail surface would be smooth in texture. The character would be substantially compatible with the existing corridor, as visual encroachments from residences and/or commercial buildings are still apparent in the background.

Proposed improvements have been designed to formalize trail alignments in areas where existing informal use occurs. The visual quality of the existing corridor would therefore be slightly changed by the proposed Project. The proposed Project would remove approximately 3.79 acres of vegetation (HELIX 2023) and construct new sidewalks along the existing road. Visual quality would change only slightly, as the trail would follow existing informal foot paths currently utilized by people in the area. The trail would remove existing vegetation and construct a paved trail path and shoulders. While the trail would result in a new man-made feature, it will parallel existing concrete sidewalks. Proposed improvements would have no change on vividness.

New sidewalks would be consistent with the character of the area and would improve the visual quality due to increased intactness and unity along the roadways. Trails would be subject to a moderate to low change due to the urbanized character of project surroundings and visual encroachment of residential buildings in the background.

Viewer Sensitivity

Viewers of the proposed trail and sidewalks would consist of residents, recreational users, pedestrians, and automobile drivers and passengers. Sidewalks would be viewable by pedestrians and motorists; pedestrians and motorists would have low exposure due to the transitory nature of use surrounding proposed improvements. Adjacent residents would have the greatest exposure to Project features and have a moderate-high sensitivity to visual changes.

Recreational users would be exposed to Project features while using the trail and given their reliance on Project-related features for recreation, would therefore have a moderate-low viewer sensitivity.

Visual Impact

Visual impacts are determined by assessing changes to the visual resources and predicting viewer response to those changes. As discussed above, visual quality would slightly decrease. The trail would be visible to recreational users and adjacent residents. Based on moderate-low resource change and moderate-low sensitivity of recreational users, the impact would be moderate-low on recreational users. Based on a moderate-low resource change and moderate-high viewer sensitivity, the visual impact would be moderate on residents adjacent to proposed improvements.

Although the proposed Project would result in changes to the visual setting, officially designated federal, state, or County scenic resources are miles away from the Project site and would not be affected by the Project. Project development would introduce new asphalt surfaces and remove approximately 3.79

acres of annual grassland within the Project footprint (HELIX 2023); however, the proposed Project would also introduce landscape planters and hydroseed/revegetate disturbed areas to minimize impacts. The existing viewshed already has visual encroachment from residences and/or commercial buildings in the background or adjacent to the trail location. The trail would largely follow existing informal foot paths currently utilized regularly by people in the surrounding area. The proposed Project does not include major vertical features or other visual intrusions that would block views of the surrounding suburban setting or natural features. Proposed vertical elements would be minor, consisting of potentially bench seating at three or four locations.

During construction, motorists and neighboring residents may observe heavy construction equipment, exposed soils during grading activities, temporary traffic control features (such as signage and orange cones), lighting, and construction workers. Visual effects due to Project construction would be short-term and would cease to persist upon Project completion. The proposed Project would have a **less than significant impact** on the existing visual character or quality of public views.

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

Less Than Significant Impact. The proposed Project would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area. The Laguna Creek Trail is designated for use between dawn and dusk, negating the need for trail lighting. However, recreational users may access the trail at night using headlamps or flashlights. These occasional light sources emit very low lumens and would be directed towards the trail alignment to guide pedestrian or bike travel and would therefore, have no potential to affect nighttime views. Due to their adjacency to existing roadways, glare from the Project features would not be anticipated to adversely affect day or nighttime views. Therefore, Project development would have a **less than significant impact**.

4.1.2 Mitigation Measures

No mitigation is warranted.

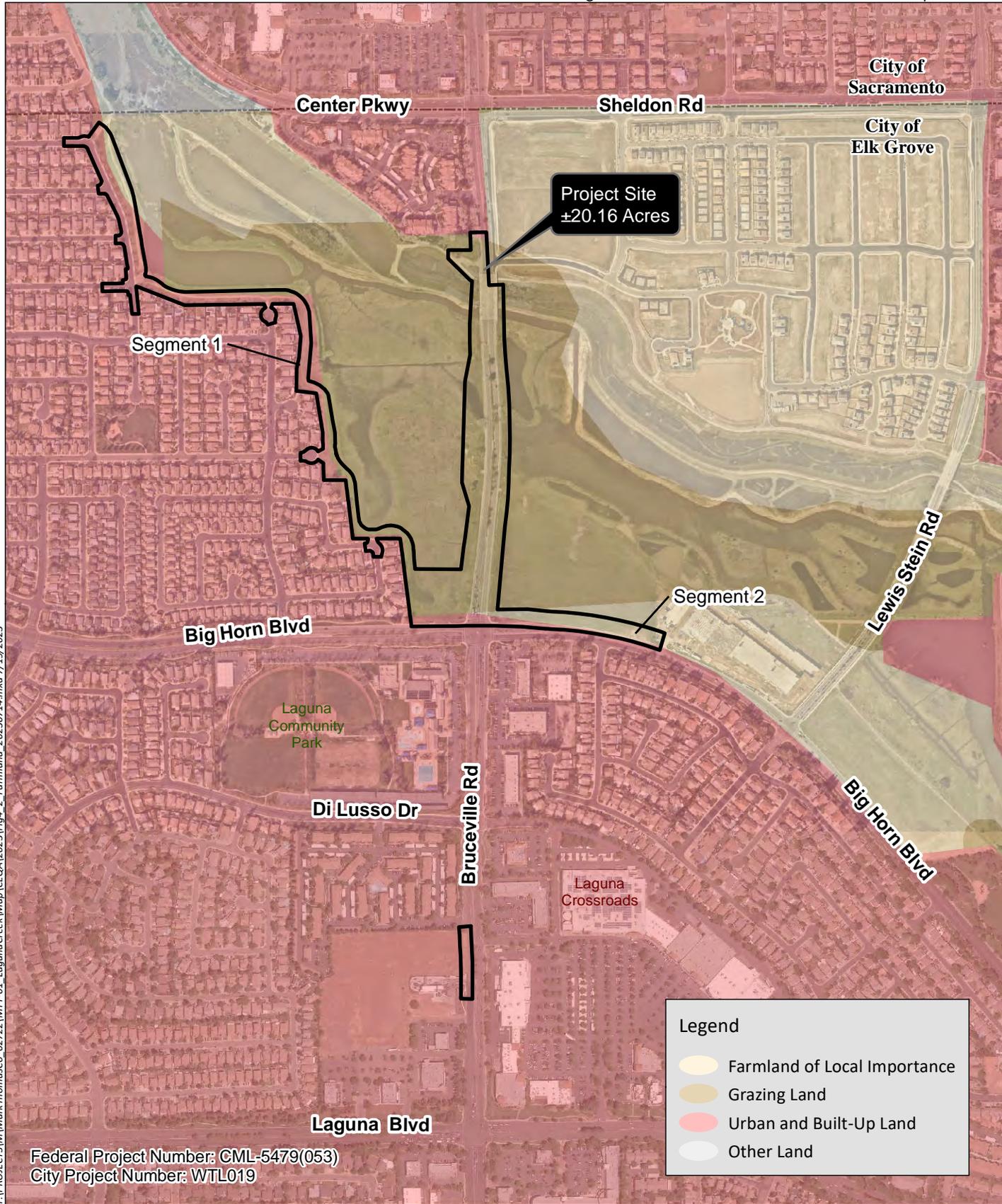
4.2 AGRICULTURE AND FORESTRY RESOURCES

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|--|-------------------------------------|-------------------------------------|
| Would the project: | | | | |
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) 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))? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Result in the loss of forest land or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

4.2.1 Impact Analysis

- 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?

No Impact. The proposed Project is located in areas shown as Grazing Land, Farmland of Local Importance, and Urban and Built-Up Land (**Figure 4-2, Important Farmlands**) in maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency (CDOC 2023b). The proposed Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance and would therefore have **no impact** on the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.



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b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. The Project parcels are not zoned for agriculture and are zoned as Open Space (O), High Density Residential – Thirty Dwelling Units Per Acre (RD-30), Industrial-Office Park (MP), Residential Mixed Use (RMU), and General Commercial (GC) (**Figure 4-1**). None of the Project parcels are under Williamson Act Contract. **No impact** would result from development of the proposed Project.

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))?

No Impact. The Project parcels are not in areas zoned forest land or timberland or zoned Timberland Production. The Project parcels are zoned as Open Space (O), High Density Residential – Thirty Dwelling Units Per Acre (RD-30), Industrial-Office Park (MP), Residential Mixed Use (RMU), and General Commercial (GC) (**Figure 4-1**). **No impact** to forest land would result from development of the proposed Project.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. No forest lands would be impacted by the proposed Project. Biological communities at the Project site consist of depressional seasonal wetland, vernal pools, riverine seasonal marsh, riverine perennial marsh, channel, a segment of Laguna Creek, annual grassland, and developed/disturbed. **No impact** would result from development of the proposed Project.

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?

Less Than Significant Impact. The proposed Project is located in areas shown as Grazing Land, Farmland of Local Importance, and Urban and Built-Up Land (**Figure 4-2**) in maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency (CDOC 2023b) and in the City's General Plan EIR (City of Elk Grove 2018, Figure 5.2-1 FMMP Important Farmlands), Farmland of Local Importance and Grazing Land are not considered Important Farmland under CEQA.

The proposed Project would develop trail improvements through the Phase 1 portion of the Lower Laguna Flood Control Project (Phase 1 as defined within the 1999 Biological Opinion Amendment). Portions of the Project site which are currently covered by deed restrictions required for the Lower Laguna Flood Control Project. Agricultural production is not permitted in areas covered by deed restrictions.

The proposed Project is not on or near Farmland currently in production, agricultural uses, or forest land as discussed in response to questions a), c), and d) above. The proposed Project alignments would tie-in with local existing trails and/or sidewalks and are surrounded by existing and proposed residential and commercial development. Therefore, construction of proposed trail alignments are not anticipated to result in changes to the environment that would induce further farmland conversion, and impacts related to conversion of agricultural land to non-agricultural use resulting from development of the proposed Project would be considered **less than significant**.

4.2.2 Mitigation Measures

No mitigation is warranted.

4.3 AIR QUALITY

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|--|-------------------------------------|--------------------------|
| Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project: | | | | |
| a) Conflict with or obstruct implementation of the applicable air quality plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) Expose sensitive receptors to substantial pollutant concentrations? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Rincon Consultants, Inc. (Rincon) prepared a *Construction Air Quality and Greenhouse Gas Review for the Revised Laguna Creek Trail and Bruceville Road Sidewalk Improvements Project* (Construction Air Quality and Greenhouse Gas Review) (Rincon 2023), which is attached to this Initial Study as **Attachment C** and summarized below.

The SMAQMD’s significance thresholds outlined in the *Guide to Air Quality Assessment in Sacramento County* (SMAQMD 2019) are used to determine the air quality impacts of the proposed Project. Therefore, pursuant to the SMAQMD-recommended thresholds (SMAQMD 2019) the Project’s impacts would be considered significant if the Project would:

- Generate construction-related criteria air pollutant or precursor emissions that exceed the SMAQMD recommended daily thresholds of 85 pounds per day (lbs./day) for NO_x, 80 lbs./day of PM₁₀, 82 lbs./day of PM_{2.5}, or result in or substantially contribute (at a level equal to or greater than five percent of a California Ambient Air Quality Standard [CAAQS]) to a violation of a CAAQS.
- Generate long-term regional criteria air pollutant or precursor emissions that exceed the SMAQMD recommended daily thresholds of 65 lbs./day of VOC or NO_x, 80 lbs./day of PM₁₀, 82 lbs./day of PM_{2.5}, or result in a violation of the CAAQS or result in or substantially contribute (at a level equal to or greater than five percent of a CAAQS) to a violation of a CAAQS.
- Contribute to localized concentrations of air pollutants at nearby receptors that would exceed applicable ambient air quality standards.
- Expose sensitive receptors to excessive nuisance odors, as defined under SMAQMD Rule 402.

- Construction emissions were compared with the applicable thresholds of significance to determine potential impacts. Therefore, if the project would not exceed applicable thresholds, then it would be consistent with air quality standards and would not cause a substantial contribution to an existing or projected air quality violation, and/or conflict with any applicable air quality plan.

4.3.1 Impact Analysis

a) Conflict with or obstruct implementation of the applicable air quality plan?

Less Than Significant Impact. The proposed Project would be constructed to comply with the sections pertaining to dust control and dust palliative applications outlined in the Caltrans Standard Specifications (Caltrans 2018).

The proposed Project would implement SMAQMD’s Basic Construction Emission Control Practices during construction, SMAQMD’s Rule 403 regarding fugitive dust, and Caltrans Standard Specification Section 14 and 14-9.02, as described in the Project Description under Construction Protocols. Based on emission estimates and the application of dust control, no substantial adverse air quality impacts from construction activity are anticipated, and the proposed Project would result in **less than significant impacts** on nearby sensitive receptors from construction related air quality; an additional short-term construction air quality investigation is not required.

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Less Than Significant with Mitigation Incorporated. The trail and sidewalks would be used by pedestrians and bicyclists; consequently, long-term operations would not generate emissions. However, construction of the proposed Project would result in temporary short term emissions of air pollutants due to grading, fumes, and vehicle exhaust. The proposed Projects’ estimated construction emissions are shown below in **Table 4-1, Potential Construction Emissions.**

**Table 4-1
POTENTIAL CONSTRUCTION EMISSIONS**

| Activity | Emissions (pounds per day) | | | | | |
|----------------------------|----------------------------|-----------------|-----------|-----------------|------------------|-------------------|
| | ROG | NO _x | CO | SO _x | PM ₁₀ | PM _{2.5} |
| Maximum Daily Emissions | 4.27 | 42.56 | 39.27 | 2.03 | 2.03 | 0.09 |
| SMAQMD Threshold | N/A | 85 | N/A | 80 | 82 | N/A |
| Threshold Exceeded? | N/A | No | N/A | No | No | N/A |
| Threshold exceeded? | No | No | No | No | No | No |

Source: Rincon 2023

¹ Emissions of nitrogen dioxide (NO₂) were assumed to equal emissions of NO_x, and emissions of sulfur dioxide (SO₂) were assumed to constitute the functional majority of SO_x emissions.

² Full emissions modeling results are included in the *Air Quality Technical Memorandum*.

ROG = reactive organic gas; NO_x = nitrogen oxides; CO = carbon monoxide; SO_x = sulfur oxides;

PM₁₀ = particulate matter, 10 micrometers in diameter; PM_{2.5} = particulate matter, 2.5 micrometers in diameter;

N/A=Not applicable

As shown in **Table 4-1**, Project-generated construction emissions would be minor, and would not exceed the applicable SMAQMD thresholds or contribute to localized concentrations of air pollutants at nearby receptors. Construction impacts related to air quality would be short-term in duration, and therefore,

would not result in adverse or long-term conditions. Nonetheless, implementation of **Mitigation Measures AQ-1 through AQ-3** would be implemented as part of the Project to further reduce potential air quality impacts resulting from construction of the Project. With implementation of the Mitigation Measures AQ-1 through AQ-3, Project impacts would be **less than significant with mitigation incorporated** related to cumulatively considerable net increases of criteria pollutants for which the Project region is non-attainment under an applicable federal or state ambient air quality standard.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant with Mitigation Incorporated. Sensitive population groups include children, the elderly, the acutely ill, and the chronically ill, especially those with cardio-respiratory diseases. Residential uses are also considered sensitive to air pollution because residents (including children and the elderly) tend to be at home for extended periods of time, resulting in sustained exposure to any pollutants present. Nearby sensitive receptors include single-family residences near the proposed trail alignment and construction staging area and multi-family residences north of proposed sidewalk improvements on Bruceville Road. The closest residential receptors are single-family residences which have property boundaries approximately 15 feet west and south of the proposed alignment. The property line for the multi-family residences is located approximately 80 feet northwest of the proposed sidewalk improvements.

As discussed in the response to question b) above, long-term operations would not result in emissions, and emissions during construction would be below thresholds. Based on this and the temporary nature of construction, there would be less than significant impacts on sensitive receptors. Implementation of **Mitigation Measures AQ-1 through AQ-3** would be implemented as part of the Project to further reduce any air quality impacts resulting from construction of the Project. Therefore, impacts are considered **less than significant with mitigation incorporated**.

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less Than Significant Impact. Construction-related odors would be temporary and disperse rapidly with distance from the source. Construction generated emissions would, therefore, not result in the frequent exposure of receptors to objectionable odor emissions. Furthermore, the City is required to comply with SMAQMD Rules 402 (Nuisance) and 442 (Architectural Coatings) which would ensure that odors generated by short-term construction would not affect a substantial number of people. The proposed Project would have a **less than significant impact** related to emissions.

4.3.2 Mitigation Measures

AQ - 1: Route and schedule construction traffic to avoid peak travel times as much as possible, to reduce congestion and related air quality impacts caused by idling vehicles along local roads.

AQ - 2: The construction contractor shall comply with Caltrans' Standard Specifications Section 14 of Caltrans' Standard Specifications (2018) and Section 14-9.02 Air Pollution Control. Section 14-9.02 states:

- a. Comply with air-pollution-control rules, regulations, ordinances, and statutes that apply to work performed under the Contract, including those provided in Government Code § 11017 (Pub Cont Code § 10231).

- b. Do not dispose of material by burning.

AQ-3: Sacramento Metropolitan Air Quality Management District’s Rule 403 – Fugitive Dust would be followed. The general requirements of Rule 403 are:

- a. 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:
 - i. 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.
 - ii. 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.
 - iii. 301.3 Other means approved by the Air Pollution Control Officer.

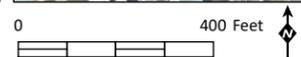
4.4 BIOLOGICAL RESOURCES

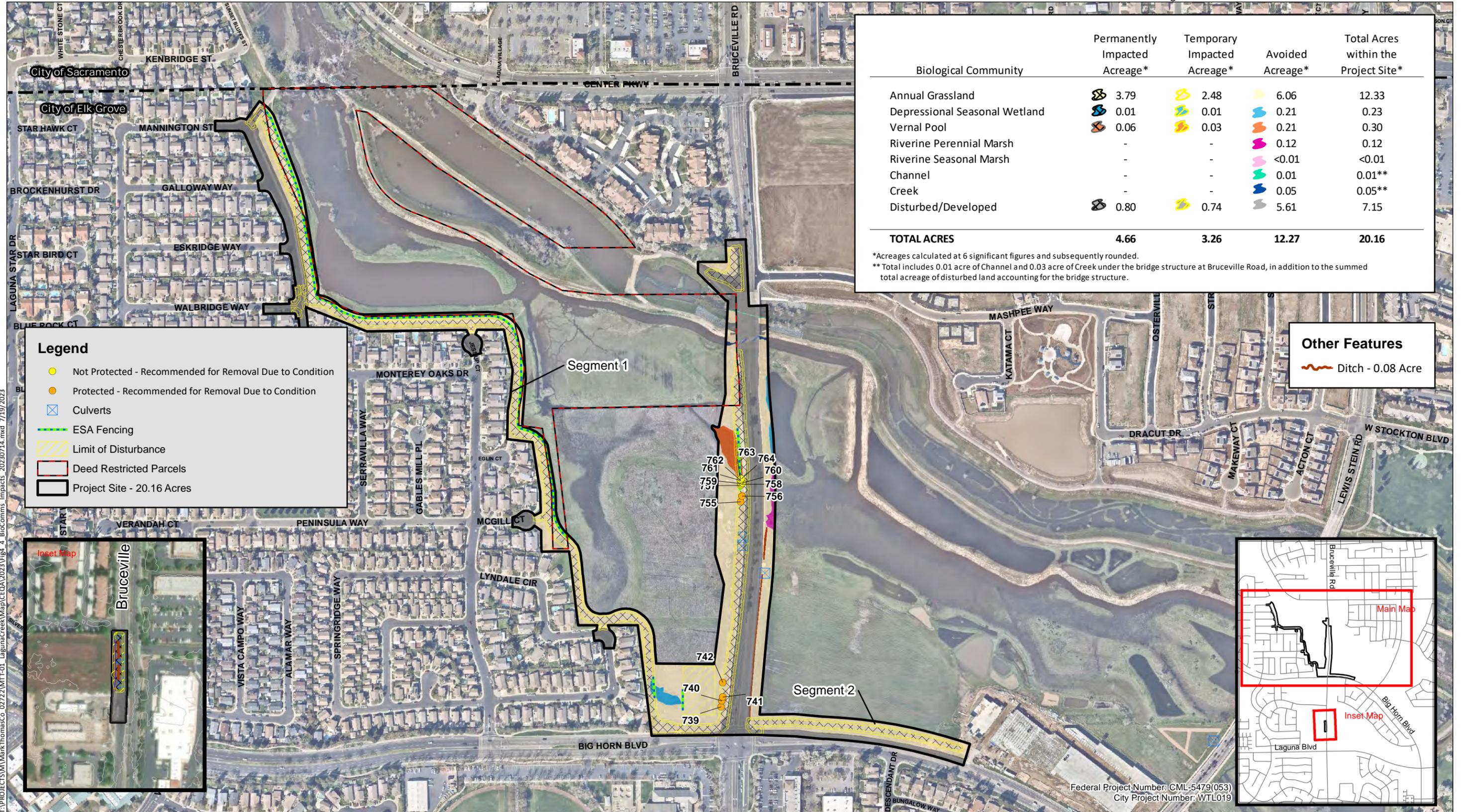
| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|--|------------------------------|--------------------------|
| Would the project: | | | | |
| a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

The discussion below is largely based on the *Natural Environment Study for the Laguna Creek Trail and Bruceville Road Sidewalk Improvements Project* (HELIX 2023) (NES), which is attached to this Initial Study as **Attachment D**. The Biological Study Area defined within the NES is shown on **Figure 4-3, Biological Communities**, and coincides with the Project site and Project-related impacts to biological communities shown on **Figure 4-4, Proposed Project and Impacts to Biological Communities**.



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Federal Project Number: CML-5479(053)
 City Project Number: WTL019

Source: Aerial (Nearmap, 3/5/2023)



4.4.1 Impact Analysis

- 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 U.S. Fish and Wildlife Service?

Less Than Significant Impact with Mitigation Incorporated. Special-status plant and animal species have the potential to occur within the Project site as described in detail below.

Special-Status Plants

The following special-status plants have the potential to occur within the Project site: Ahart's dwarf rush (*Juncus leiospermus* var. *ahartii*), Boggs lake hedge hyssop (*Gratiola heterosepala*), bristly sedge (*Carex comosa*), Delta tule pea (*Lathyrus jepsonii* var. *jepsonii*), dwarf downingia (*Downingia pusilla*), Ferris' goldfields (*Lasthenia ferrisiae*), Heckard's pepper-grass (*Lepidium latipes* var. *heckardii*), hoary navarretia (*Navarretia eriocephala*), hogwallow starfish (*Hesperovax caulescens*), lenenere (*Legenere limosa*), marsh skullcap (*Scutellaria galericulata*), Mason's lilaeopsis (*Lilaeopsis masonii*), pappose tarplant (*Centromadia parryi* ssp. *Parryi*), Parry's rough tarplant (*Centromadia parryi* ssp. *rudis*), Peruvian dodder (*Cuscuta obtusiflora* var. *glandulosa*), saline clover (*Trifolium hydrophilum*), Sanford's arrowhead (*Sagittaria sanfordii*), side-flowering skullcap (*Scutellaria lateriflora*), Suisun Marsh aster (*Symphotrichum lentum*), valley brodiaea (*Brodiaea rosea* ssp. *vallicola*), watershield (*Brasenia schreberi*), and wooly rose-mallow (*Hibiscus lasiocarpus* var. *occidentalis*). These plant species are of Special Concern based on federal, State, or local laws; and limited distributions, and could potentially occur within the Project site due to the presence of suitable habitat. However, no special-status plants were observed on the Project site during field surveys.

In this section, special-status plants will be discussed under the following habitat types in which they would be expected to be found: annual grassland, vernal pools, depressional seasonal wetlands, riverine seasonal marsh, riverine perennial marsh, channel, and creek.

Annual Grassland Special-Status Plants

No special-status plants with potential to occur within the Project site are known to occur within annual grassland habitat. No special-status plants were observed within the annual grassland during field surveys. Impacts to annual grassland would have no impact on special-status plants. Although the proposed Project would result in the removal of approximately 3.79 acres of annual grassland and temporary impacts to approximately 2.48 acres, this is a common habitat type within the region, and no special-status plants are known to occur or were observed during the field surveys within this vegetation community. Therefore, no mitigation measures are recommended.

Vernal Pool Special-Status Plants

The following special-status plants have potential to occur within vernal pools within the Project site: Ahart's dwarf rush, Boggs lake hedge hyssop, dwarf downingia, Ferris' goldfields, hogwallow starfish, legenere, Parry's rough tarplant, and valley brodiaea. No special-status plants were observed within the vernal pools during the field surveys. The Project site contains 0.30 acre of vernal pool habitat which represents suitable habitat for special-status plant species. Project construction would potentially result in temporary impacts to 0.03 acre of vernal pools and permanent impacts to 0.06 acre of vernal pools (**Figure 4-4**). Without mitigation, impacts to special-status plants potentially present within vernal pools

would be considered potentially significant. However, implementation of Caltrans' *Construction Site BMPs Manual* (Caltrans 2017), the *Construction Site Monitoring Program Guidance Manual* (Caltrans 2013), and **Mitigation Measures BIO-1 through BIO-3** (MM-6 through MM-8 in the NES) would reduce potential impacts to special-status plants be reduced to a less than significant level.

Depressional Seasonal Wetland Special-Status Plants

The following special-status plants have the potential to occur within the depressional seasonal wetlands that occur within the Project site: Boggs lake hedge hyssop, Delta tule pea, Ferris' goldfields, Heckard's pepper-grass, hoary navarretia, Mason's lilaopsis, saline clover, Sanford's arrowhead, and wooly rose-mallow (Calflora 2023). None of these species were observed during field surveys.

As currently designed, the proposed Project would potentially result in temporary impacts to 0.01 acre of depressional seasonal wetland habitat and permanent impacts to 0.01 acre of depressional seasonal wetland (**Figure 4-4**). Direct impacts could occur to special-status plant species, if present within onsite depressional seasonal wetlands, through removal of habitat, removal of individual plants by construction personnel or equipment, and impacting occupied habitat through accidental discharge into the depressional seasonal wetlands and depressional seasonal marsh during construction activities. Without mitigation, impacts to depressional seasonal wetland special-status plants may potentially be significant. However, with implementation of Caltrans' *Construction Site BMPs Manual* (Caltrans 2017), the *Construction Site Monitoring Program Guidance Manual* (Caltrans 2013), and **Mitigation Measures BIO-1 through BIO-3**, impacts to special-status plants would be reduced to a less than significant levels through completion of botanical surveys by a qualified botanist, installation of high-visibility construction fencing, and if necessary, implementation of a mitigation plan in consultation with USFWS and CDFW.

Riverine Seasonal and Perennial Marsh Special-Status Plants

The following special-status plants have the potential to occur within the riverine seasonal marshes and riverine perennial marshes that occur within the Project site: Ahart's dwarf rush, bristly sedge, hogwallow starfish, Mason's lilaopsis, pappose tarplant, Peruvian dodder, saline clover, Sanford's arrowhead, side-flowering skullcap, Suisun Marsh aster, watershield, and wooly rose-mallow (Calflora 2023). None of these species were observed during the field surveys.

As currently designed, no impacts to riverine perennial or seasonal marsh habitat would result from development of the proposed Project (**Figure 4-4**). Therefore, no special-status plants with potential to occur in these habitats would be impacted by the Project as these features will be avoided by Project design.

Wildlife

Several special-status wildlife species have the potential to occur within the Project site, including the federally threatened vernal pool fairy shrimp (*Branchinecta lynchi*); the federally endangered vernal pool tadpole shrimp (*Lepidurus packardii*); California Special Animals, California linderiella (*Linderiella occidentalis*), midvalley fairy shrimp (*Branchinecta mesovallensis*), the hairy water flea (*Dumontia oregonensis*) and Ricksecker's water scavenger beetle (*Hydrochara rickseckeri*); the State and federally threatened giant garter snake (*Thamnophis gigas*); the western pond turtle (*Actinemys marmorata*) a California Species of Special Concern and proposed federally listed threatened species; the State threatened Swainson's hawk (*Buteo swainsoni*); the tricolored blackbird (*Agelaius tricolor*) a State

threatened species; the State Fully Protected white-tailed kite (*Elanus leucurus*); the yellow-headed blackbird (*Xanthocephalus xanthocephalus*) a California Species of Special Concern; and other migratory birds and raptors protected under the Migratory Bird Treaty Act (MBTA) and California Fish and Game Codes. A discussion of each species follows:

Vernal Pool Invertebrates

California linderiella is not a listed species but is identified on the CDFW Special Animal List. California linderiella is a relatively common branchiopod that occurs in vernal pools, swales, and ephemeral freshwater habitats. There are nineteen California Natural Diversity Database (CNDDDB) occurrences documented within five miles of the Project site (CDFW 2023). The vernal pool and depressional seasonal wetlands within Segment 1 of the proposed Project provides suitable habitat for this species (**Figure 4-3** and **Figure 4-4**).

Midvalley fairy shrimp is not a listed species but is identified on the CDFW Special Animal List. This species occurs in small, short-lived vernal pools and grass-bottomed swales ranging from 4 to 663 square feet in area and averaging less than 4 inches in depth (Helm 1998). The midvalley fairy shrimp has been found on San Joaquin Silt Loam soils. There are nine CNDDDB occurrences documented within five miles of the Project site (CDFW 2023). The vernal pool within Segment 1 of the proposed Project provide suitable habitat for this species (**Figure 4-3** and **Figure 4-4**).

Vernal pool fairy shrimp are federally listed as Threatened. Vernal pool fairy shrimp are found in vernal pools, swales, depressional seasonal wetlands, and ephemeral freshwater habitats. These species are most commonly found in grassy or mud bottomed pools or basalt flow depression pools in unplowed grasslands. The pools vary in size from over 24 acres to only 0.005 acre. There are fifteen CNDDDB occurrences documented within five miles of the Project site (CDFW 2023). The vernal pool and depressional seasonal wetlands within Segment 1 of the proposed Project provide suitable habitat for this species (**Figure 4-3** and **Figure 4-4**).

Vernal pool tadpole shrimp are federally listed as Endangered. Vernal pool tadpole shrimp are found in natural and artificial seasonally ponded habitats including: vernal pools, swales, depressional seasonal wetlands, ephemeral drainages, stock ponds, reservoirs, ditches, backhoe pits, and ruts caused by vehicular activities. Wetlands range from very small (0.0005 acre) to very large (88 acres). There are nineteen CNDDDB occurrences documented for this species within five miles of the Project site (CDFW 2023). The vernal pool and depressional seasonal wetlands within Segment 1 of the Project site provide suitable habitat for this species (**Figure 4-3** and **Figure 4-4**).

The hairy water flea is identified on the CDFW Special Animal List. This species typically occurs in vernal pools, depressional seasonal wetlands, and other seasonal freshwater habitats. There are no CNDDDB occurrences documented for this species within five miles of the Project site (CDFW 2023). The vernal pool and depressional seasonal wetlands within Segment 1 of the proposed Project provide suitable habitat for this species (**Figure 4-3** and **Figure 4-4**).

Ricksecker's water scavenger beetle is identified on the CDFW Special Animal list. This species is thought to occur in vernal pools, seeps, slow-moving streams, and ponds. Because very few specimens have been collected, information regarding the ecology of this species is relatively unknown. Specimens that have been collected have all occurred within the Central Valley and San Francisco Bay Area, and recent collections have occurred within a vernal pool near Sacramento (Short *et. al.* 2017). There are no CNDDDB

occurrences within five miles of the Project site (CDFW 2023). The vernal pool within Segment 1 of the proposed Project provides suitable habitat for this species (**Figure 4-3** and **Figure 4-4**).

Survey Results. The vernal pool was dry at all field surveys except the March 15, 2023, survey. No focused survey was completed to determine the presence of vernal pool branchiopods within the pools as part of this NES, but suitable habitat is present for vernal pool branchiopods and invertebrates within the Project site as discussed above. No occurrences of vernal pool branchiopods or invertebrates are documented within the Project site (CDFW 2023).

Project Impacts. As currently designed, the proposed Project has the potential to directly impact vernal pool branchiopods and invertebrates through impact or removal of up to 0.01 acre of depressional seasonal wetland habitat and 0.06 acre of vernal pool habitat (**Figure 4-4**). Permanent direct impacts could occur through ground disturbance of the soil, removal/fill of the wetlands through trail construction, or by altering the hydrology of the wetlands through trail construction thereby resulting in loss of occupied habitat or individuals. In addition, temporary impacts are anticipated to 0.03 acre of vernal pool and 0.01 acre of depressional seasonal wetland. However, all temporarily impacted aquatic resources will be restored to pre-project contours following trail construction. Implementation of **Mitigation Measure BIO-4** (MM-5 in the NES) would require compensatory mitigation through the purchase of vernal pool preservation credits at a conservation bank approved by the USFWS.

Without mitigation, potential impacts to suitable habitat for California linderiella, midvalley fairy shrimp, vernal pool fairy shrimp, vernal pool tadpole shrimp, hairy water flea, or Ricksecker's water scavenger beetle would be considered significant. Implementation of **Mitigation Measure BIO-4** would require compensatory mitigation for impacts to suitable habitat for vernal pool invertebrates and would therefore reduce impacts to a less than significant level.

Giant Garter Snake

Giant garter snake is a State and Federally Threatened species. The giant garter snake inhabits sloughs, marshes, low-gradient streams, flooded rice fields, ponds, irrigation ditches, and adjacent upland habitats. Although the Project site does not provide suitable habitat, this species is known to occur within inundated areas of Laguna Creek directly adjacent to the Project site. The Project site is also located within a portion of a designated giant garter snake conservation area identified under the 1996 Biological Opinion issued by the USFWS for the Lower Laguna Flood Control Project (Service File 1-1-96-F-51). This area is currently covered by deed restrictions and occurs in portions of Segment 1 of the proposed Project (**Figure 4-3** and **Figure 4-4**). Potential suitable aquatic habitats within the Project site are however too small and shallow to support a giant garter snake population and were completely dry at the time of the field surveys. Eight occurrences of this species are documented within five miles of the Project site (CDFW 2023).

Survey Results. No giant garter snakes were observed during the field surveys. No suitable small mammal burrows or other refugia habitat was observed within the Project site. One occurrence is documented from 1987 in the Project site within the northwest portion of Segment 1.

Project Impacts. Suitable giant garter snake aquatic habitat is absent from the Project site but occurs directly adjacent to the Project site.

Without mitigation, impacts to giant garter snake would be considered potentially significant. With implementation of Caltrans' *Construction Site BMPs Manual* (Caltrans 2017), the *Construction Site*

Monitoring Program Guidance Manual (Caltrans 2013) and **Mitigation Measures BIO-5 through BIO-14** (MM-9 through MM-18 in the NES), potential impacts would be reduced to a less than significant levels though completion of pre-construction surveys for giant garter snake, by a qualified biologist, and if necessary, monitoring of suitable burrows, environmental awareness training for construction personnel, installation of exclusion fencing, designated staging areas and operation areas, and restoration of disturbed areas to pre-Project conditions.

Western Pond Turtle

The western pond turtle is designated as a Species of Special Concern by CDFW and is also proposed as threatened under the federal Endangered Species Act. The western pond turtle was proposed for listing by the USFWS on October 3, 2023, and the listing proposal is under public comment review until December 4, 2023. This species occurs in a variety of aquatic habitats such as ponds, creeks, ditches, lakes, and marshes. Areas with abundant vegetation and rocky or muddy substrate are preferred; and exposed banks or other basking areas, such as logs or cattail mats, are required. While the Project site does not provide suitable aquatic habitat, this species is known to occur within inundated portions of Laguna Creek directly adjacent to the Project site. Portions of Laguna Creek that occur within the Project site were completely dry at the time of the field surveys; which makes this segment of the creek unsuitable for western pond turtle. Although it is unlikely that this species would move beyond the upper banks of the inundated creek and into the annual grassland habitat within the Project site, overland movement or basking could occur within the Project site. Nesting is not expected to occur within the Project site based on the nature of the dense annual grassland habitat, the absence of areas with good sun exposure, and the presence of current walking trails within areas of little vegetation cover. Five occurrences of this species are documented within five miles of the Project site (CDFW 2023).

Survey Results. No western pond turtles were observed within the Project site during the field surveys. However, one western pond turtle was observed within Laguna Creek adjacent to the Project site. No documented CNDDDB occurrences for western pond turtle occur within the Project site.

Project Impacts. While suitable aquatic habitat is absent within the Project site, suitable habitat occurs directly adjacent to the Project site in areas near the adjacent pond, Laguna Creek, and Elk Grove Creek. Direct impacts could result from movement of equipment or workers should a western pond turtle be present within the Project site during construction.

Without mitigation, potential impacts to western pond turtle would be considered potentially significant. With implementation of Caltrans' *Construction Site BMPs Manual* (Caltrans 2017), the *Construction Site Monitoring Program Guidance Manual* (Caltrans 2013) and **Mitigation Measures BIO-6 through BIO-15** (MM-10 through MM-19 in the NES) impacts would be reduced to a less than significant levels though environmental awareness training for construction personnel for western pond turtle, and if necessary, monitoring by a qualified biologist.

Western Spadefoot

Western spadefoot is designated as a Species of Special Concern by CDFW. This species inhabits open areas with sandy or gravelly soils, in a variety of habitats including mixed woodlands, grasslands, chaparral, sandy washes, lowlands, foothills, and river floodplains. The vernal pools and seasonal wetlands within the Project site provide suitable breeding habitat for western spadefoot. Although the soil within the Project site is too hard and compact to provide suitable burrow sites, soils outside of the

Project site may be suitable for western spadefoot and the species may disperse into the Project site during the breeding season to utilize the aquatic habitats. No CNDDDB occurrences of this species are documented within five miles of the Project site (CDFW 2023).

Survey Results. No western spadefoot were observed during the field surveys. However, species-specific surveys were not conducted to determine the presence of western spadefoot within aquatic habitat during the appropriate survey time (generally peak rainy season, about February to March).

Project Impacts. As currently designed, the proposed Project would directly impact aquatic breeding habitat through impacts to 0.01 acre of depressional seasonal wetland habitat (**Figure 4-4**). Permanent direct impacts could occur through ground disturbance of the soil, removal/fill of aquatic habitat through trail construction, or altering hydrology of the wetlands through trail construction thereby resulting in loss of breeding habitat or individuals.

Without mitigation, potential impacts to western spadefoot would be considered potentially significant. With implementation of Caltrans' *Construction Site BMPs Manual* (Caltrans 2017), the *Construction Site Monitoring Program Guidance Manual* (Caltrans 2013) **Mitigation Measures BIO-16 and BIO-17** (MM-21 through MM-25 in the NES), impacts would be reduced to a less than significant levels through completion of pre-construction surveys for western spadefoot prior to implementation of construction activities, and, if necessary, monitoring and relocation consultation with CDFW.

Swainson's Hawk

Swainson's hawk is State listed as threatened. It is a long-distance migrant with nesting grounds in western North America. Swainson's hawks arrive in the Central Valley between March and early April to establish breeding territories. In the Central Valley, Swainson's hawk nest in isolated trees, small groves, or large woodlands next to open grasslands or agricultural fields. This species typically nests near riparian areas; however, it has been known to nest in suburban areas as well. Valley oak, Fremont cottonwood (*Populus fremontii*), and large willow trees (*Salix* spp.), ranging in height from 30 to 82 feet, are the most commonly used nest trees in the Central Valley (County of Sacramento 2007). Nest locations are usually in close proximity to suitable foraging habitats, which include fallow fields, grasslands, irrigated pastures, alfalfa and other low-growing row crops. Swainson's hawks leave their breeding grounds to return to their wintering grounds in late August or early September (Bloom and Van De Water 1994).

The California Department of Fish and Game has determined that parcels of land five acres or more in size are recognized to be the minimum acreage required for viable foraging habitat, and has identified in consultation with the City of Elk Grove that suitable foraging habitat for the Swainson's hawk exists in established land conservation programs in Sacramento County and also in agricultural and open lands currently not part of a conservation program (City of Elk Grove 2023a). A single occurrence dated 1990 is documented within Segment 2 of the Project site, and the most recent nest documented within ten miles of the Project site is dated 2011 (CDFW 2023).

Survey Results. No Swainson's hawks were observed during the field surveys. The trees within the Project site are too small to provide suitable nesting habitat but nesting may occur in trees adjacent to the Project site within adjacent residential properties or along Laguna Creek outside of the Project site.

Project Impacts. Nesting habitat is absent from the Project site. However, suitable nesting habitat is present adjacent to the Project site, and Swainson's hawks may have undocumented nesting locations in

the vicinity of the Project site. In addition, the annual grassland habitat within the Project site may provide potential foraging habitat for this species. Temporary impacts from construction associated with proposed Project could disturb nesting Swainson's hawk if they were to occur adjacent to the Project site during construction. The proposed Project would permanently impact 3.79 acres and temporarily impact 2.48 acres of potential foraging habitat for Swainson's hawk through the removal and alteration of annual grassland habitat (**Figure 4-4**). This is considered a potential loss of general foraging habitat.

Without mitigation, potential impacts to Swainson's hawk would be considered potentially significant. With implementation of Caltrans' *Construction Site BMPs Manual* (Caltrans 2017), the *Construction Site Monitoring Program Guidance Manual* (Caltrans 2013) and **Mitigation Measures BIO-18 through BIO-21** (MM-26 through MM-29 in the NES), impacts would be reduced to a less than significant levels through completion of protocol level pre-construction surveys for Swainson's hawk prior to implementation of construction activities, environmental awareness training for construction personnel, and, if necessary, establishment of appropriate buffers through consultation with CDFW, as well as the acquisition of a conservation easement(s) or other instrument suitable to preserve foraging habitat for the Swainson's hawk in accordance with either Section 16.130.040 or 16.130.110 of the Elk Grove Municipal Code.

Tricolored Blackbird

The tricolored blackbird is State listed as threatened and it is a colonial species that breeds in freshwater marshes of cattail (*Typha* sp.), bulrush (*Schoenoplectiella* sp. and *Isolepis* sp.), sedge (*Carex* sp.), and non-native vegetation including Himalayan blackberry (*Rubus armeniacus*). Nests occur in large colonies of up to thousands of individuals (NatureServe 2023). Nesting locations must be large enough to support a minimum colony of approximately fifty pairs (Zeiner *et. al.* 1990). This species forages in grasslands and agricultural fields with low-growing vegetation (Shuford and Gardladi 2008). Thirteen occurrences of this species are documented in the CNDDDB within five miles of the Project site (CDFW 2023).

Survey Results. No tricolored blackbirds were observed within the Project site during field surveys. The Project site does not provide suitable breeding habitat for this species and the annual grassland provides marginal foraging habitat for this species. Tricolored blackbirds prefer to forage in grasslands with low-growing vegetation; the annual grassland within the Project site is comprised of tall, dense vegetation.

Project Impacts. There would be permanent and temporary loss of marginally suitable foraging habitat (3.79 acres of permanent impacts and 2.48 acres of temporary impacts to annual grassland) for tricolored blackbird associated with development of the proposed Project (**Figure 4-4**). Removal of suitable foraging habitat would have a minimal effect on this species if tricolored blackbirds were currently utilizing portions of the Project site for foraging. However, no tricolored blackbirds were observed during field surveys and foraging habitat is not regulated under California Endangered Species Act (CESA). Breeding habitat is absent from the Project site and, therefore, nesting habitat will not be impacted.

Project implementation would have no impact on breeding habitat since none exists within the Project site. Although the proposed Project would result in the permanent removal of 3.79 acres and temporary impacts to 2.48 acres of potential foraging habitat for this species, foraging habitat is not regulated under CESA. Implementation of the proposed Project is, therefore, not expected to result in impacts to this species and no mitigation measures are warranted.

White-Tailed Kite

The white-tailed kite is State listed as a Fully Protected species. White-tailed kite is a year-round resident in coastal and valley lowlands in California that nests near the top of dense oaks, willows, or other large trees, especially near aquatic habitats.

Survey Results. One white-tailed kite was observed foraging within the Project site during the April 23, 2019 field survey. The onsite annual grassland provides suitable foraging habitat but nesting habitat for this species is absent from the Project site. However, nesting may occur in adjacent trees within residential properties or along Laguna Creek outside of the Project site.

Project Impacts. Development of the proposed Project would result in permanent and temporary loss of suitable foraging habitat (3.79 acres of permanent impacts and 2.48 acres of temporary impacts to annual grassland) for white-tailed kite (**Figure 4-4**). Removal of suitable foraging habitat would have a minimal effect on this species given the amount of suitable foraging habitat within the vicinity of the Project site. Additionally, foraging habitat is not regulated by CDFW. Minor temporary disturbances to foraging habitat could result from Project construction but white-tailed kite would likely still utilize the Project site for foraging outside of the active construction areas. Temporary disturbances to nesting white-tailed kites could occur during construction should white-tailed kite nest within or adjacent to the Project site.

Without mitigation, potential impacts to white-tailed kite would be considered potentially significant. Implementation of Caltrans' Construction Site BMPs Manual (Caltrans 2017), the *Construction Site Monitoring Program Guidance Manual* (Caltrans 2013) and **Mitigation Measures BIO-22 through BIO-24** (MM-30 through MM-32 in the NES), impacts would be reduced to a less than significant levels through completion of pre-construction surveys for white-tailed kite prior to implementation of construction activities, environmental awareness training for construction personnel, and, if necessary, establishment of appropriate buffers through consultation with CDFW.

Yellow-Headed Blackbird

The yellow-headed blackbird is designated as a California Species of Special Concern. The species is an uncommon California migrant, summers from April to early October, and breeds from mid-April to late July (Twedt and Crawford 1995). This species typically nests in cattails, bulrush, reeds, and other tall emergent vegetation, always over water. They forage in grasslands, agricultural fields, and savanna habitats. The yellow-headed blackbird is generally a scarce breeder in the Sacramento Valley and is only known to nest within large marshes of wildlife refuges (Shuford and Gardladi 2008). Two occurrences for this species are documented within five miles of the Project site (CDFW 2023).

Survey Results. No yellow-headed blackbirds were observed during the field surveys. Foraging habitat is present within the Project site within the annual grassland habitat, but suitable nesting habitat is not present within the Project site.

Project Impacts. Development of the proposed Project would result in permanent and temporary loss of suitable foraging habitat (3.79 acres of permanent impacts and 2.48 acres of temporary impacts to annual grassland) for yellow-headed blackbird (**Figure 4-4**). Removal of suitable foraging habitat would have a minimal effect on this species given the amount of suitable foraging habitat within the vicinity of the Project site. Additionally, foraging habitat is not regulated by CDFW and one known recent occurrence for this species is documented within five miles of the Project site (CDFW 2023).

Project implementation would have no impact on breeding habitat within the Project site, as no breeding habitat is present. Although the proposed Project would result in the permanent removal of up to 3.79 acres of potential foraging habitat, foraging habitat is not regulated by CDFW. Therefore, impacts to this species are considered less than significant and no mitigation measures for this species are required.

Migratory Birds and Raptors

Migratory birds are protected under the MBTA of 1918 (16 U.S.C 703-711). The MBTA makes it unlawful to take, possess, buy, sell, purchase, or barter any migratory bird listed under 50 CFR 10; this also includes feathers or other parts, nests, eggs, or products, except as allowed by implementing regulations (50 CFR 21). All raptors, including common species not considered special-status, are protected under the California Fish and Game Code (Section 3503.5). Removal or destruction of an active raptor nest is considered a violation of this Fish and Game Code.

Survey Results. No active nests were observed within the Project site during field surveys. The annual grassland and trees within the Project site provide nesting habitat for migratory birds and raptors during the nesting season (typically February 15 through August 31), and foraging habitat year-round. Large trees and structures adjacent to the Project site also provide nesting habitat, and a colony of nesting barn swallows (*Hirundo rustica*) was observed nesting under the western overpass at Bruceville Road.

Project Impacts. Development of the proposed Project would have the potential to impact nesting migratory birds and raptors, through destruction of nests if present within the Project site during construction, through removal of trees should any active nests be present during tree removals, and/or through disturbance of nesting migratory birds and birds of prey during construction. Disturbance that results in nest abandonment could result in mortality of chicks or eggs.

Without mitigation, potential impacts to migratory birds and raptors under the MBTA would be considered potentially significant. Implementation of Caltrans' *Construction Site BMPs Manual* (Caltrans 2017), the *Construction Site Monitoring Program Guidance Manual* (Caltrans 2013) and **Mitigation Measures BIO-25 through BIO-27** (MM-33 through MM-35 in the NES), impacts would be reduced to a less than significant levels through completion of pre-construction surveys prior to implementation of construction activities, environmental awareness training for construction personnel, and, if necessary, establishment of appropriate buffers through consultation with CDFW.

Special status-species, midvalley fair shrimp, vernal pool fairy shrimp, vernal pool tadpole shrimp, hairy water flea, Ricksecker's water scavenger beetle, giant garter snake, western pond turtle; western spadefoot, Swainson's hawk, tricolored blackbird, white-tailed kite, yellow-headed blackbird, and migratory birds and raptors, have the potential to occur within the Project site. With implementation of **Mitigation Measures BIO-1 through BIO-27**, impacts would be reduced to a **less than significant with mitigation incorporated**.

- 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 U.S. Fish and Wildlife Service?

Less Than Significant with Mitigation Incorporated. Sensitive natural communities (SNC[s]), as defined by CDFW, present within the Project site include potential waters of the U.S., waters of the State, and northern hardpan vernal pools.

Waters of the U.S., Waters of the State, and Northern Hardpan Vernal Pools

Wetlands and other waters of the U.S. are considered sensitive by federal and State agencies and occur within the Project site. Of these features, northern hardpan vernal pools are also a SNC as identified by CDFW.

The USACE determines the extent of federal jurisdiction over wetlands and other waters of the U.S. on a case-by-case basis during the verification process. Areas deemed jurisdictional by the USACE are subject to the regulatory requirements of the Federal CWA, including permitting and mitigation associated with impacts to jurisdictional aquatic features.

A delineation of aquatic resources within the Project site was prepared by HELIX in June 2019, revised September 2019, and subsequently updated in 2020 (HELIX 2020). The USACE issued a Preliminary Jurisdictional Determination (PJD) on May 12, 2020 concurring with the January 3, 2020 *Figure 3, Aquatic Resources Delineation Map, Laguna Creek Trail and Bruceville Sidewalk Improvements Sacramento County, California* map prepared by HELIX documenting 0.52 acre of seasonal wetland, 1.44 acres of vernal pool, 0.20 acre of seasonal marsh, 0.15 acre of perennial marsh and 0.06 acre of open water within the original Project alignment (Appendix F of the **Attachment D**).

Following completion of the aquatic resources delineation, Segment 2 was realigned to be constructed adjacent to and directly north of Big Horn Boulevard. Additionally, a third 0.5-mile long segment, Segment 3, was removed from the project. No additional aquatic resources were observed in the revised trail alignment during follow up biological field surveys. Based on the 2020 PJD, and the lack of additional aquatic resources within the revised Segment 2 alignment, a total of 0.72 acre of aquatic features are delineated within the revised trail alignment. This acreage is comprised of 0.23 acre of depressional seasonal wetland, 0.30 acre of vernal pool, <0.01 acre of riverine seasonal marsh, 0.12 acre of riverine perennial marsh, 0.01 acre of channel, and 0.05 acre of creek (**Figure 4-3**).

As summarized below in **Table 4-2, Biological Communities**, and shown on **Figure 4-4**, development of the proposed Project would permanently impact a total of 0.07 acre of aquatic resources delineated within the Project site. An additional 0.04 acre of aquatic resources may be subject to temporary construction-related impacts. However, aquatic resources temporarily impacted by Project construction will be restored to pre-Project contours following construction of the trail.

Table 4-2
BIOLOGICAL COMMUNITIES

| Biological Community | Permanently Impacted Acreage* | Temporary Impacted Acreage* | Avoided Acreage* | Total Acreage* |
|-------------------------------|-------------------------------|-----------------------------|------------------|----------------|
| Annual Grassland | 3.79 | 2.48 | 6.06 | 12.33 |
| Depressional Seasonal Wetland | 0.01 | 0.01 | 0.21 | 0.23*** |
| Vernal Pool | 0.06 | 0.03 | 0.21 | 0.30 |
| Riverine Perennial Marsh | — | — | 0.12 | 0.12 |
| Riverine Seasonal Marsh | — | — | <0.01 | <0.01 |
| Channel | — | — | 0.01 | 0.01** |
| Creek | — | — | 0.05 | 0.05** |

| Biological Community | Permanently Impacted Acreage* | Temporary Impacted Acreage* | Avoided Acreage* | Total Acreage* |
|----------------------|-------------------------------|-----------------------------|------------------|----------------|
| Disturbed/ Developed | 0.80 | 0.74 | 5.61 | 7.15 |
| Total Acres | 4.66 | 3.26 | 12.27 | 20.16 |

Source: HELIX 2023.

Notes:

* Acreages calculated at 6 significant figures and subsequently rounded.

** Total includes 0.01 acre of Channel and 0.03 acre of Creek under the bridge structure at Bruceville Road, in addition to the summed total acreage of disturbed land accounting for the bridge structure

*** 0.03 Acre of depressional seasonal wetland has been filled as part of the Sheldon Farms North Project.

Without mitigation, impacts to aquatic resources would be considered potentially significant. Implementation of **Mitigation Measures BIO-28 through BIO-31** would reduce the impact to a less than significant level.

If development of the proposed Project results in impacts to aquatic resources, then the Project proponent would be required to implement **Mitigation Measure BIO-28** requiring the City to obtain authorization under a CWA Section 404 Permit for any impacts to wetlands or other waters subject to federal jurisdiction. Impacts to federally jurisdictional aquatic resources would also require a 401 Water Quality Certification from the RWQCB under Section 401 of the CWA. In addition, implementation of **Mitigation Measure BIO-29** (MM-4 in the NES) would require submittal of a compensatory mitigation plan to the USACE and RWQCB proposing in-kind replacement of impacted waters of the U.S. at a minimum of a 1:1 ratio. Project-related impacts to aquatic resources may also require implementation of **Mitigation Measure BIO-30** requiring a Streambed Alteration Agreement with CDFW for impacts to resources subject to California Fish and Game Code Section 1602. Regulatory authorizations/permits will include terms and conditions to minimize impacts and to fully mitigate for any permanent impacts to wetlands and other waters.

- 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?

Less Than Significant with Mitigation Incorporated. A total of 0.72 acre of aquatic features have been delineated within the Project site including, 0.23 acre of depressional seasonal wetland, 0.30 acre of vernal pool, 0.12 acre of riverine perennial marsh, <0.01 acre of riverine seasonal marsh, 0.01 acre of channel, and 0.05 acre of creek. Project impacts are summarized in **Table 4-2** above. Without mitigation, impacts to wetlands and other waters would be considered potentially significant. Implementation of **Mitigation Measures BIO-28 through BIO-31** would reduce impacts to less than significant levels.

Implementation of **Mitigation Measures BIO-28 through BIO-31** would require the City to obtain authorization for the placement of fill within any federally-jurisdictional waters, as well as waters of the State, including compliance with the USACE’s no-net-loss of aquatic functions and values policy and would require that the City obtain 401 Water Quality Certification or a waiver from the Central Valley RWQCB and enter into a Streambed Alteration Agreement with CDFW for activities affecting resources subject to Fish and Game Code Section 1602. Compliance with current regulatory standards would ensure that development of the proposed Project would not have a substantial adverse effect on State or federally-protected wetlands. Implementation of **Mitigation Measures BIO-28 through BIO-31** would reduce impacts to a level that is **less than significant with mitigation incorporated**.

- 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?

Less Than Significant Impact with Mitigation Incorporated. No active nests were observed within the Project site during the field surveys. The annual grassland and trees within the Project site provide suitable nesting habitat for migratory birds and raptors during the nesting season (typically February 15 through August 31), and foraging habitat year-round. Large trees and structures adjacent to the Project site also provide nesting habitat, and a colony of nesting barn swallows (*Hirundo rustica*) was observed nesting under the western overpass at Bruceville Road. Project implementation could result in impacts to nesting migratory birds through destruction of nests if present within the Project site during construction, through removal of trees should any active nests be present during tree removals, or through disturbance of nesting migratory birds and birds of prey during construction that results in nest abandonment could result in mortality of chicks or eggs. Without mitigation, impacts would be potentially significant. Implementation of **Mitigation Measures BIO-25 through BIO-27** would reduce impacts to a level that is **less than significant within mitigation incorporated**.

- e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Less Than Significant with Mitigation Incorporated. The City has adopted regulations for the protection and preservation of existing trees within the City.

Elk Grove Municipal Code, Chapter 19.12, Tree Preservation

The City regulates the removal, pruning, and impacts to protected trees under the Tree Preservation and Protection Ordinance (Elk Grove Municipal Code, Chapter 19.12). Trees protected under the Elk Grove Municipal Code, Chapter 19.12 include:

- Landmark trees: “a tree that has been determined and designated, by resolution of the City Council, to be of high value to the community because of its species, size, age, form, historical significance, or some other professional criterion;”
- Trees of local importance: Coast live oak (*Quercus agrifolia*), valley oak (*Quercus lobata*), blue oak (*Quercus douglasii*), interior live oak (*Quercus wislizenii*), oracle oak (*Quercus X moreha*), California sycamore (*Platanus racemosa*), and California black walnut (*Juglans hindsii*);
- Secured trees: “A tree of local importance retained during the course of review and approval of a discretionary development project, inclusive of the environmental review process as required by CEQA; and those trees planted as a result of a discretionary development project to satisfy a mitigation requirement under this chapter, an approved or certified CEQA document, or other regulation;” and
- Trees within the right-of-way or on City property that are qualifying landmark trees, secured trees, and/or trees of local importance.

An International Society of Arboriculture (ISA)-Certified Arborist surveyed the Project site to inventory all trees within the proposed trail alignment. Results of the survey are summarized below and included in the *Laguna Creek Trail and Bruceville Road Sidewalk Improvements Project Arborist Report* (Arborist

Report) (HELIX 2019), which is attached to this Initial Study as **Attachment E**. Following completion of the Arborist Report, the Project site was revised and Segment 2 was realigned to be constructed adjacent to and directly north of Big Horn Boulevard. Segment 3, a 0.5-mile long segment proposed to be constructed from Lewis Stein Road to Bruceville Road north of Laguna Creek, was removed from the proposed project. No additional trees were observed in the revised trail alignment during follow up biological field surveys.

A total of 54 trees were inventoried within the Project site, consisting of three Callery pear (*Pyrus calleryana*), two Canary Island date palms (*Phoenix canariensis*), 15 black walnut (*Juglans hindsii*), one Fremont cottonwood (*Populus fremontii*), 12 white poplars (*Populus alba*), 16 Chinese pistache (*Pistacia chinensis*), and five valley oaks (*Quercus lobata*). Additionally, four dead trees were mapped within the Project site.

Only 20 of the surveyed trees are protected under the Elk Grove Municipal Code, Chapter 19.12. Of these protected trees, 14 are recommended for removal due to poor condition. As shown on **Figure 4-4** and summarized in **Table 4-3, Trees Proposed for Removal**, below, Project construction would require the removal of 11 trees, three (3) of which are black walnuts and protected by the Elk Grove Municipal Code, Chapter 19.12. Of the three protected trees proposed for removal, two (2) are recommended for removal due to poor condition. Approval of a Tree Removal Permit would be required prior to any removal or work conducted within the critical root zone of any protected tree.

**Table 4-3
TREES PROPOSED FOR REMOVAL**

| Tree # | Tree Species | # of Trunks | DSH (inches) | DLR (feet) | Height (feet) | Condition | | Protected Tree? | Recommended for Removal? |
|--------|--------------|-------------|------------------------------|------------|---------------|-----------|-----------|-----------------|--------------------------|
| | | | | | | Health | Structure | | |
| 755 | Black Walnut | 5 | 7,9,9, 11,5 | 17 | 20 | Poor-Fair | Poor | Yes | Yes |
| 756 | Black Walnut | 3 | 10,8,9 | 10 | 12 | Poor-Fair | Poor-Fair | Yes | Yes |
| 757 | White Poplar | 1 | 6 | 8 | 17 | Poor-Fair | Poor-Fair | No | Yes |
| 758 | White Poplar | 1 | 4 | 6 | 15 | Poor-Fair | Poor | No | Yes |
| 759 | White Poplar | 2 | 11,10 | 12 | 22 | Fair | Poor-Fair | No | Yes |
| 760 | White Poplar | 2 | 4,7 | 22 | 17 | Poor-Fair | Poor | No | Yes |
| 761 | White Poplar | 1 | 8 | 8 | 27 | Fair | Poor-Fair | No | Yes |
| 762 | White Poplar | 3 | 10,9,7 | 15 | 22 | Fair | Poor-Fair | No | Yes |
| 763 | White Poplar | 3 | 6,11,9 | 12 | 20 | Fair | Poor-Fair | No | Yes |
| 764 | White Poplar | 1 | 5 | 8 | 10 | Poor-Fair | Poor | No | Yes |
| 769 | Black Walnut | 13 | 2,4,3,4, 4,4,4,3, 3,5,6,5, 7 | 15 | 17 | Fair | Fair | Yes | No |

Source: HELIX 2019.

Notes:

DLR = dripline radius (length from trunk to tip of longest lateral limb)

DSH = diameter at standard height (54 inches above grade)

Although the Project would involve the removal of 3 protected trees, Project construction would minimize the number of trees removed to the extent feasible. However, development of the proposed Project would have the potential to result in impacts to trees protected by the Elk Grove Municipal Code, Chapter 19.12, resulting in potentially significant impacts.

With implementation of **Mitigation Measure BIO-32** requiring the Project proponent obtain a Tree Removal Permit in accordance with Elk Grove Municipal Code, Chapter 19.12 and **Mitigation Measure BIO-33** requiring implementation of tree projection measures, potential impacts would be reduced to a less than significant level with mitigation incorporated.

- 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?

Less Than Significant with Mitigation Incorporated. No Habitat Conservation Plan, Community Conservation Plan, or other or other approved local, regional or State Habitat Conservation Plan are applicable to the proposed Project. However, the Project site is within multiple parcels identified as a giant garter snake conservation area by the USFWS and the USACE. These areas were established for

purposes of mitigating Sacramento County’s Lower Laguna Flood Control Project implemented in the late-1990s. The Biological Assessment will be reviewed by USFWS during Section 7 consultation with Caltrans (the National Environmental Policy Act [NEPA] lead agency). Implementation of **Mitigation Measure LU-1** (detailed under **Section 4.11, Land Use and Planning**) would reduce impacts to deed restricted parcels to a level that is **less than significant with mitigation incorporated**.

4.4.2 Mitigation Measures

- BIO-1** A qualified USFWS- and CDFW-approved biologist shall conduct botanical surveys within the typical identification periods for all potentially occurring special-status plant species within suitable habitat prior to commencement of construction activities. For the special-status plant species that may potentially occur, two rounds of focused plant surveys would be necessary to survey within the typical identification periods for all potentially occurring special-status plants. The first round of surveys would be conducted in March or April and the second round of surveys would be conducted in May or June. If no special-status plants are observed, then a letter report documenting the results of the survey will be provided to the Project proponent for their records, and no additional measures with respect to special-status plants are recommended.
- BIO-2** If any special-status plants are found within the Project site, they should be avoided to the extent feasible. The plant locations will be identified on a map, and an agency-approved buffer will be established around the plants with high visibility construction fencing. The construction fencing will remain intact until construction is complete.
- BIO-3** If special-status plants cannot be avoided, then a mitigation plan will be prepared in consultation with CDFW. CDFW would need to approve the mitigation plan prior to commencement of construction activities that would impact special-status plants.
- BIO-4** Onsite vernal pool and depression seasonal wetlands represent suitable habitat for special-status plant species and vernal pool branchiopods and invertebrates. If avoidance is not feasible, then impacts to suitable vernal pool habitat shall be mitigated at a 2:1 ratio (two acres mitigated for every acre lost) or as determined through consultation between USFWS and Caltrans. Mitigation shall be accomplished through preservation of suitable vernal pool habitat or purchase of vernal pool preservation credits at a USFWS-approved conservation bank prior to commencement of activities within suitable habitat. Final habitat acreages, mitigation ratios, and other Project-specific compensatory requirements shall be determined through consultation between USFWS and Caltrans.
- BIO-5** Ground-disturbing work shall take place during the GGS active season, if feasible, while snakes are more likely to avoid potential disturbances. The general active season for GGS is May 1 – October 1 but seasonal weather patterns should be considered during construction to provide flexibility.
- BIO-6** A USFWS-approved qualified biologist shall conduct a pre-construction survey for giant garter snake within 24 hours prior to the commencement of any construction activity within 200 feet of potential giant garter snake aquatic habitat. The qualified biologist shall provide a field report of the survey results that shall be made available to the USFWS within one (1) week of the completion of the survey.

The Project area shall be re-surveyed whenever a lapse in construction activity of two weeks or greater has occurred within suitable habitat areas.

- BIO-7** If giant garter snake or suitable burrows are observed within the Project site during the pre-construction survey, the USFWS-approved biologist shall monitor all ground-disturbing activity within the suitable habitat area.
- BIO-8** A qualified biologist shall conduct an environmental awareness training for all construction personnel. The training shall include identification of special-status species, required practices before the start of construction, general measures that are being implemented to conserve the species as they relate to the Project, penalties for non-compliance, and boundaries of work and of the permitted disturbance zones. Supporting materials containing training information will be prepared and distributed. Upon completion of training, all construction personnel shall sign a form stating that they have attended the training and understand all the measures. Proof of this instruction shall be kept on file with the Project proponent. The Project proponent shall provide the USFWS and CDFW with a copy of the training materials and copies of the signed forms indicating that training has been completed. If new construction personnel are added to the site, the crew foreman shall ensure that the personnel receive the mandatory training before starting work. Copies of signed forms shall be submitted monthly as additional training occurs for new employees. The crew foreman is responsible for ensuring that construction personnel adhere to the guidelines and restrictions.
- BIO-9** Exclusion fencing shall be installed along the outer edge of work along the northern edge of Segment 1 in the areas of the adjacent pond (located east of Mannington Street and north of Monterey Oaks Drive) and adjacent to Sacramento County's Lower Laguna Flood Control Project deed restricted parcels, the depression seasonal wetland (located east of Lyndale Circle and north of Big Horn Boulevard), and along the vernal pool west of Bruceville Road.
- BIO-10** A USFWS-approved biologist will inspect the exclusion fencing weekly, and the fencing will be maintained until the end of construction. If a GGS is found onsite during construction, all activities will stop until the GGS leaves the construction area on its own. The USFWS will be notified within 24 hours of any GGS observations. No handling or capture of a GGS will occur.
- BIO-11** During construction operations, stockpiling of construction materials, portable equipment, vehicles, and supplies will be restricted to the designated construction staging areas and all operations will be confined to the minimal area necessary.
- BIO-12** Hazardous materials such as fuels, oils, solvents, etc., shall be stored in sealable containers in a designated location that is at least 200 feet from aquatic habitats. All fueling and maintenance of vehicles and other equipment, and staging areas will occur at least 200 feet from any aquatic habitat.
- BIO-13** The use of erosion control materials potentially harmful to GGS and other species such as mono-filament netting or similar material will be prohibited. Tightly woven fiber netting or similar material will be used to ensure GGS do not get trapped or entangled. To avoid entrapment of GGS, trenches will be covered overnight or escape ramps installed. Any pipes or hoses will be sealed with duct tape or equally effective means so that no GGS can enter them. Alternatively, pipes and hoses may be stored at least 3 feet above ground or within a part of the staging area surrounded by exclusionary fence.

- BIO-14** After completion of construction activities, the Project proponent, or its contractor, shall remove all stockpiled material and construction debris and, wherever feasible, restore disturbed areas to pre-Project conditions.
- BIO-15** Impacts to western pond turtle will be avoided through implementation of Caltrans' Standard BMPs (Caltrans 2017), the Construction Site Monitoring Program Guidance Manual (Caltrans 2013), and the following measures: Ground-disturbing work shall take place during the western pond turtle active season, if feasible, while turtles are more likely to avoid potential disturbances. The general active season for western pond turtle is March 1 – November 1 but seasonal weather patterns should be considered during construction to provide flexibility.
- BIO-16** If possible, construction shall occur outside of the breeding and dispersal season (October through May) for western spadefoot to avoid impacts to breeding populations and aquatic metamorphs. It should be noted, this work window conflicts with the GGS and western pond turtle active season work windows as described in Mitigation Measures BIO-5 and BIO-15 (MM-9 and MM-19 in the NES). See Mitigation Measure BIO-17 (MM-22 in the NES) below for guidance if work occurs within the western spadefoot breeding and dispersal season.
- BIO-17** If construction occurs within the breeding and dispersal season, a pre-construction survey shall be conducted by a qualified biologist within the appropriate survey window to determine the presence of western spadefoot within the Project site:
- a. If western spadefoot are observed within the Project site, then additional measures such as a qualified biologist conducting a pre-construction survey within 24 hours prior to commencement of construction activities, conducting a pre-construction worker awareness training, and being present to monitor construction during initial vegetation clearing and ground disturbance shall be required.
 - b. If no western spadefoot are observed within the Project site, then a letter report regarding survey results shall be made available to the Project proponent and no additional avoidance and mitigation measures for the species are recommended.
 - c. If a western spadefoot is observed within the construction zone, then all work shall immediately halt in the vicinity of the animal and the animal will be allowed to leave the area on its own will. If the animal is in immediate danger and needs to be relocated, then it shall be safely relocated outside of the construction zone within suitable habitat and at a safe distance from all construction related activities. No work shall resume until the animal is outside of the construction zone.
- BIO-18** A qualified biologist shall conduct an environmental awareness training for all construction personnel. This training will follow the same guidelines as the giant garter snake and western pond turtle trainings.
- BIO-19** Prior to the commencement of construction activities during the nesting season for Swainson's hawk (between March 1 and September 15), a qualified biologist shall conduct a minimum of two (2) protocol level pre-construction surveys during the recommended survey periods for the nesting season that coincides with the commencement of construction activities, in accordance with the *Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in California's Central Valley* (Swainson's Hawk Technical Advisory Committee 2000). The qualified

biologist shall conduct surveys for nesting Swainson's hawk within 0.5 mile of the Project site where legally permitted to directly access; all suitable nest trees within 0.5 mile of the Project site shall be surveyed using binoculars from legally accessible areas. If no active Swainson's hawk nests are identified within 0.5 mile of the Project site within the recommended survey periods, a letter report summarizing the survey results shall be submitted to the Project proponent and CDFW within 30 days following the final survey, and no further avoidance and minimization measures for nesting habitat are required.

- BIO-20** If active Swainson's hawk nests are found within 0.5 mile of the Project site, then a qualified biologist shall contact the Project proponent and the CDFW within one day following the pre-construction survey to report the findings. Should an active nest be present within 0.5 mile of Project site, then the CDFW shall be consulted to establish an appropriate noise buffer, develop take avoidance measures, determine whether high visibility construction fencing should be erected around the buffer zone, and implement a monitoring and reporting program prior to any construction activities occurring within 0.5 mile of the nest. Should the qualified biologist determine that the construction activities are disturbing the nest, the qualified biologist shall halt construction activities until the CDFW is consulted. The construction activities shall not commence until the CDFW determines that construction activities would not result in abandonment of the nest site. Should the qualified biologist determine that the nest has not been disturbed during construction activities within the buffer zone, then a letter report summarizing the survey results shall be submitted to the Project proponent and the CDFW within 30 days following the final monitoring event, and no further avoidance and minimization measures for nesting habitat are recommended.
- BIO-21** The Project proponent shall comply with the City of Elk Grove Swainson's Hawk Code (Chapter 16.130) to mitigate for the loss of foraging habitat.
- BIO-22** A qualified biologist shall conduct an environmental awareness training for all construction personnel. The training for active white-tailed kite nests should be similar to the training described for Swainson's hawk. This training will follow the same guidelines as the giant garter snake and western pond turtle trainings.
- BIO-23** A qualified biologist shall conduct a pre-construction nesting white-tailed kite survey within 14 days prior to commencement of construction activities if anticipated to commence during the nesting season (between February 15 and August 31). An additional pre-construction survey should be conducted within 72 hours of commencement of ground-disturbing activities. During the surveys, suitable nest trees adjacent to the Project site shall be surveyed using binoculars from legally accessible areas. If the pre-construction survey documents that there is no evidence of active nests, then a letter report will be submitted to the Project proponent and CDFW for their records and no additional measures are recommended. If construction does not commence within 72 hours of the pre-construction survey, or halts for more than 72 hours, then an additional pre-construction survey shall be conducted.
- BIO-24** If any active white-tailed kite nests are identified during the pre-construction survey within the Project site, then a qualified biologist shall establish 250-foot buffer zone around the nests. The biologist will mark the buffer zone with construction tape or pin flags and maintain the buffer zone until the end of breeding season or until the young have successfully fledged. If a 250-foot buffer is not feasible, then the qualified biologist may reduce the buffer in consultation with

CDFW and recommend additional measures including daily monitoring to ensure that the nest is not disturbed and that no forced fledging occurs. Daily monitoring should occur until the qualified biologist determines that the nest is no longer occupied or active. Once it has been determined that the nest is no longer active, then a letter report shall be submitted to the Project proponent and CDFW for their records and no additional measures are recommended.

BIO-25 If construction is expected to occur during the nesting season (February 15 through August 31), then a qualified biologist will conduct an environmental awareness training for all construction personnel. The training will include information pertaining to the potential for active nests to occur within the Project site and procedures to follow in the event that an active nest is found during construction.

BIO-26 If feasible, then construction and any tree/shrub removal should be completed between September 1 and February 14, outside of the nesting season.

BIO-27 If construction begins during the nesting season (February 15 through August 31), then a pre-construction nesting bird survey shall be conducted within 14 days prior to the commencement of construction activities and vegetation removal. If the pre-construction survey results in no evidence of active nests, then a letter report will be submitted to the Project proponent and CDFW for their records and no additional measures are recommended. If active nests are located within or directly adjacent to the Project site then the following shall occur:

- a. If any active nests are located, then a qualified biologist shall establish an appropriate species-specific buffer zone (generally a 75-foot standard buffer for most songbirds, a 300-foot standard buffer for most raptors, and up to a buffer of 1,320-2,640 feet for Swainson's hawk) around the nests. The qualified biologist shall mark the buffer zone with highly visible flagging or pin flags and maintain the buffer zone until all construction has been completed, until the end of the breeding season, or until the young have successfully fledged and/or the nest is no longer active. A qualified biologist will monitor active nests weekly during construction to evaluate potential nesting disturbance caused by construction activities. If establishing the typical buffer zone is impractical, then the qualified biologist may reduce the buffer depending on the species, and daily monitoring is also recommended to ensure that the nest is not disturbed and no forced fledging occurs. Daily monitoring shall occur until the qualified biologist determines that the nest is no longer occupied or that it has been determined that nesting activity is not negatively affected by adjacent Project construction activities. Once it has been determined that the nest is no longer active, then a letter report shall be submitted to the Project proponent and the CDFW for their records.

BIO-28 Prior to commencement of ground disturbing activities, the City shall obtain all required regulatory authorizations from the USACE and RWQCB for the discharge of dredged or fill material within waters of the U.S. and/or waters of the State.

BIO-29 To mitigate for the permanent loss of waters of the U.S. resulting from development of the proposed Project, the City shall submit a compensatory mitigation plan to the USACE and RWQCB proposing in-kind replacement of impacted waters of the U.S. at a minimum 1:1 ratio, or as otherwise required by the USACE and RWQCB.

BIO-30 Prior to commencement of activities within resources subject to Fish and Game Code Section 1602, the City shall enter into a Streambed Alteration Agreement with CDFW.

BIO-31 All aquatic resources delineated within the Project site are likely to be determined to be classified either as waters of the U.S. and/or waters of the State. If it is determined that some of the aquatic resources within the Project site are not subject to federal jurisdiction, then these features may still be subject to waste discharge requirements under the Porter-Cologne Water Quality Control Act should the Project result in impacts to these features. Section 13260(a) of the Porter-Cologne Water Quality Control Act (contained in the California Water Code) requires any person discharging waste or proposing to discharge waste, other than to a community sewer system, within any region that could affect the quality of the waters of the State (all surface and subsurface waters) to file a report of waste discharge. The discharge of dredged or fill material may constitute a discharge of waste that could affect the quality of waters of the State. A report of waste discharge shall be filed for impacts to non-federal waters, if required.

BIO-32 Prior to ground-disturbing activities and any tree removal, a Tree Removal Permit shall be obtained from the City, and the Project proponent shall comply with all of the conditions of the permit. As part of the approval of a tree permit for removal of a tree(s), the approving authority shall require mitigation for the loss of the tree consistent with Article IV (Mitigation for Tree Loss) of Chapter 19.12 of the Municipal Code. A tree preservation plan shall be prepared for the Project identifying all protection and mitigation measures to be taken. The measures shall remain in place for the duration of construction activities at the Project site. The tree preservation plan shall be submitted to and approved by the City Arborist.

BIO-33 Tree Protection Measures

- Tree Protection Fencing, consisting of chain link or four-foot tall, brightly-colored, high-visibility plastic fencing, shall be placed around the perimeter of the critical root zone (CRZ) (one foot per inch of trunk diameter) or dripline radius + 1 foot, whichever is greater. This is the minimum distance for placing protective fencing. Tree protection fencing should be placed as far outside of the CRZ as possible. Signs shall be placed along the fence denoting this as a “Tree Protection Zone” that shall not be moved until construction is complete. Trees or tree clusters with canopy extending beyond 50 feet from proposed Project boundaries may be fenced only along sides facing the Project. In cases where proposed work infringes on the CRZ, fence shall be placed at edge of work;
- Whenever possible, fence multiple trees together in a single CRZ;
- Tree protection fencing shall not be moved without prior authorization from the Project Arborist and the City, as appropriate;
- No parking, portable toilets, dumping or storage of any construction materials, grading, excavation, trenching, or other infringement by workers or domesticated animals is allowed in the CRZ;
- No signs, ropes, cables, or any other items shall be attached to a protected tree, unless recommended by an ISA-Certified Arborist;
- No tree-toxic materials shall be dumped on the Project site (e.g., gasoline, herbicide, salt);

- Prior to the installation of new asphalt, weed control chemicals shall not be applied where they can leach into the dripline of any protected tree.
- Underground utilities should be avoided in the CRZ, but if necessary, shall be bored or drilled. If boring is impossible, all trenching will be done by hand under the supervision of an ISA-Certified Arborist;
- No cut or fill within the dripline of existing protected tree is permitted except as shown on the final development plans. If cut or fill within the dripline is unavoidable, any mitigation requirements shall be determined by the City, as appropriate;
- Pruning of any retained tree shall be done under the supervision of an ISA-Certified Arborist and in accordance with current ISA standards and ANSI A300 standards;
- All wood plant material smaller than six inches in diameter shall be mulched on site. Resulting mulch shall be spread in a layer four to six inches deep in the CRZ of preserved trees. Mulch shall not be placed touching the trunk of preserved trees; and
- Appropriate fire prevention techniques shall be employed around all significant trees to be preserved. This includes cutting tall grass, removing flammable debris within the CRZ, and prohibiting the use of tools that may cause sparks, such as metal blade trimmers or mowers.

4.5 CULTURAL RESOURCES

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|--------------------------------|--|------------------------------|--------------------------|
| Would the project: | | | | |
| a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) Disturb any human remains, including those interred outside of dedicated cemeteries? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

The discussion below is largely based on the following: *Historic Property Survey Report (HPSR)*, *Archaeological Survey Report (ASR)* (Cogstone 2024a), and *Findings of No Adverse Effect/ESA Action Plan* (Cogstone 2024b) attached to this Initial Study as **Attachment F**.

4.5.1 Impact Analysis

- a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?

Less Than Significant Impact with Mitigation Incorporated. A California Historical Resources Information System (CHRIS) records search was conducted by the North Central Information Center (NCIC) on April 15, 2019. A total of 44 cultural resources investigations have been completed previously within a one-mile radius of the Project site. Of these, four studies included portions of the Project site. Tim Spillane, Cogstone Principal Investigator for Archaeology, completed the intensive pedestrian survey of the entire Project site on June 12, 2019.

4.5.1.1 Cultural Resources Within or Adjacent to the Project Impact Area

Archaeological Site

Archaeological site (P-34-005386/CA-SAC-001278H) is also located within the Project site and consists of historic-era foundations and a refuse scatter. Phase II testing was conducted from November 16 to November 23, 2020. After clearing the site of brush, a total of eight (8) surface features were recorded, including one feature that resulted in an expansion of the resource boundary to the west. This new area was not included in the Phase II excavations and, thus, was not evaluated for its eligibility for listing in the National Register of Historic Places (NRHP) under Criterion D. The tested portion of the site did not have subsurface cultural deposits that aid in answering the research questions posed, or otherwise yield important information about the past. No artifacts specifically related to farming and agriculture, attributable to specific gender or age groups, or that contain evidence of modification for use by specific gender or age groups or for agricultural used were found. The tested portion of the is recommended as non-contributing to eligibility for listing in the NRHP under Criterion D. As a portion of the site remains untested and unevaluated for NRHP eligibility under Criterion D, Caltrans assumed the unevaluated portion of P-34-005386/CA-SAC-001278H as eligible for inclusion in the NRHP for purposes of this Project only. Given this assumption of eligibility, Project-related impacts to the unevaluated portion of the site would be considered potentially significant. However, implementation of **Mitigation Measures**

CUL-1 through CUL-6, would reduce potential impacts to cultural resources to less than significant levels.

4.5.1.2 Other Resources

Laguna Creek Bridge 24C0405

Bridge 24C0405 (Laguna Creek Bridge) is located within the Project site. Bridge 24C0405 Laguna Creek has been evaluated by Caltrans as a Category 5 bridge and determined to be not eligible for listing on the NRHP.

Olen Ranch Complex

The Olen Ranch Complex (P-34-000707/CA-SAC-549H), is located within the Project site at 8860 Bruceville Road south of Sheldon Road. The Olen Complex was recorded in 1995 as a small ranch consisting of a house, barn, milk house, shed, and mobile home. P-34-000707/CA-SAC-549H is listed in the Office of Historic Preservation, Built Environmental Resources Directory, and has status 6Y, determined ineligible for the National Register by consensus through Section 106 process. Proposed Project improvements at the location of P-34-000707/CA-SAC-549H include a sidewalk segment which is located along the eastern border of the Olen Complex. Results of the pedestrian survey on June 12, 2019, found the entire complex of structures demolished and the site cleared since its documentation in 1995. No structural features or artifacts of any kind were observed. Ground visibility was fair (50 percent) due to vegetation overgrowth. Although the record search identified it as a resource within the Area of Potential Effect (APE), it has since been removed and is therefore not considered as a potential historical resource within the Project site.

4.5.1.3 Conclusions

In summary, two cultural resources are present within the Project site, including one historic built environment resource and one historic archaeological site. The historic built environment resource includes the Laguna Creek Bridge (240405). The Laguna Creek Bridge was previously evaluated by Caltrans and determined not to be eligible for listing in the NRHP or California Register of Historic Places (CRHP).

Archaeological site (P-34-005386/CA-SAC-001278H) is also located within the Project site and consists of historic foundations and refuse scatter. Phase II testing was conducted from November 16 to November 23, 2020. After clearing the site of brush, a total of eight (8) surface features were recorded, including one feature that resulted in an expansion of the resource boundary to the west. This new area was not included in the Phase II excavations and thus the portion of site (P-34-005386/CA-SAC-001278H) was not evaluated for its eligibility for listing in the NRHP. The tested portion of the site did not have subsurface cultural deposits that aid in answering the research questions posed, or otherwise yield important information about the past and is recommended as non-contributing to eligibility for listing in the NRHP under Criterion D. As a portion of the site remains untested and unevaluated for NRHP eligibility under Criterion D, Caltrans assumed the unevaluated portion of P-34-005386/CA-SAC-001278H as eligible for inclusion in the NRHP for purposes of this Project only. Given the assumption of eligibility, due to the lack of evaluation for the portion of the resource located outside of the Project site, project-related impacts would be considered potentially significant without mitigation incorporated. As discussed above, the Laguna Creek Bridge has been determined not eligible for listing under the National Historic Preservation Act (NHPA) or the CRHP. Therefore, Project development would not result in impacts to

this resource as an historic resource under CEQA. However, Caltrans has assumed eligibility for archaeological resource P-34-005386 under the NHPA. Therefore, archaeological resource P-34-005386 is also assumed eligible for listing on the CRHP. The portion of P-34-005386 that was subjected to Phase II testing did not yield intact cultural deposits that aid in answering the research questions. Therefore, the tested portion of the site is not considered a contributing element to a Historic Property. The portion of P-34-005386 located outside of the Project site has not been evaluated and therefore any impacts to this portion of the resource could result in significant impacts to an historic resource, if the potential for this resource to yield data was affected. Implementation of **Mitigation Measures CUL-1 through CUL-4** would require definition of the boundaries of the unevaluated portion of P-34-005386 as an Environmentally Sensitive Area (ESA) within construction documents, construction exclusion fence installation and spot monitoring to prevent any potential impacts to the resource.

In addition, the possibility exists that construction of the Project could result in inadvertent discovery of and potential impacts to archaeological resources. **Mitigation Measure CUL-5** outlines the steps that would be taken to halt work and coordinate with United Auburn Indian Community of the Auburn Rancheria (UAIC) and Wilton Rancheria if an inadvertent discovery is made. **Mitigation Measure CUL-6** discusses the inclusion of archaeological and Tribal Cultural Resource awareness during construction worker environmental training.

Implementation of Mitigation Measures **CUL-1 through CUL-6** would reduce potential impacts to **less than significant with mitigation incorporated**.

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

Less Than Significant Impact with Mitigation Incorporated. As discussed in answer “a,” the Laguna Creek Bridge has been determined not eligible for listing under the NHPA or the CRHP. Therefore, Project development would not result in impacts to this resource as an historic resource under CEQA. However, Caltrans has assumed eligibility for archaeological resource P-34-005386 under the NHPA. Therefore, archaeological resource P-34-005386 is also assumed eligible for listing on the CRHP. The portion of P-34-005386 located within the Project site has been subjected to Phase II testing and did not yield intact cultural deposits and is therefore not considered a contributing element to a Historic Property. The portion of P-34-005386 located outside of the project site has not been evaluated and therefore any impacts to this portion of the resource could result in significant impacts to an historic resource, if the potential for this resource to yield data was affected. The tested portion of the site did not have subsurface cultural deposits that would aid in answering the research questions posed, or otherwise yield important information about the past, and is recommended as non-contributing to eligibility for listing in the NRHP under Criterion D. Implementation of **Mitigation Measures CUL-1 through CUL-4** would require definition of the boundaries of the unevaluated portion of P-34-005386 within construction documents, construction exclusion fence installation and spot monitoring to prevent any potential impacts to the resource. **Mitigation Measure CUL-5** outlines the steps that will be taken to halt work and coordinate with UAIC and Wilton Rancheria if an inadvertent discovery is made. **Mitigation Measure CUL-6** discusses the inclusion of archaeological and Tribal Cultural Resource awareness during construction worker environmental training. Implementation of **Mitigation Measures CUL-5 and CUL-6** would reduce the potential impact to **less than significant with mitigation incorporated**.

- c) Disturb any human remains, including those interred outside of dedicated cemeteries?

Less Than Significant Impact with Mitigation Incorporated. During preparation of the ASR/HPSR, there was no indication of known human remains within the Project site. However, the potential exists for inadvertent discovery during construction; without mitigation the proposed Project could have a potentially significant impact on human remains. Implementation of **Mitigation Measures CUL-5 and CUL-6** would reduce the potential impact to **less than significant with mitigation incorporated**.

4.5.2 Mitigation Measures

- CUL-1** No project-related activities (e.g., grubbing, staging, equipment parking/storage, traffic handling signage, etc.) shall take place within the ESA located within the unevaluated portion of P-34-005386 (CA-SAC-001278H) shown on Figure 4 of the September 2021 *Finding of No Adverse Effect for the Laguna Creek Trail and Bruceville Road Sidewalk improvements Project, Sacramento County, California*.
- CUL-2** At least two weeks prior to commencing construction, the construction contractor, in consultation with the City Project Engineer and the Caltrans Archaeologist, will delineate the boundaries of the ESA. Construction exclusion fence surrounding the ESA outside of the Project Impact Area shall be installed one calendar week prior to the initiation of work near the archaeological site.
- CUL-3** Information contained in the final ESA Action Plan shall be included within the Permits, Agreements and Mitigation Form and shall be included on the Project specification and estimates package. The importance of the ESA, as well as the prohibition of any activities within the ESA, shall be relayed to the construction contractor and personnel during a pre-Project Worker Awareness Training conducted prior to commencement of Project construction. The importance of ESA shall be discussed with construction personnel, and it will be stressed that no construction activity (including storage or staging of equipment or materials) should occur within the ESA and that workers must remain outside of the ESAs at all times. Additionally, personnel will be informed of historic preservation laws that protect archaeological sites against any disturbance or removal of artifacts.
- CUL-4** The Caltrans Archaeologist shall be notified five business days prior to commencement of work in the area of the ESA. The Caltrans Archaeologist shall conduct weekly drop-in monitoring of the ESA area to ensure no breaching of the ESA.
- CUL-5** If Native American cultural materials are discovered during Project construction, then all work shall halt within 100 feet of the discovery and the Resident Engineer shall be immediately notified. The City shall contact the United Auburn Indian Community of the Auburn Rancheria (UAIC) and the Wilton Rancheria regarding the discovery. The Resident Engineer, the City, an archaeologist meeting the Secretary of the Interior's Standards in Archaeology, the UAIC, and the Wilton Rancheria shall assess the discovery to determine if it qualifies as a Tribal Cultural Resource. The appropriate treatment of the discovery, including any applicable avoidance or mitigation strategies, shall be determined in consultation with the City, the UAIC, and the Wilton Rancheria. Construction activities will not commence until the appropriate treatment has been determined and any applicable mitigation has been completed. Mitigation shall follow the recommendations detailed in Public Resources Code sections 21084.3(a) and (b), and CEQA Guidelines section 15370.

CUL-6 Worker environmental training will include archaeological and Tribal Cultural Resource awareness. The training shall be developed in coordination with the UAIC and the Wilton and will be provided prior to commencement of Project construction activities for all personnel working within the Project site. The training will identify the appropriate point of contact in the case of Tribal Cultural Resource discovery and will include relevant information regarding Tribal Cultural Resources, including applicable regulations, protocols for avoidance, and consequences of violating State laws and regulations. The training will also underscore the requirement for confidentiality and culturally appropriate treatment of Tribal Cultural Resources.

4.6 ENERGY

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|--------------------------------|--|-------------------------------------|-------------------------------------|
| Would the project: | | | | |
| a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

4.6.1 Impact Analysis

- a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation?

Less Than Significant Impact. The proposed Project includes two segments (0.94 mile) of new asphalt trail (Class I Bikeway) with decomposed granite shoulders, new sidewalks, signs, striping, and pavement markings as well as sidewalk improvements on the west side of Bruceville Road. During construction, various heavy equipment and vehicles would be used. Unnecessary consumption of energy resources would be avoided through implementation of SMAQMD’s Basic Construction Emission Control Practices and compliance with Caltrans Standard Specifications Section 14 and 14-9.02, as described in the Project Description, under Construction Protocols. Impacts on energy related to operation and construction of the proposed Project would be **less than significant**.

- b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

No Impact. The proposed Project aligns with several City Land Use and Mobility General Plan policies related to energy consumption (City of Elk Grove 2021a). General Plan Policy LU-2-4 seeks to “*promote pedestrian and bicycle mobility*” for infill development and General Plan Policy LU-4-1 seeks to “*prioritize pedestrian and bicycle access*” to activity centers. General Plan Policy MOB-3-7 seeks to “*develop a complete and connected network of sidewalks, crossings, paths, and bike lanes that are convenient and attractive, with a variety of routes in pedestrian-oriented areas*” and General Plan Policy MOB-4-3 seeks to “*prioritize infrastructure improvements that benefit bicycle and pedestrian safety and convenience around community facilities and locations in activity centers and other pedestrian-oriented areas over vehicle efficiency improvements.*” The proposed Project would implement these policies, amongst others, promoting alternative modes of transportation that are safe, continuous, and easily accessible for non-motorized transportation by developing direct connection between trail segments separated by a roadway eliminating the need for trail users to divert from the trail to the nearest signalized intersection. The proposed Project would have **no impact** on renewable energy or energy efficiency plans.

4.6.2 Mitigation Measures

No mitigation is warranted.

4.7 GEOLOGY AND SOILS

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|--|-------------------------------------|-------------------------------------|
| 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. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| ii. Strong seismic ground shaking? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| iii. Seismic-related ground failure, including liquefaction? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| iv. Landslides? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Result in substantial soil erosion or the loss of topsoil? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

4.7.1 Impact Analysis

- 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 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?

No Impact. The proposed Project is not located within an Alquist-Priolo Earthquake Fault Zone. Alquist-Priolo Earthquake Fault Zoning Maps, which are issued for areas with active-faults (active during the

Holocene) that may cause surface rupture, have not been issued for Sacramento County (CDOC 2023a). There would be **no impact** related to Alquist-Priolo Earthquake Fault Zones.

ii. Strong seismic ground shaking?

Less Than Significant Impact. While active faults are not mapped in the City or Sacramento County, seismic ground shaking is possible from earthquakes centered in faults outside of the area. The nearest active fault (active within the Holocene), is Midland Fault approximately 20 miles to the southwest of the Project site. Based on review of the *Fault Activity Map of California*, a fault runs from Tehama County to Sacramento County (CDOC 2010), however, it is non-active (pre-Quaternary). Final design and construction of the proposed Project would be required to be implemented in accordance with the City's design standards and recommendations in Project-specific geotechnical studies. As a result, the proposed Project would have a **less than significant impact** related to seismic ground shaking.

iii. Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. While active faults are not mapped in the City or Sacramento County, seismic ground shaking is possible from earthquakes centered in faults outside of the area. The nearest active fault (active within the Quaternary), is Midland Fault approximately 20 miles to the southwest of the Project site. Based on review of the *Fault Activity Map of California*, a non-active (pre-Quaternary) fault runs from Tehama County to Sacramento County (CDOC 2010). Final design and construction of the proposed Project would be required to be implemented in accordance with the City's design standards and recommendations in Project-specific geotechnical studies. As a result, potential impacts related to seismic-related ground failure are considered **less than significant**.

iv. Landslides?

Less Than Significant Impact. The gross topography within the Project site consists of artificially leveled terraces bisected by a major drainageway (Laguna Creek). The general topography and grade of the Project site is flat; evidence of past grading, plowing, and/or mowing is present and is visible on aerial images. The microtopography within the Project site consists of concavities and convexities and is generally comprised of irregular, broken terrain. The elevation within the Project site varies from approximately 19.5 to 26 feet above mean sea level (MSL) (HELIX 2023).

The Project site is relatively level, with onsite grade ranging from 15 to 30 feet above MSL. The alignment for proposed trail Segment 2 would be constructed south of Laguna Creek, adjacent and parallel to Big Horn Boulevard from Bruceville Road to the western edge of the City-approved Trojan Storage II Project (Project No. EG-20-018), and from Bruceville Road to the northwestern terminus of Segment 1 for an overall length of approximately 0.94 mile. The vertical profile would roughly follow the natural topography with excavation being limited to a maximum depth of 2 feet for subbase. Grading limits would be contained within a 34- to 40-foot-wide disturbance corridor for Segment 2.

Adverse effects, including the risk of loss, injury, or death involving landslides are not anticipated and impacts are, therefore, considered **less than significant**.

b) Result in substantial soil erosion or the loss of topsoil?

Less than Significant Impact. Soils mapped on the Project site include: Galt clay, 0 to 1 percent slopes, (Map Unit 152); San Joaquin silt loam, leveled, 0 to 1 percent slopes (Map Unit 213); San Joaquin silt

loam, 0 to 3 percent slopes (Map Unit 214); San Joaquin-Galt complex, leveled, 0 to 1 percent slopes (Map Unit 217); and San Joaquin-Galt complex, 0 to 3 percent slopes (Map Unit 218) (**Figure 4-5, Soils**) (USDA, NRCS 2023).

Galt clay, 0 to 1 percent slopes (Map Unit 152) consists of alluvium derived from granite and is located on terraces from 10 to 150 feet above MSL. This soil unit is somewhat poorly drained with a high runoff class and is rated hydric (USDA, NRCS 2023). While the soil unit is technically rated as Farmland of Statewide Importance (USDA, NRCS 2023), based on the most recent *Farmland Mapping and Monitoring Program Map*, the Project site is now identified as Grazing Land or Farmland of Local Importance (**Figure 4-2**; CDOC 2023b). The parent material for this soil is clayey alluvium derived from igneous, metamorphic and sedimentary rock over cemented alluvium derived from igneous, metamorphic and sedimentary rock (USDA, NRCS 2023). This soil type occurs within the central portion of the Project site, within both trail segments.

San Joaquin silt loam, leveled, 0 to 1 percent slopes (Map Unit 213) is found on terraces and depressions from 20 to 500 feet above MSL. The soil unit is moderately well-drained with a high runoff class and low available water storage profile (USDA, NRCS 2021). Ponding or flooding is infrequent. The parent material for this soil unit is alluvium derived from granite (USDA, NRCS 2023). This soil unit is absent within the central portion of the Project site, but occurs within both trail segments.

San Joaquin silt loam, 0 to 3 percent slopes (Map Unit 214) is found on terraces and depressions from 50 to 500 feet above MSL. The soil unit is moderately well drained with high runoff class (USDA, NRCS 2023) a low available water storage profile and low capacity to transmit water. Ponding or flooding is infrequent. The parent material for this soil until is alluvium derived from granite (USDA, NRCS 1993 and 2019). This soil unit occurs within the central portion of the Project site.

San Joaquin-Galt Complex, leveled, 0 to 1 percent slopes (Map Unit 217) is found on terraces from 20 to 500 feet above MSL. The San Joaquin-Galt Complex is composed of San Joaquin soils (45 percent), Galt soils (40 percent), and other minor soil components (15 percent). The San Joaquin soils component is moderately well-drained with very high runoff class and the Galt soils component is moderately well-drained with a high runoff class very low available water storage profile and very high runoff class and is hydric (USDA, NRCS 2023). The parent material for this soil unit is alluvium derived from granite (USDA, NRCS 1993 and 2023). This soil type occurs within the disjunct element of the Project site approximately 0.3 mile south of Big Horn Boulevard along the western edge of Bruceville Road.

San Joaquin-Galt Complex, 0 to 3 Percent Slopes (Map Unit 218) is found on terraces from 20 to 500 feet above MSL. The San Joaquin-Galt Complex is composed of San Joaquin soils (45 percent), Galt soils (40 percent), and other minor soil components (15 percent). This soil unit is moderately well-drained with a high runoff class and is hydric and low available water storage profile. Ponding or flooding is infrequent. The parent material for this soil unit is alluvium derived from granite (USDA, NRCS 1993 and 2023). This soil unit occurs within the central portion of the Project site.



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Several Project components would minimize soil loss and erosion during and following Project construction. Caltrans' *Construction Site BMPs Manual* would be implemented during construction. BMPs will include the following measures or similar for minimizing erosion and sediment loss:

- Staging areas shall include reinforced temporary construction entrances and protected concrete washout and materials storage facilities as necessary;
- Following the tree and shrub removal all disturbed areas will be stabilized with temporary hydraulic mulch;
- During construction, temporary hydraulic mulch, check dams, and fiber rolls will be placed in advance of predicted rain events in areas currently under construction;
- As trail segments are completed, permanent erosion controls comprised of hydroseed, hydromulch, and fiber rolls shall be placed along the trail alignment, where necessary to prevent erosion;
- Following the completion of all grading and paving activities, all equipment and material storage will be removed and staging areas will be restored to resemble preconstruction conditions;
- Permanent erosion control comprised of hydroseed, hydromulch, and bio-degradable fiber rolls will be applied to the Project site in areas of ground disturbing activities. Native seed mix will be used for all revegetation; and
- Following final stabilization, temporary BMPs and temporary fence will be removed.

The proposed trail alignment will consist of a paved 10-foot-wide path with 2-foot-wide shoulders following existing informal trails where feasible and would maintain existing gradual slopes and relatively flat natural topography. Side slopes will be constructed at a gradient of 4:1. Based on the relatively level Project site, the location of the trail alignment on existing informal trails, and standard BMPs during construction, erosion and sediment loss would be **less than significant**.

- 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?

Less Than Significant Impact. Lateral spreading, a phenomenon associated with liquefaction, subsidence, or other geologic or soils conditions that could create unstable subsurface conditions is not a substantial hazard for the Project site. Impacts related to unstable soils including lateral spreading or collapse resulting from seismic induced ground shaking are considered less than significant due to the distance from an active fault, the low potential for ground shaking hazards, and soil conditions in the area. Subsidence is generally characterized by the gradual settling of the earth's surface with little or no horizontal motion, and typically occurs in formations overlaying an aquifer subject to a gradual and consistently decreasing withdraw of groundwater. Subsidence is an issue in the delta regions of Sacramento County and not in the area of the Project site. Impacts related to unstable geologic units or soils are considered **less than significant impact**.

- 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?

Less Than Significant Impact. The San Joaquin soil group, which makes up most of the soil units at the Project site, has potential for expansion (City of Elk Grove 2018). However, development of the proposed Project would not create substantial direct or indirect risks to life or property related to expansive soils. In addition, final design of the proposed Project would be in accordance with the City's design standards and recommendations in Project-specific geotechnical studies, including any related to expansive soils. Although Project development would occur on soils with expansive properties, Project development would not create substantial risks to life or property and Project design and construction would be required to conform to local and State building standards. Impacts are considered **less than significant**.

- 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?

No Impact. The proposed Project does not include septic tanks or wastewater disposal systems. There would be **no impact** related to septic tanks or wastewater disposal systems.

- f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less Than Significant Impact with Mitigation Incorporated. No paleontological resources are known to be present within the Project site. However, grading and excavation activities associated with construction of the proposed Project would have the potential to unearth or otherwise expose previously unidentified paleontological resources, specifically in the Riverbank and Laguna Formations (CDOC 2009), which have yielded fossils in Sacramento County (City of Elk Grove 2018). Projects are required to implement Mitigation Measure 5.6.5 of the City of Elk Grove General Plan EIR for inadvertent discovery of paleontological resources (City of Elk Grove 2018). **Mitigation Measure GEO-1** would be required to be implemented consistent with Mitigation Measure 5.6.5 of the City of Elk Grove General Plan EIR which requires discovery procedures for paleontological resources during project construction and requires a qualified paleontologist to recommend measures specific to the discovered resource to mitigate adverse impacts discovered during construction activities. With implementation of **Mitigation Measure GEO-1**, potential impacts would be reduced to less than significant levels. As a result, impacts related to paleontological resources would be considered **less than significant with mitigation incorporated**.

4.7.2 Mitigation Measures

GEO-1 Before the start of any earthmoving activities, the City shall retain a qualified scientist (e.g., geologist, biologist, paleontologist) to train all construction personnel involved with earthmoving activities, including the site superintendent, regarding the possibility of encountering fossils, the appearance and types of fossils likely to be seen during construction, and proper notification procedures should fossils be encountered. Training on paleontological resources shall also be provided to all other construction workers but may use videotape of the initial training and/or written materials rather than in-person training.

4.8 GREENHOUSE GAS EMISSIONS

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|--|-------------------------------------|--------------------------|
| Would the project: | | | | |
| a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Rincon Consultants, Inc. (Rincon) prepared a *Construction Air Quality and Greenhouse Gas Review for the Revised Laguna Creek Trail and Bruceville Road Sidewalk Improvements Project* (Rincon 2023), which is attached to this Initial Study as **Attachment C** and summarized below.

4.8.1 Impact Analysis

- a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less Than Significant Impact. Impacts from operations and construction are detailed below.

Operations

The City adopted a Climate Action Plan (CAP) to identify how the City will achieve state recommended targets of reducing GHG emissions to 1990 levels by 2020 and 40 percent below 1990 levels by 2030 pursuant to Assembly Bill (AB) 32 and Senate Bill (SB) 32. The CAP also demonstrates initial progress towards meeting the State’s long-term 2050 goal of reducing emissions to 80 percent below 1990 levels as stated in Executive Order S-03-05 (City of Elk Grove 2019b). As outlined in the CAP, for future projects that the City determines are not exempt from CEQA, such as the proposed Project can achieve streamlining pursuant to the provisions of Section 15183.5 by including all applicable GHG reduction measures in the CAP in the project designs and/or as mitigation measures in the environmental document, thus demonstrating that the proposed Project would have a cumulatively less than significant impact on the environment. Therefore, the proposed Project would have a less than significant impact on GHG emissions if the Project complies with the applicable emission reduction measures included in the CAP.

Although the City’s CAP contains a variety of measures, only five of the measures apply to projects seeking CEQA GHG streamlining, none of which are required of the proposed Project because it would include construction of a new paved trail without any buildings or an increase in vehicle trips. However, the CAP includes Transportation Alternatives Congestion Management (TACM) measures that the Project would comply with and facilitate. Specifically, the proposed Project would implement CAP Measures TACM-3: Intracity Transportation Demand Management and TACM-4: Pedestrian and Bicycle Travel, which intend to implement strategies and policies that reduce the demand for personal motor vehicle travel for intracity (local) trips and provide for safe and convenient pedestrian and bicycle travel

through implementation of the BPTMP and increased bicycle parking standards, respectively. Development of the proposed Project would include two segments (0.94 mile) of new asphalt trail (Class I Bikeway) with decomposed granite shoulders, new sidewalks, signs, striping, and pavement markings, as detailed in the Project Description. Additional trail gap closures would complete connections to existing trails that extend further north and west into the City of Sacramento, thereby connecting thousands of residents to an interconnected trail system between two cities and multiple neighborhoods alike. The proposed Project would also be consistent with Measure TACM-5: Limit Vehicle Miles Traveled. The goal of Measure TACM-5 is to limit new VMT in the City, while prioritizing low VMT projects which promote more sustainable transportation modes such as biking, walking, and public transportation. Therefore, the proposed Project would be consistent with all applicable CAP measures and would have a **less than significant impact** on operational GHG emissions.

Construction

Construction-generated emissions are quantified and discussed below for informational purposes. Construction would generate emissions produced by on-site construction equipment and emissions from construction traffic. These emissions would be produced at different levels throughout the construction phase; their frequency and occurrence can be reduced through innovations in plans and specifications and by implementing better traffic management during construction phases.

Potential GHG emissions from construction equipment were estimated using Roadway Construction Noise Model (RCEM). Total construction generated emissions and the emissions amortized over a 20-year period are shown in **Table 4-4, Potential Construction GHG Emissions**. Typical Caltrans projects are constructed to last 20-plus years; therefore, the total construction-generated Project emissions were divided by 20 to provide a reasoned estimate of annual emissions.

**Table 4-4
POTENTIAL CONSTRUCTION GHG EMISSIONS**

| | Estimated Total Annual Emissions (MT CO ₂ e) |
|--|--|
| Total Construction-Generated Emissions | 255.9 |
| Amortized over 20 years | 12.8 |

Source: Rincon 2023

Note: RCEM version 9.0.0. Full emissions modeling results are included in the *Construction Air Quality and Greenhouse Gas Review for the Revised Laguna Creek Trail and Bruceville Road Sidewalk Improvements Project* (Rincon 2023).

MT = metric ton; CO₂e = carbon dioxide equivalent

With innovations such as longer pavement life cycle, improved traffic management plans, and changes in materials, the GHG emissions produced during construction can be minimized to some degree by longer intervals between maintenance and rehabilitation events. Caltrans' Standard Specifications provide requirements that construction contractor must comply with all local SMAQMD rules, ordinances, and regulations for air quality restrictions. Project construction would also be required to comply with California Air Resources Board's (CARB) anti-idling law, which states that vehicles not engaged in work activities may not idle for more than five minutes, and that vehicles may not idle auxiliary power systems for more than five minutes to power heaters, air conditioners or any other equipment if the vehicle has a sleeper berth and is within 100 feet of a restricted area (homes and schools). Compliance with SMAQMD rules and regulations, and CARB's anti-idling law would minimize GHG emissions generated by Project construction and would not result in significant effects in the areas

of air quality nor greenhouse gas emissions. SMAQMD's Basic Construction Emission Control Practices and compliance with Caltrans' Standard Specifications Section 14 and 14-9.02 would be implemented as described in the Project Description. The proposed Project would have a **less than significant impact** on construction GHG emissions.

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

Less Than Significant Impact. As described in response to question a) above, the proposed Project would be consistent with all applicable CAP measures. The CAP includes GHG reduction strategies to meet 2020 and 2030 emissions targets. The State recommended target per capita GHG reductions are 7.6 MT CO₂e by year 2020, 4.1 MT CO₂e by 2030, and 1.4 MT CO₂e by 2050. With legislative reductions and measures identified in the CAP, the per capita GHG emissions are estimated to be 5.4 MT CO₂e, 3.8 MT CO₂e, and 2.3 MT CO₂e for years 2020, 2030, and 2050, respectively.

The proposed Project would help implement Measure TACM-4 of the CAP:

TACM-4. Pedestrian and Bicycle Travel

Provide for safe and convenient pedestrian and bicycle travel through implementation of the Bicycle, Pedestrian, and Trail Master Plan and increased bicycle parking standards.

It is anticipated that the availability of additional/expanded bicycle and pedestrian facilities would reduce vehicle trips. Implementation of TACM-4 is estimated, in total, to reduce emissions by 418 MT CO₂e in 2030 and 745 MT CO₂e in 2050. One of the performance measures is to construct 10 lane miles between 2020 and 2030 consistent with the BPTMP. The proposed Project would construct 0.94 miles in 2024 and is a component BPTMP. The proposed Project would have **less than significant impact** related to the CAP.

4.8.2 Mitigation Measures

No mitigation is warranted.

4.9 HAZARDS AND HAZARDOUS MATERIALS

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

4.9.1 Impact Analysis

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

Less Than Significant Impact. The proposed Project would involve the construction of a multi-use Class I Bikeway with decomposed granite shoulders, new sidewalks, signs, striping, and pavement markings and, therefore, would not involve the routine transport, use, or disposal of hazardous materials.

There are no sites within the Project site that are listed in the *State of California Hazardous Waste and Substances Site List* (Cortese List) (California Department of Toxic Substances Control [CDTSC] 2023). The closest CDTSC EnviroStor Database Cleanup Sites or Hazardous Waste Sites are the Kalwani Property (34880001) at 8151 Sheldon Road approximately 0.4 mile from the Project site and the Laguna Creek

High School Addition (3820002), approximately 0.5 mile from the Project site. The Kalwani Property has a cleanup status of “No Further Action” as of December 31, 1997 (CDTSC 2023). The Laguna Creek High School Addition has a cleanup status of “No Action Required” as of March 16, 2001 (CDTSC 2023). Other nearby sites in the database are permitted underground storage tanks.

An aerially-deposited lead soil investigation was performed for the proposed Project, which consisted of eighteen soil samples from nine boring locations along the west side of Bruceville Road (Parikh Consultants 2019). Total lead was reported above the laboratory test method reporting limit in each soil sample, at concentrations ranging from 4.3 milligrams per kilogram (mg/kg) to 17 mg/kg and are within the range of background concentrations. Based on the total lead concentrations reported for samples collected within the project area, the soil would be classified as non-hazardous because the maximum concentration of 17 mg/kg is less than the TTLC of 1,000 mg/kg and less than 50 mg/kg (i.e., less than ten times the STLC of 5 mg/l). Reuse or disposal of soil should not be restricted based on lead concentrations. No mitigation with regard to aerially-deposited lead is warranted.

Studies for the Sheldon Farms South Property, located south of Laguna Creek and along the east side of Bruceville Road, indicate a two-structure homestead (“homestead site”) was previously removed at the west end of Segment 2 (Wallace-Kuhl & Associates 2017, 2019). The Phase I Environmental Site Assessment for Sheldon Farms South recommended soils testing for residues of lead from lead-containing paints and organochlorine pesticides within the 0.5-acre area formerly occupied by the homestead. The Phase I Environmental Site Assessment for Sheldon Farms South also identified a potential for residues of organochlorine pesticides and arsenic in surface soil within the 13-acre area that was used for raising irrigated crops. A Phase II Environmental Site Assessment for the Sheldon Farms South Property identified soils containing total lead concentration exceeding the Department of Toxic Substances Human and Ecological Risk Note 3 threshold for human exposure to lead under a residential exposure threshold (Wallace-Kuhl & Associates 2019). Following recommendations in the Phase II, on October 19, 2019, the soils were excavated and disposed at an appropriate off-site disposal facility. Based on the removal of these soils, the homestead site at the Sheldon Farms South Property is appropriate for unrestricted future uses and no further mitigation is warranted.

The proposed Project would involve construction activities such as grading trails at or near aquatic features. Some of these activities would involve the use of heavy equipment, which would contain fuels, oils, solvents, and various other possible contaminants. The transport, storage, and disposal of any hazardous materials used would be subject to federal, State, and local regulations. The Sacramento County Environmental Management Division (SCEMD) is the Certified Unified Program Agency (CUPA) for the incorporated and unincorporated areas within Sacramento County. As the CUPA, the SCEMD regulates the use, storage, and disposal of hazardous materials and is available to respond to hazardous materials complaints or emergencies, if any, during construction.

The SCEMD administers the Hazardous Materials Business Plan (HMBP) Program to protect public health and the environment and groundwater from risks or adverse effects associated with the storage of hazardous materials. Businesses that handle/store 55 gallons of hazardous liquids, 500 pounds of hazardous solids, and 200 cubic feet (at standard temperature and pressure) of compressed gases must complete a HMBP for the safe storage and use of chemicals (City of Sacramento 2015c).

The handling, use, and storage of hazardous materials during construction would be required to be compliant with SCEMD standards. Therefore, impacts related to violation of hazards and hazardous material requirements are considered **less than significant** and no mitigation is required.

- 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?

Less Than Significant Impact with Mitigation Incorporated. The proposed Project does not include hazardous materials storage or facilities. Release of hazardous materials during regular operation is not anticipated. However, during trail construction there is the possibility of upset or accident conditions involving the release of hazardous materials into the environment involving contaminants from machinery. However, if an accident should occur, Cosumnes Community Service District Fire Department (CCSDFD) is available to respond to an emergency relating to hazardous materials during construction. Fire Station 76, located at 8545 Sheldon Road, and Fire Station 74 located at 6501 Laguna Park Drive, are approximately one mile away. First responders would handle incidents consistent with the Area Plan for Emergency Response to Hazardous Materials Incidents in Sacramento County (Sacramento County, Environmental Management Department, Environmental Compliance Division 2016). If an incident is beyond the capabilities of the initial emergency response team, such as a Level II or Level III incident, the City of Elk Grove has an agreement with Sacramento County for the County to provide hazardous materials response teams which will aid in assessing, responding to, and resolving the incident.

The proposed Project would involve yellow or white traffic markings (striping), as well as the removal of existing striping. Striping would be done with a thermoplastic or paint applicator that is either powered or pushed to apply the thermoplastic stripe at the center of trail or at the trail's edge. Yellow traffic stripes/ thermoplastic typically contain heavy metals, including lead and chromium, at concentrations in excess of the hazardous waste thresholds established by the CCR (California Code of Regulations) and may produce toxic fumes when heated. Consequently, any yellow traffic striping within the Project area that would require modification and/or removal would require proper disposal, which may include disposal at a Class 1 disposal facility. **Mitigation Measure HAZ-1** would require a Hazardous Materials Compliance Plan be prepared in accordance with Caltrans Standard Specifications prior to commencement of construction to address metals content of any yellow and white roadway striping with the Project area. The plan would be prepared in accordance with Caltrans Standard Specifications 14-11.12C for removal of yellow traffic stripe and pavement markings that produce hazardous waste residue. Implementation of **Mitigation Measure HAZ-1** would reduce impacts to **less than significant with mitigation incorporated.**

- c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less Than Significant Impact. Harriet Eddy Middle School at 9329 Soaring Oaks Drive is located approximately 0.25 mile southeast of the proposed sidewalk segment on Bruceville Road between Di Lusso Drive and Laguna Boulevard. No hazardous emissions or hazardous materials, substances, or waste would be handled during regular operation of the sidewalks and trails. However, Project construction would involve the use of heavy equipment, which would contain fuels, oils, solvents, and various other possible contaminants. The transport, storage, and disposal of any hazardous materials used for the proposed Project would be subject to federal, State, and local regulations, thereby reducing the probability of exposing hazardous materials to the school area. Construction would also be short-term in duration. Based on these factors, impacts related to hazardous emissions, materials, substances or waste within 0.25 mile of an existing or proposed school are considered **less than significant.**

- 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?

No Impact. There are no hazardous waste and substance sites listed on the Cortese list within the City limits (list compiled pursuant to Government Code §65962.5). Cortese list sites within Sacramento County are documented within the cities of Sacramento and Rancho Cordova (CDTSC 2023). There would be **no impact**.

- 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 public airport is Sacramento Executive Airport, which is located approximately six miles to the northeast. Based on review of the comprehensive land use plan (Airport Land Use Compatibility Plan 2023), the proposed Project is outside of the land use plan area for Sacramento Executive Airport. Therefore, **no impact** would result from development of the proposed Project.

- f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact. The proposed Project includes two segments (0.94 mile) of new asphalt trail (Class I Bikeway) with decomposed granite shoulders, new sidewalks, signs, striping, and pavement markings. Proposed sidewalk improvements would also be constructed on the west side of Bruceville Road at an existing gap between Di Lusso Drive and Laguna Boulevard. Construction would be short-term and temporary in nature and would, therefore, not conflict with any applicable congestion management plans. During the construction of the sidewalk improvements, the City of Elk Grove Public Works Department would allow lane closures using standard Traffic control systems implemented consistent with City standards to ensure that there would be no interference with emergency response plans or evacuation plans. Impacts would be **less than significant** related to potential impairment of emergency responses or emergency evacuations.

- g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

No Impact. The proposed trails would be served by the CCSDFD. Fire Station 76, located at 8545 Sheldon Road, and Fire Station 74 located at 6501 Laguna Park Drive, are approximately one mile from the Project site. It is, therefore, anticipated that existing fire protection facilities in the City would be able to provide fire protection services for the proposed trail. There would be **no impact** regarding risk of loss, injury or death involving wildland fires.

4.9.2 Mitigation Measures

HAZ-1 Prior to the commencement of construction, a hazardous materials compliance plan shall be prepared by a Certified Industrial Hygienist to address the metal content of any yellow and white roadway striping with the Project area. This plan shall be prepared in accordance with Caltrans Standard Specifications Section 14-11.12C for removal of yellow traffic stripe and pavement markings that produce hazardous waste residue.

4.10 HYDROLOGY AND WATER QUALITY

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

4.10.1 Impact Analysis

- a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less Than Significant Impact. Water quality impacts from construction and operations are described below.

Construction Impacts

Any discharge of pollutants to waters of the U.S. is unlawful unless the discharge complies with the National Pollutant Discharge Elimination System (NPDES) permit. The Statewide General Construction Permit and the NPDES General Construction Activity Stormwater Permit (General Permit) are applicable

to requiring the preparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP) that specifies erosion and sediment control construction and post-construction BMPs to reduce or eliminate construction-related and operational impacts on receiving water quality. The SWPPP identifies structural and non-structural BMPs to uphold water quality and waste discharge requirements.

Chapter 16.44 of the City Code establishes the Land Grading and Erosion Control Ordinance to minimize water quality degradation. A Grading and Erosion Control Permit is required to grade, fill, excavate, store, or dispose of 350 cubic yards or more of soil or earthen material, or to clear and grub one acre or greater of land within the City. A project is required to develop and implement plans prior to grading activities that include measures to minimize erosion, sediment, and dust created by construction and maintenance activities.

Implementation, monitoring, and maintenance of BMPs required to comply with existing enforceable City Ordinances, combined with compliance with current State and federal regulations relevant to maintaining water quality objectives, would ensure that Project development would not result in substantial erosion or siltation violating water quality standards and discharge requirements. In addition, Project design features would establish a minimum three-foot buffer maintained around all avoided aquatic features in the vicinity of the proposed trail improvements during construction. Temporary construction exclusion fencing and a silt fence would be installed to further define these limits and exclude construction equipment and activities near the avoided aquatic features, which would help maintain water quality standards. Proposed construction protocols, combined with existing enforceable provisions addressing erosion applicable to the proposed Project would ensure that current water quality standards are maintained. Construction-related impacts related to Project development are, therefore, considered **less than significant**.

Operational Impacts

Ongoing use by trail users would have the potential to result in areas off of the trail alignment, that may be subject to erosion. Compliance with the City Municipal Separate Storm Sewer Systems (MS4) Permit (NPDES No. CAS082597 issued jointly to Citrus Heights, Elk Grove, Folsom, Galt, Rancho Cordova, and Sacramento) would ensure that the areas surrounding the Project site would be managed such that any erosion or soil loss resulting from long-term trail use and potential unauthorized use in surrounding lands adjacent to the designated trail alignment would be identified and remediated. Therefore, potential impacts associated with trail operation are considered **less than significant**.

- b) 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 Impact. Development of the proposed Project would not result in an increased demand for or use of groundwater because the trail does not require regular water supply, other than irrigation for limited proposed landscape improvements. The gravel trail shoulders would allow for some groundwater recharge from sheet flows off the paved trail. New impervious area would total approximately one acre; and would not be considered large enough to substantially interfere with groundwater recharge. As described in detail within **Section 3.8, Project Components**, Project amenities may include landscaping improvements, including landscape planters. However, substantial demand for water supply is generally associated with residential development. The proposed Project would introduce limited landscaping requiring watering and would not be anticipated to result in a substantial decrease in groundwater supply. The proposed Project would not 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, and impacts are considered **less than significant**.

- 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?

Less Than Significant Impact. While there would be an increase in approximately one acre of impervious surface area, it is anticipated that this addition of impervious area would not appreciably alter the existing drainage pattern, as trail design would maintain existing grades and drainage patterns to the greatest extent feasible. Side slopes would be constructed with a 4:1 slope. To maintain the existing drainage patterns, culverts may be used to convey water from one side of the trail to the other during more intense rain events. These culverts would be sized based on existing topographic information and would include rock slope protection and flared end sections to reduce erosion and provide energy dissipation measures. Additionally, the trail alignment would include gravel shoulders along the edge of pavement. The shoulders would aid in reducing the velocity of stormwater flowing off the paved trail minimizing the potential for erosion and siltation, as well as accommodating storm water infiltration via a permeable surface. Therefore, impacts related to erosion and siltation are considered **less than significant**.

- ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off- site?

Less Than Significant Impact. A hydraulic analysis for the proposed Project was documented in the *City of Elk Grove Laguna Creek Trails Project – Floodplain Evaluation* (West Yost Associates, Inc. 2019) attached to this Initial Study as **Attachment G**. The analysis predicted the proposed Project would result in a maximum increase in water surface elevation of 0.02 feet for the 10-year storm and a maximum increase in water surface elevation of 0.01 feet for the 100-year storm. These predicted increases in water surface elevation are minor and are considered a **less than significant impact** on floodplain limits and flooding on- or off-site. The proposed Project would not result in flooding of surrounding developed areas.

- iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional resources of polluted runoff?

Less Than Significant Impact. Although an increase in stormwater runoff is anticipated from the approximately three-acre increase in impervious surfaces, the runoff is not anticipated to exceed the capacity of existing or planned stormwater drainage systems or provide a substantial additional source of polluted runoff. The trail is not for motorized use, therefore, pollution from oils, grease, or fuel are not anticipated. Proposed drainage plans during final design would be reviewed by the City's Public Works Department to ensure compliance with the NPDES MS4 Permit (NPDES No. CAS082597). The proposed Project would be required to follow the City's General Plan Policies NR-3-2, NR-3-3, and LU-5-12, and meet the performance standards set forth in the City's NPDES MS4 permit (City of Elk Grove 2021). The policies are as follows:

Policy NR-3-2: *Integrate sustainable stormwater management techniques in site design to reduce stormwater runoff and control erosion.*

Standard NR-3-2.a: Where feasible, employ on-site natural systems such as vegetated bioswales, living roofs, and rain gardens in the treatment of stormwater to encourage infiltration, detention, retention, groundwater recharge, and/or on-site water reuse.

Standard NR-3-2.b: Roads and structures shall be designed, built and landscaped so as to minimize erosion during and after construction.

Standard NR-3-2.c: Post-development peak storm water run-off discharge rates and velocities shall be designed to prevent or reduce downstream erosion, and to protect stream habitat.

Policy NR-3-3: *Implement the City's National Pollutant Discharge Elimination System Permit through the review and approval of development projects and other activities regulated by the permit.*

Policy LU-5-12: *Integrate sustainable stormwater management techniques in site design to reduce stormwater runoff and control erosion, during and after construction.*

Standard LU-5-13.a: Where feasible, require on-site natural systems such as vegetated bioswales, green roofs, and rain gardens in the treatment of stormwater to encourage infiltration, detention, retention, groundwater recharge, and/or water reuse on-site.

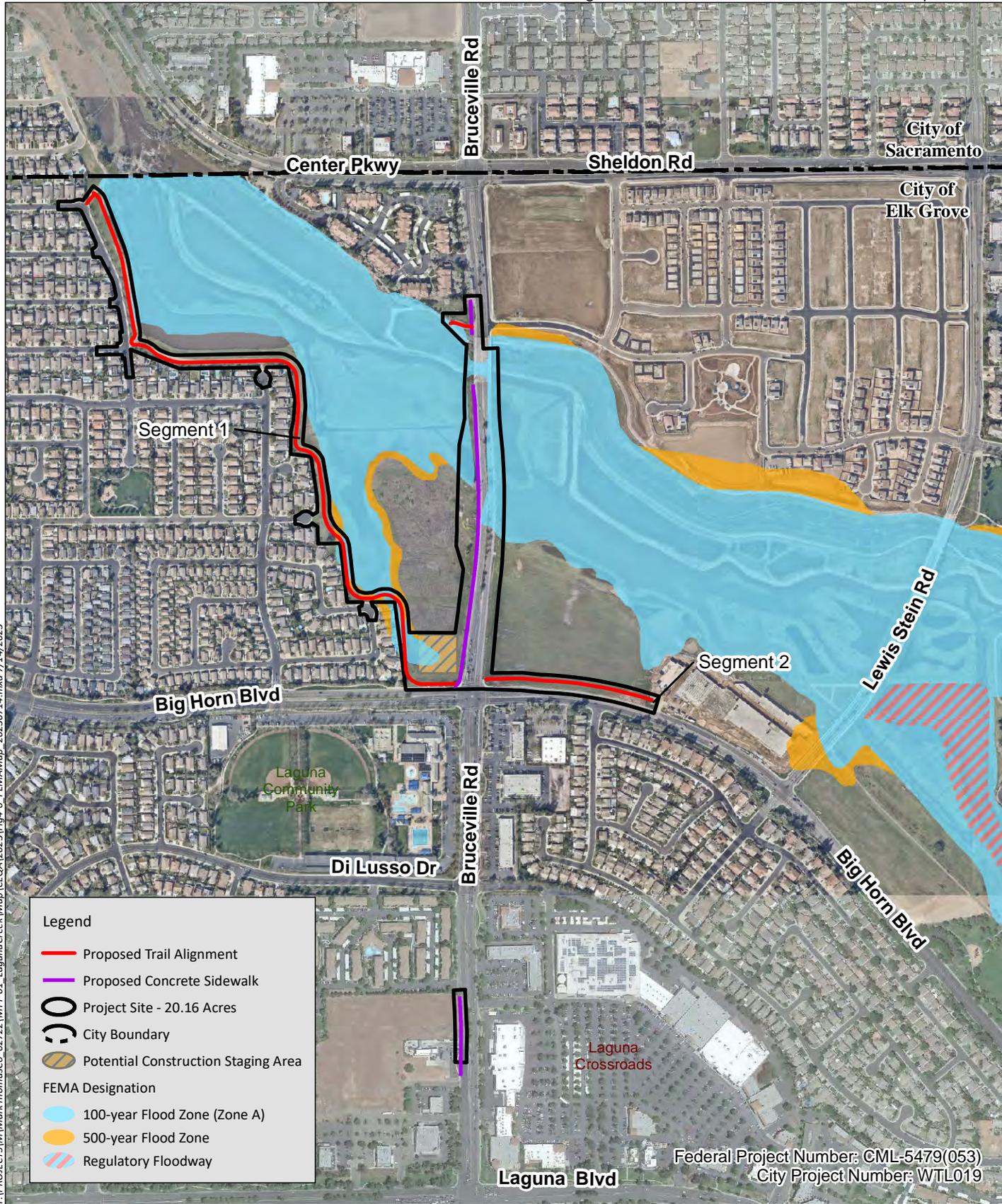
Correspondingly, the proposed Project would have a **less than significant impact** on stormwater drainage systems or polluted runoff.

iv. Impede or redirect flood flows?

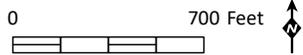
Less Than Significant Impact. The *Floodplain Evaluation* (West Yost Associates, Inc. 2019) determined that the maximum increase in surface water elevation would be minor, as discussed in the response to question c.ii), above. The trail alignment is located outside of the Laguna Creek channel and sidewalks would be along Bruceville Road. The proposed Project would have a **less than significant impact** on impeding or redirecting flood flows.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Less Than Significant Impact. Proposed trail Segment 1, west of Bruceville Road, would be located in the 100-year flood zone (**Figure 4-6, Floodplain Map**). Proposed Segment 1 would not include any buildings or regularly stored products that could become pollutants if flooded, nor would Segment 2. The Project site is not located near a coastal area or enclosed body of water that could produce a seiche or tsunami, nor is the site located near areas having steep slopes that would create mudflows. There would be a **less than significant impact** related to the risk of releasing pollutants due to inundation.



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Sources: Sacramento County; Mark Thomas and Company; (Nearmap, 3/5/2023)

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

Less Than Significant Impact. The proposed Project site is in Hydrologic Unit Code 180201630403 (U.S. Environmental Protection Agency [USEPA] 2023) within the Sacramento Hydrologic Basin Planning Area of the Central Valley Region. The applicable water quality control plan is the *Water Quality Control Plan for the Sacramento River and San Joaquin River Basins, Fifth Edition* (California Regional Water Quality Control Board, Central Valley Region 2018). As described in the response to question c.iii), the proposed Project's stormwater drainage would be in compliance with requirements of the area's NPDES MS4 Permit, including post-construction storm water runoff requirements. The proposed Project would also obtain coverage under the NPDES General Permit and implement water quality BMPs to discharge of pollutants to surface water during construction. These BMPs will include standard measures for sediment-tracking reduction, such as vehicle washing and street sweeping, and revegetation of all areas disturbed by construction with native species. Correspondingly, the Project is not anticipated to conflict with the water quality control plan or groundwater management plan and impacts associated with development of the proposed Project would be considered **less than significant**.

4.10.2 Mitigation Measures

No mitigation is warranted.

4.11 LAND USE AND PLANNING

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|--|------------------------------|-------------------------------------|
| Would the project: | | | | |
| a) Physically divide an established community? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Cause 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? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

4.11.1 Impact Analysis

a) Physically divide an established community?

No Impact. Proposed trail and sidewalk improvements would be accessible to pedestrians and bicyclists from the existing Elk Grove and Laguna Creek trails and adjacent sidewalks. The proposed trails and sidewalks would not include barriers or other features that would divide an established community. The proposed Project would have **no impact** on dividing an established community.

b) Cause 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 Impact with Mitigation Incorporated. Project improvements are proposed within multiple parcels constituting a giant garter snake conservation area by the USFWS, as well as within areas of constructed aquatic resources established as mitigation for impacts to waters of the U.S. These areas were established for purposes of mitigating adverse effects to habitat for listed species, as well as impacts to waters of the U.S. resulting from Sacramento County’s Lower Laguna Flood Control Project implemented in the late-1990s. A Project-specific Biological Assessment will be reviewed by USFWS during Caltrans’ (NEPA lead agency) consultation with the USFWS under Section 7 of the federal Endangered Species Act. The USACE will review proposed improvements through preparation and submittal of the Pre-Construction Notification submitted requesting authorization for the placement of fill within waters of the U.S. to accommodate development of proposed improvements. Any activities proposed within USFWS-designated giant garter snake conservation areas or within areas of aquatic resource establishment would conflict with the Section 404 Permit and Biological Opinion issued for the Lower Laguna Flood Control Project and would, therefore, be considered potentially significant impacts, unless reviewed and authorized by the USACE and the USFWS. **Mitigation Measure LU-1** requires the City to obtain written authorization from the USACE and the USFWS prior to implementing any Project-related improvements. Therefore, impacts are considered **less than significant with mitigation incorporated**.

4.11.2 Mitigation Measures

LU-1 Prior to implementing construction of proposed improvements, the City shall consult with the USACE and USFWS to obtain the applicable regulatory authorizations for project development.

4.12 MINERAL RESOURCES

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

4.12.1 Impact Analysis

- 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?

No Impact. The City is mapped entirely in Mineral Resource Zone 3 (MRZ-3), which are defined as “*Areas containing mineral deposits, the significance of which cannot be evaluated from available data.*” (CDOC, Division of Mines and Geology 1999). No active mining operations are present on or near the site, and implementation of the proposed Project would not interfere with the extraction of any known mineral resources. The proposed Project would have **no impact** on known mineral resources.

- 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?

No Impact. The City’s General Plan Update states that there are “*no mineral deposits or mineral extraction activities within the Planning Area*” including the location of the proposed Project (City of Elk Grove 2021). **No impact** related to the loss of availability of a known mineral resource of value to the region or residents of the State would result from development of the proposed Project.

4.12.2 Mitigation Measures

No mitigation is warranted.

4.13 NOISE

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|--------------------------------|--|-------------------------------------|-------------------------------------|
| 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? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Generation of excessive groundborne vibration or groundborne noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Rincon Consultants, Inc. prepared a *Construction Noise Review for the Revised Laguna Creek Trail and Bruceville Road Sidewalk Improvements Project* (Construction Noise Review) (Rincon 2023), which is attached to this Initial Study as **Attachment H** and summarized below.

4.13.1 Impact Analysis

- 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?

Less Than Significant with Mitigation Incorporated. The proposed Project would comply with the City’s noise standards and Caltrans’ Standard Specifications Section 14-8. As described in **Section 3.8.6.2, Construction Protocols**, per Section 6.32.080 of the City’s Municipal Code, noise sources associated with construction are exempt from the City’s noise standards, provided such activities only occur between the hours of 7:00 A.M. and 7:00 P.M. when located adjacent to residential uses and 6:00 A.M. and 8:00 P.M. when not adjacent to residential uses. With the implementation of temporary construction noise avoidance and minimization measures no substantial adverse noise impacts from construction activity are anticipated; additional short-term construction noise investigation is not required.

Construction activities would be temporary in nature. Sensitive receptors in closest proximity to the Project site consist of single-family residences west of the proposed alignment, approximately 15 feet from the Project site.

Receptors within 15 feet of construction activity would experience exterior construction noise up to approximately 98 decibels, A-weighted (dBA) equivalent continuous sound level (L_{EQ}) at their property lines during the site preparation phase and from approximately 84 to 95 dBA L_{EQ} at their property lines during the grading, paving, and architectural coating phases. Receptors within 80 feet of construction

activity would experience exterior construction noise up to approximately 84 dBA L_{EQ} at their property lines during the site preparation phase and from approximately 70 dBA L_{EQ} to 80 dBA L_{EQ} at their property lines during the grading, paving, and architectural coating phases. The manner in which buildings in California are constructed generally provides for an exterior-to-interior transmission loss of about 25 dBA with closed windows and doors (Federal Transit Administration 2006). Therefore, interior noise levels would not be expected to exceed approximately 73 dBA L_{EQ} during construction activity. Construction activity would be temporary, occurring over approximately a seven-month period, and avoidance and minimization measures for construction noise are recommended below.

Caltrans Standard Specifications Section 14-8.02, "Noise Control," states noise levels generated during construction shall not exceed 86 L_{MAX} 50 feet from the Project site from 9:00 p.m. to 6:00 a.m. During the loudest phases of construction, based on the results of the construction noise estimates shown in **Table 4-5, Potential Construction Noise Levels**, the maximum noise level at 50 feet would exceed 86 dBA L_{MAX} . Because construction activity would not occur outside of daytime hours, construction noise would not exceed the 86 dBA L_{MAX} Caltrans' Standard Specification for nighttime construction operations 50 feet from the Project site.

**Table 4-5
POTENTIAL CONSTRUCTION NOISE LEVELS**

| Construction Phase | Equipment | Estimated Construction Noise Levels (dBA L_{EQ}) ¹ /(dBA L_{MAX}) ² | | | | | |
|-----------------------|---|--|-----------|------------------|-----------|------------------|-----------|
| | | 15-foot distance | | 50-foot distance | | 80-foot distance | |
| | | L_{EQ} | L_{MAX} | L_{EQ} | L_{MAX} | L_{EQ} | L_{MAX} |
| Site Preparation | Daily Scraper, Dump Truck, Saw Cutter, Small Hand Tools (<5 horsepower), Grader Scraper, Dump Truck, Saw Cutter, Small Hand Tools (<5 horsepower), Grader Emissions | 98.1 | 100.0 | 87.6 | 89.6 | 83.5 | 85.5 |
| Grading | Excavator, Compactor, Grader, Dump Trucks (2), Small Hand Tools (<5 horsepower) | 95.0 | 95.5 | 84.5 | 85.0 | 80.4 | 80.9 |
| Paving | Paver | 84.7 | 87.7 | 74.2 | 77.2 | 70.1 | 73.1 |
| Architectural Coating | Air Compressor | 90.1 | 94.1 | 79.6 | 83.6 | 75.5 | 79.5 |

Source: Construction Noise Review for the Revised Laguna Creek Trail and Bruceville Road Sidewalk Improvements Project (Rincon 2023); See Attachment H for RCNM equipment and noise data sheets

- ¹ L_{EQ} represents the combined average noise level of all equipment over a one-hour period. Because L_{EQ} combines noise from multiple pieces of equipment operating simultaneously, calculated L_{EQ} may be higher than L_{MAX} .
- ² L_{MAX} represents the instantaneous peak noise level of the single loudest piece of equipment. Because L_{MAX} is limited to single pieces of equipment, L_{MAX} may be lower than calculated L_{EQ} .

Rerouting Segment 2 along Big Horn Boulevard would align the trail alignment closer to residences, which are considered sensitive receptors. Construction noise would be louder at these receptors. However, the revised alignment would be at least 15 feet from the sensitive receptors along Big Horn Boulevard. The 2023 Technical Noise Memorandum analyzed construction noise and vibration impacts to sensitive receptors as close as 15 feet. Therefore, construction noise is not anticipated to exceed 98

dba L_{eq} at 15 feet and vibration is not anticipated to exceed 0.133 in/sec PPV at 15 at receptors along Big Horn Boulevard, as was analyzed in the 2023 Technical Noise Memorandum.

Construction noise would be minimized by implementing Section 6.32.080 of the City’s Municipal Code and Caltrans’ Standard Specification Section 14-8.02 as described in the Project Description. **Mitigation Measures NOI-1 and NOI-2** are recommended to reduce temporary construction noise levels at nearby sensitive receptors. With implementation of **Mitigation Measure NOI-1 and NOI-2**, impacts on ambient noise levels would be **less than significant with mitigation incorporated**.

b) Generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact. During Project construction, the closest sensitive receptors would be located approximately 25 feet from the potential active construction areas. At this distance, as summarized in **Table 4-6, Vibration Levels of Common Types of Construction Equipment**, when the heaviest construction equipment operates at the edge of the Project construction limits, residents in their backyards may be exposed to groundborne vibration levels up to 0.076 in/sec peak particle velocity (PPV). However, this groundborne vibration level is below the Caltrans limit of perception for transient vibration sources.

**Table 4-6
VIBRATION LEVELS OF COMMON TYPES OF CONSTRUCTION EQUIPMENT**

| Construction Equipment | Reference Vibration Levels PPV at 25 Feet (inches/second) | Closest Residential Properties PPV at 15 Feet (inches/second) |
|------------------------|---|---|
| Compactor | 0.050 | 0.088 |
| Excavator | 0.040 | 0.070 |
| Loaded Trucks | 0.076 | 0.133 |
| Paver | 0.063 | 0.111 |
| Pneumatic Tool | 0.040 | 0.070 |
| Scraper/Grader | 0.057 | 0.100 |

Source: Construction Noise Review for the Revised Laguna Creek Trail and Bruceville Road Sidewalk Improvements Project (Rincon 2023); See Attachment H for RCNM equipment and noise data sheets
PPV = peak particle velocity.

Substantially adverse noise and vibration impacts are not anticipated from construction of the revised alignment for the proposed Project because construction would be short-term and would be conducted in accordance with Caltrans’ Standard Specifications. Therefore, construction-related ground-borne vibration impacts resulting from construction of the proposed Project would not exceed applicable standards. Impacts would be **less than significant** related to groundborne vibration or groundborne noise levels.

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

No Impact. The nearest public airport is the Sacramento Executive Airport, which is located approximately six miles to the northeast. Based on review of the comprehensive land use plan (Airport Land Use Compatibility Plan 2023), the proposed Project is outside of the land use plan area for

Sacramento Executive Airport Land Use Commission for Sacramento, Sutter, Yolo, and Yuba Counties Airport. The Project would have **no impact** regarding excessive noise related to airports.

4.13.2 Mitigation Measures

NOI-1 *Construction Equipment Sound Control.* All internal combustion engines, including trucks, shall be equipped with the manufacturer-recommended mufflers and silencing devices. Operation of an internal combustion engine shall not occur on the job site without the appropriate muffler.

NOI-2 *Neighborhood Notification Prior to Construction.* At least twenty (20) days prior to commencement of construction, the contractor shall provide written notice to all property owners, businesses, and residents within 300 feet of the Project area. The notice shall contain a description of the Project, the construction schedule, including days and hours of construction, the name and phone number of the Project Environmental Coordinator (PEC) and Contractor(s).

4.14 POPULATION AND HOUSING

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|--------------------------------|--|------------------------------|-------------------------------------|
| 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)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

4.14.1 Impact Analysis

- 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)?

No Impact. The proposed Project would not involve any residential development or employment-generating land uses. Development of the proposed Project would not indirectly induce population growth because proposed improvements would not extend roads or infrastructure into previously undeveloped areas. Proposed trails would connect the existing Elk Grove Trail and Laguna Creek Trail to the north and south, and proposed sidewalks would close existing gaps in the system. Development of the proposed Project would have **no impact** on substantial unplanned population growth.

- b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. The proposed Project is located within existing un-developed areas, largely on existing informal paths. No acquisitions of residential buildings or housing is required. The proposed Project would have **no impact** on displacing existing people or housing in the area.

4.14.2 Mitigation Measures

No mitigation is warranted.

4.15 PUBLIC SERVICES

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|--|-------------------------------------|-------------------------------------|
| Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: | | | | |
| a) Fire protection? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Police protection? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Schools? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Parks? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Other public facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

4.15.1 Impact Analysis

a) Fire protection?

Less than Significant Impact. The proposed Project is served by the CCSDFD. There are currently eight stations operated by CCSDFD and two CCSDFD fire stations are close to the Project site, including Station 76, located at 8545 Sheldon Road, and Fire Station 74 located at 6501 Laguna Park Drive.

The General Plan also has safety policies to ensure efficient movement of police and firefighting equipment and safe evacuation of residents, and the City cooperates with the CCSDFD to reduce fire hazards, assist in fire suppression, and promote fire safety. The BPTMP requires that all bicycle and pedestrian trails be at minimum 10 feet of paved trail, which is consistent with Cosumnes Community Service District fire standards, so that the trails can double as an emergency vehicle access (GHD, Inc. 2021).

Development of the proposed Project would not result in increased population and residential structures, and a subsequent need for additional fire protection facilities. While there is a possibility someone could get injured on the trail requiring dispatch of an ambulance, it is anticipated that existing fire protection facilities and emergency response vehicles in the City would be able to provide fire protection services for the proposed trail, while continuing to maintain acceptable service ratios, response times, and performance objectives. Impacts related to fire protection services resulting from development of the proposed Project would be **less than significant**.

b) Police protection?

Less than Significant Impact. Police protection services within the vicinity of the proposed Project are provided by the Elk Grove Police Department. The Elk Grove Police Department has 146 sworn officers and 108 civilian employees who provide law enforcement and policing services to the City (Elk Grove

Police Department 2023). In addition, the City’s General Plan, *Safety Element* (City of Elk Grove 2021) contains policies relating to police protection. Under Policy SAF-1-1 the City shall “regularly monitor and review the level of police staffing provided in Elk Grove, and ensure that sufficient staffing and resources are available to serve local needs” (City of Elk Grove 2021). This policy ensures adequate police protection in the City as it expands. The BPTMP also identifies thoughtful design where “[t]he design of trails shall provide a degree of privacy to surrounding residences, but still allow for informal monitoring of the trail” (GHD, Inc. 2021).

The proposed Project would not involve residential development and would not result in increased population. The City of Elk Grove Police Department would continue to provide police protection services within the Project area. While informal monitoring of the trail may occur, Project development is not anticipated to result in the need for expanded police protection services. Impacts related to the provision of police protection services resulting from the proposed Project would be **less than significant**.

c) Schools?

No Impact. Proposed improvements would not interfere with schools or require new school facilities. Schools within 0.5 mile of the Project include Irene B. West Elementary School at 8625 Serio Way, Laguna Creek High School at 9050 Vicino Drive, and Harriet Eddy Middle School at 9329 Soaring Oaks Drive. Since the proposed Project would not involve residential development and would not result in increased population, no new school facilities or additions to existing school facilities are needed. **No impact** would result on schools.

d) Parks?

Less Than Significant Impact. Within the City, parks within 0.5 mile of the Project site include Pinkerton Park at 8906 West Stockton Boulevard, Guttridge Park at 8100 Laguna Brook Way, Zimbelman Park at 9191 Big Horn Boulevard, Laguna Community Park at 9014 Bruceville Road, and Herburger Park at 6811 Peninsula Way. Within Sacramento, the North Laguna Creek Park at 6400 Jacinto Avenue is within 0.5 mile of the Project site. Development of the proposed Project would provide increased recreational use and transportation opportunities for local pedestrians and bicyclists, consistent with the City’s BPTMP and SACOG Master Plan goals. The proposed Project would facilitate local and regional trail use and would not involve residential development or employment-generating land uses and, therefore, would not result in increased population that would require additional or expanded park facilities. Potential impacts to parks are therefore considered **less than significant**.

e) Other public facilities?

Less Than Significant Impact. The proposed Project would not involve residential development or employment-generating land uses and, therefore, would not result in increased population that would require additional public facilities.

The City’s Department of Public Works, Operation and Maintenance Division is responsible for maintaining streets, bike lanes, multi-use trails, traffic signs and pavement markings, sidewalk, curb and gutter, traffic signals, street lights, storm drain system, creeks and channels, roadside ditches, median and frontage landscaping, and graffiti on public property (City of Elk Grove 2023c). The BPTMP identifies long-term trail maintenance responsibilities. All of the trails within the City of Elk Grove are maintained in partnership by the Cosumnes Community Services District (CCSD) and the City of Elk Grove. The City

of Elk Grove maintains trail pavement while the CCSD is responsible for all other trail features through a Master Agreement. Maintenance includes weed abatement, pruning vegetation for sight distance, sign installation and removal, damage from weather conditions, and general trail clean up (GHD, Inc. 2021). While development of the Proposed Project would introduce new responsibilities for the City and CCSD, the BPTMP identifies planned Class I multi-use trails along Laguna Creek and adjacent to residential areas with connections to existing Class I multi-use trails as proposed. Pedestrian improvements are also identified along Bruceville Road at the Project location (GHD, Inc. 2021). Impacts on other public facilities are therefore considered **less than significant**.

4.15.2 Mitigation Measures

No mitigation is warranted.

4.16 RECREATION

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|--|-------------------------------------|--------------------------|
| Would the project: | | | | |
| a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

4.16.1 Impact Analysis

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

Less Than Significant Impact. Within the City, parks within 0.5 mile of the Project site are Pinkerton Park at 8906 West Stockton Boulevard, Guttridge Park at 8100 Laguna Brook Way, Zimbelman Park at 9191 Big Horn Boulevard, Laguna Community Park at 9014 Bruceville Road, and Herburger Park at 6811 Peninsula Way. Within Sacramento, the North Laguna Creek Park at 6400 Jacinto Avenue is within 0.5 mile of the Project site. Proposed improvements have been designed to formalize trail alignments in areas where existing informal use already occurs connecting multiple existing established neighborhoods, providing improved, formalized connections to these parks, consistent with the City’s goals. While some increased use of parks may be reasonably anticipated, increased use would not be anticipated to rise to a level that would induce the need for new or physically altered park facilities given that existing park facilities are currently accessed via the existing informal trails. Development of the proposed Project would result in the construction of official trail connections for public access/use and would not increase the use of other recreational facilities or parks such that substantial physical deterioration would occur or be accelerated. Therefore, impacts are considered **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 with Mitigation Incorporated. As discussed throughout this document, construction of the proposed Project would have the potential to result in adverse physical effects on the environment related to Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Hazards and Hazardous Materials, Land Use, Noise, and Tribal Cultural Resources. However, mitigation measures are proposed which would reduce all potentially significant effects resulting from implementation of the proposed Project to less than significant levels; therefore, impacts are considered **less than significant with mitigation incorporated**.

4.16.2 Mitigation Measures

Implementation of mitigation measures for **Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Hazards and Hazardous Materials, Land Use, Noise, and Tribal Cultural Resources** would reduce potentially significant impacts related to recreation to less than significant levels.

4.17 TRANSPORTATION

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|--|-------------------------------------|-------------------------------------|
| Would the project: | | | | |
| a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Result in inadequate emergency access? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

4.17.1 Impact Analysis

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

Less Than Significant Impact. The proposed Project would not conflict with the City’s General Plan (City of Elk Grove 2021) or the BPTMP (GHD, Inc. 2021), which both show proposed Class I multi-use trails in the Project location.

The proposed Project would cross Bruceville Road. Bruceville Road is a north-south 6 Lane arterial that extends from Valley Hi Drive in Sacramento to Lambert Road in unincorporated Sacramento County. Bruceville Road south of Big Horn Boulevard has sidewalks on both sides and a Class II bike lane. Bruceville Road north of Big Horn Boulevard does not have sidewalks on either side. Due to high vehicular right-turn volumes, the proposed Project would also include a designated bike lane and a 300-foot-long vehicular right-turn lane from southbound Bruceville Road to westbound Big Horn Boulevard for added bicycle safety and a new sidewalk from Bruceville Road northward approximately 0.4 mile. Trail users would be able to cross at-grade with Bruceville Road at an existing signal-controlled crosswalk.

Traffic control (such as signage, orange cones, flaggers) would be implemented during construction, facilitating movement on the roadway in accordance with City Public Works standards. Construction would be short-term and limited to the number of days required to construct proposed improvements and would, therefore, not conflict with any applicable congestion management plans. Therefore, impacts associated with development of the proposed Project are considered **less than significant**.

- b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

No Impact. CEQA Guidelines Section 15064.3, subdivision (b) states that agencies “*have the discretion to determine the appropriate measure of transportation impact consistent with CEQA.*” The City identified a list of Project types “*that are not likely to lead to a substantial or measurable increase in VMT.*” The list

included active transportation improvements (such as new trail segments), installation of turn lanes, and installation of traffic control devices (including traffic signals) Transportation Analysis Guidelines (City of Elk Grove 2019b). Accordingly, the proposed Project is not anticipated to increase VMT and would not, therefore, conflict or be considered inconsistent with CEQA Guidelines Section 15064.3 (b). **No impact** would result from development of the proposed Project.

- c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less Than Significant Impact. The proposed Project includes two segments (0.94 mile) of new asphalt trail (Class I Bikeway) with decomposed granite shoulders, new sidewalks, signs, striping, and pavement markings as well as sidewalks improvements along the west side of Bruceville Road. Trail pavement would be delineated by distinct paint, markings, and signs consistent with City standards as well as the MUTCD standards. The City may also elect to provide wayfinding signs. According to the BPTMP, all bicycle striping and wayfinding signs would also conform to the Caltrans Highway Design Manual, Chapter 1000 (GHD, Inc. 2021).

Additionally, the proposed trail design would consist of a 10-foot trail paved with standard two-foot shoulders, allowing for compatible trail use by bicyclists and pedestrians. The sidewalks on Bruceville Road would be designed and constructed consistent with the City's design standards. Impacts related to design-related hazards due to geometric design features and/or incompatible uses are, therefore, considered **less than significant**.

- d) Result in inadequate emergency access?

No Impact. The City BPTMP requires that all bicycle and pedestrian trails be at minimum 10-feet of paved trail, which is consistent with CCSDFD fire standards, so that the trails can double as emergency vehicle access (GHD, Inc. 2021). Emergency access would also be available along multiple points of the proposed trail alignment. Emergency access to the proposed Project exists at Lewis Stein Road, Bruceville Road, Mannington Street, Monterey Oaks Drive/Jessup Court, McGill Court, and Lyndale Circle. Therefore, **no impacts** related to emergency access would result from development of the proposed Project.

4.17.2 Mitigation Measures

No mitigation is warranted.

4.18 TRIBAL CULTURAL RESOURCES

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|--------------------------------|--|------------------------------|--------------------------|
| Would the project: | | | | |
| a) Cause a substantial adverse change in the significance of a 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: | | | | |
| i. 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 | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ii. 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. | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

4.18.1 Impact Analysis

- a) 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:
- i. 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)?

Less Than Significant Impact with Mitigation Incorporated. Pursuant to Assembly Bill 52 (AB-52) and Public Resources Code Section 5020.1(k), the City sent formal notification letters to the Lone Band of Miwok Indians, UAIC, and Wilton Rancheria on March 8, 2019. The 30-day response period closed on April 15, 2019. A response from UAIC was received on April 26, 2019 and a response from Wilton Rancheria was received on May 8, 2019. While the official 30-day comment period to consult had concluded, the City coordinated with UAIC and Wilton Rancheria outside of AB-52 for the proposed Project.

During coordination, UAIC recommended measures for inadvertent discoveries and inclusion of a tribal cultural resources topic during Worker Environmental Awareness and Protection training. UAIC also

requested copies of the environmental document. The City's proposed **Mitigation Measures CUL-5 and CUL-6** identified in **Section 4.5, Cultural Resources**, of this IS reflect the recommendations made by UAIC. A copy of the Initial Study and Draft MND will be sent to UAIC upon release of the documents by the City for public review and comment.

During coordination, Wilton Rancheria requested participation in cultural resources studies and recommended mitigation measures, which are incorporated as **Mitigation Measures CUL-5 and CUL-6** in Section 4.5, Cultural Resources. The City provided the cultural information available on May 29, 2019 and notified Wilton Rancheria of the pedestrian survey conducted on June 12, 2019. A copy of the IS and Draft MND will be sent to Wilton Rancheria upon release of the documents by the City for public review and comment.

While no locations of known tribal cultural resources have been identified, recommended mitigation measures were identified by UAIC and Wilton Rancheria in the event of inadvertent discovery. Construction of the proposed Project could potentially result in inadvertent discovery of an archaeological resource or unknown tribal cultural resource. Without mitigation, the Project could have a potentially significant impact. **Mitigation Measure CUL-5** outlines the steps that would be taken to halt work and coordinate with UAIC and Wilton Rancheria if an inadvertent discovery is made. **Mitigation Measure CUL-6** discusses the inclusion of archaeological and Tribal Cultural Resource awareness during construction worker environmental training. Implementation of **Mitigation Measures CUL-5 and CUL-6** would reduce the potential impact to **less than significant with mitigation incorporated**.

- ii. 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?

Less Than Significant with Mitigation Incorporated. No resources set forth in subdivision (c) of Public Resources Code Section 5024.1 were identified by the City during AB-52 consultation or preparation of the ASR/HPSR. However, as discussed above, construction of the proposed Project could potentially result in inadvertent discovery of a significant tribal cultural resource, resulting in potentially significant impacts. **Mitigation Measure CUL-5** outlines the steps that would be taken to halt work and coordinate with UAIC and Wilton Rancheria if an inadvertent discovery is made. **Mitigation Measure CUL-6** discusses the inclusion of archaeological and Tribal Cultural Resource awareness during construction worker environmental training. Implementation of **Mitigation Measures CUL-5 and CUL-6** would reduce the potential impact to **less than significant with mitigation incorporated**.

4.18.2 Mitigation Measures

Implementation of **Mitigation Measure CUL-5 and CUL-6** would reduce potentially significant impacts related to tribal cultural resources to less than significant levels

4.19 UTILITIES AND SERVICE SYSTEMS

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|--|-------------------------------------|-------------------------------------|
| Would the project: | | | | |
| a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

4.19.1 Impact Analysis

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

Less Than Significant Impact. The proposed Project is anticipated to require relocation of utilities in the Project area, including relocation or adjustment of a utility pole at Bruceville Road. Utilities would be accommodated within the Project site and coordination with utility providers would take place during final design, prior to construction, and during construction. As a result, there would be a **less than significant impact** on wastewater treatment, storm water drainage, electric power, natural gas, or telecommunication facilities.

- b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Less Than Significant Impact. The proposed Project does not propose residential, commercial, or industrial development and is therefore not anticipated to generate a demand for water exceeding the City's existing capacity, even during dry and multiple dry years. As described in detail within **Section 3.8, Project Components**, Project amenities include landscaping improvements, including landscape

planters. However, the addition of limited landscape plantings associated with the proposed Project is not anticipated to require irrigation water volume exceeding the City's existing water supplies, even during dry or multiple dry years. Therefore, impacts associated with development of the proposed Project are considered **less than significant**.

- 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?

No Impact. The proposed Project is not a residential, commercial, or industrial development that would require wastewater treatment and the trails and sidewalks would not generate a demand for wastewater treatment. There would be **no impact** on wastewater treatment systems.

- 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?

Less Than Significant Impact. The Kiefer Landfill is the permitted landfill facility in Sacramento County handling recycling and waste disposal for the County and surrounding areas. The Kiefer Landfill is a 1,084-acre Class III landfill that has a maximum permitted capacity of 117,400,000 cubic yards. Based on projected waste flows, the existing 1,084-acre landfill has been operating below permitted capacity and has a projected lifespan through 2064 (Cal Recycle 2023). The Kiefer Landfill is permitted to accept up to 744 vehicles and 10,815 total tons of refuse per day (County of Sacramento 2012). Project construction would generate limited construction debris and excavated soil. Construction-related waste would therefore not exceed permitted landfill capacity because Project-related waste volumes are anticipated to only be generated during the construction period, which will be of limited duration and will generally consist of earthwork and paving and would not involve demolition or other activities resulting in generation of large volumes of waste. Therefore, impacts associated with development of the proposed Project are considered **less than significant**.

- e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less Than Significant Impact. The Sacramento Regional Solid Waste Authority (SRSWA) is the regional agency handling recycling and waste disposal for the Sacramento region. The Environmental Management Department (EMD) is the Local Enforcing Agency for Sacramento County, enforcing State and local solid waste laws and SRSWA ordinances. Minimal solid waste would be generated from the proposed Project during the construction period and would be disposed of at an appropriately permitted and established solid waste facility. All construction debris and excavated soil would be disposed of according to relevant federal, State, and local statutes and regulations related to solid waste and impacts are, therefore, considered **less than significant**.

4.19.2 Mitigation Measures

No mitigation is warranted.

4.20 WILDFIRE

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|--|------------------------------|-------------------------------------|
| If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project: | | | | |
| a) Substantially impair an adopted emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| a) 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

4.20.1 Impact Analysis

- 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?

No Impact. The City is in a “Local Responsibility Area” and is not in an area classified as a “Very High Fire Hazard Severity Zone” (California Department of Forestry and Fire Protection 2023). Therefore, questions “a” through “d” above are not applicable. As discussed in **Section 4.9, Hazards and Hazardous Materials** and **Section 4.15, Public Services**, the proposed Project is served by the CCSDFD and two CCSDFD fire stations are close to the Project site, including Fire Station 76, located at 8545 Sheldon Road, and Fire Station 74 located at 6501 Laguna Park Drive. It is therefore anticipated that existing fire protection facilities in the City would be able to provide fire protection services for the proposed trail. **No impact** related to wildfire would result from development of the proposed Project.

4.20.2 Mitigation Measures

No mitigation is warranted.

4.21 MANDATORY FINDINGS OF SIGNIFICANCE

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|--|------------------------------|--------------------------|
| 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? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of past, present and probable future projects)? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

4.21.1 Impact Analysis

- 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 Impact with Mitigation Incorporated. Several special-status plants and animals have the potential to occur within the Project site and are detailed in **Section 4.4, Biological Resources**. In addition, sensitive habitats are also present within the Project site. Development of the proposed Project would have the potential to result in significant impacts to these resources. However, implementation of **Mitigation Measures BIO-1 through BIO-33**, would reduce potential impacts to biological resources to less than significant levels.

Two cultural resources are present within the Project site. The historic built environment resource includes the Laguna Creek Bridge (240405). The Laguna Creek Bridge was previously evaluated by Caltrans and determined to not be eligible for listing in the NRHP or CRHP.

Archaeological site (P-34-005386/CA-SAC-001278H) is also located within the Project site and consists of historic foundations and refuse scatter. Phase II testing was conducted from November 16 to November 23, 2020. After clearing the site of brush, a total of eight (8) surface features were recorded, including one feature that resulted in an expansion of the resource boundary to the west. This new area was not

included in the Phase II excavations and thus the entirety of site (P-34-005386/CA-SAC-001278H) was not fully evaluated for its eligibility for listing in the NRHP. Therefore, Caltrans assumed eligibility for listing P-34-005386 in the NRHP for purposes of this Project only. P-34-005386 would therefore also be considered eligible for listing in the CRHP. Given the assumption of eligibility, due to the lack of evaluation for the portion of the resource located outside of the Project site, project-related impacts would be considered potentially significant. However, implementation of **Mitigation Measures CUL-1 through CUL-6**, would reduce potential impacts to cultural resources to less than significant levels by establishing an ESA around the unevaluated portion of P-34-005386 and requiring installation of exclusion fence and spot monitoring to ensure the integrity of the ESA is maintained throughout Project construction.

With implementation of **Mitigation Measure CUL-1**, steps would be taken to halt work and coordinate with UAIC and Wilton Rancheria if an inadvertent discovery is made, and **Mitigation Measure CUL-2** requires the inclusion of archaeological and Tribal Cultural Resource awareness during construction worker environmental training.

With the implementation of **Mitigation Measures BIO-1 through BIO-33 and CUL-1 through CUL-6**, the proposed Project's 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 would be **less than significant with mitigation incorporated**.

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

Less Than Significant Impact with Mitigation Incorporated. As detailed in the Project Description, multiple development Projects are adjacent to the proposed Project. As of December 2023, the following projects are directly adjacent to the proposed Project: Sheldon Farms North (City Project No. EG-18-019, under construction as of December 19, 2023), City Affordable Housing Project (formerly known as Sheldon Farms South (City Project No. EG-18-024), undergoing planning review), The Trojan Storage II (City Project No. EG-20-018, under construction as of December 19, 2023), AAA Services Building (City Project No. EG-20-014, approved), The Lyla Development (under construction as of December 19, 2023), and the Big Horn Professional Center (City Project No. EG-16-051 approved). The Project site is zoned Open Space (O), High Density Residential– Thirty Dwelling Units Per Acre (RD-30), Industrial-Office Park (MP), Residential Mixed Use (RMU), and General Commercial (GC).

Considering past, present, and probable future projects, the proposed Project would:

- Have no cumulative impacts on Agriculture and Forestry Resources, Mineral Resources, Population and Housing, Public Services, and Wildfire;
- Have less than significant cumulative impacts on Aesthetics, Energy, Greenhouse Gas Emissions, Hydrology and Water Quality, Transportation, and Utilities and Service Systems; and

- Have less than significant cumulative impacts with mitigation incorporated on Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Hazards and Hazardous Materials, Land Use and Planning, Noise, Recreation, and Tribal Cultural Resources.

Details of each resource area follow.

Aesthetics. As discussed in **Section 4.1, Aesthetics**, although the proposed Project would result in changes to the visual setting by introducing a new asphalt surface and removing approximately 3.79 acres of vegetation within the Project site, the proposed Project would also introduce landscape planters. The existing viewshed is currently subject to visual encroachment from residences and/or commercial buildings in the background or adjacent to the proposed Project. The trail would largely follow existing informal foot paths currently utilized regularly by people in the surrounding area. Development of the proposed Project would not include major vertical features or other visual intrusions that would block views of the surrounding suburban setting or natural features. Proposed vertical elements would be minor, consisting of potentially bench seating at three to four locations. The trail is designated for use between dawn and dusk, negating the need for trail lighting. However, recreational users may access the trail at night using headlamps or flashlights. These occasional light sources however would be directed towards the trail alignment to guide pedestrian or bike travel and would therefore not be expected to adversely affect nighttime views. The proposed Project's contribution to cumulative impacts related to Aesthetics would, therefore, be **less than significant**.

Agriculture and Forestry Resources. As discussed in **Section 4.2, Agriculture and Forestry Resources**, no important farmlands or forestry resources are mapped at the Project site. Therefore, the proposed Project would have **no impact** on cumulative impacts related to agriculture and forestry resources.

Air Quality. As discussed in **Section 4.3, Air Quality**, the trail and sidewalks would be used by pedestrians and bicyclists; consequently, long-term operations would not generate emissions. Temporary emissions, as depicted in **Table 4-1**, would not exceed the applicable SMAQMD thresholds or contribute to localized concentrations of air pollutants at nearby receptors. The proposed Project's contribution to cumulative impacts related to Air Quality Resources would, therefore, be **less than significant**.

Biological Resources. As discussed in **Section 4.4, Biological Resources**, although the proposed Project would result in the removal of approximately 3.79 acres of annual grassland and temporary impacts to approximately 2.48 acres, this is a common habitat type within the region and no special-status plants are known to occur or were observed during surveys. The proposed Project is anticipated to permanently impact 3.79 acres and temporarily impact 2.48 acres of annual grassland; directly impact 0.01 acre of depression seasonal wetland and 0.06 acre of vernal pool; and temporarily impact 0.01 acre of depression seasonal wetland and 0.03 acre of vernal pool. Federally threatened vernal pool fairy shrimp and vernal pool tadpole shrimp; CDFW Special Animals, California linderiella, midvalley fairy shrimp, hairy water flea, Ricksecker's water scavenger beetle; State and Federally threatened giant garter snake; California Species of Special Concern and Federally proposed threatened western pond turtle; CDFW Species of Special Concern western spadefoot; State threatened Swainson's hawk, State threatened and California Species of Special Concern tricolored blackbird; State Fully Protected white-tailed kite, California Species of Special Concern yellow-headed blackbird, and migratory birds and raptors, have the potential to occur within the Project site. With implementation of **Mitigation Measures BIO-1 through BIO-33**, the proposed Project's contribution to cumulative impacts on biological resources would be reduced to a level that is **less than significant with mitigation incorporated**.

Cultural Resources. As discussed in **Section 4.5, Cultural Resources**, the archaeological resource within the Project site is considered eligible for listing in the NRHP and on the CRHP. Implementation of **Mitigation Measures CUL-1 through CUL-4** would require the establishment of an ESA, exclusion fence installation and spot monitoring to ensure the integrity of the ESA is maintained. Implementation of **Mitigation Measure CUL-5**, steps would be taken to halt work and coordinate with UAIC and Wilton Rancheria if an inadvertent discovery is made, and **Mitigation Measure CUL-6** requires the inclusion of archaeological and Tribal Cultural Resource awareness during construction worker environmental training. With the implementation of **Mitigation Measures CUL-5 and CUL-6**, the proposed Project contribution to cumulative impacts to cultural resources would be **less than significant with mitigation incorporated**.

Energy. As discussed in **Section 4.6, Energy**, the proposed Project aligns with several City Land Use and Mobility General Plan policies, LU-2-4, LU-4-1, MOB-3-7, and MOB-4-3 related to reductions in energy consumption by promoting pedestrian and bicycle mobility and access and alternative modes of transportation. Unnecessary consumption of energy resources would be avoided through implementation of SMAQMD's Basic Construction Emission Control Practices and compliance with Caltrans' Standard Specifications Section 14 and 14-9.02, as described in the Project description. The proposed Project's contribution to cumulative impacts on energy would be **less than significant**.

Geology and Soils. As discussed in **Section 4.7, Geology and Soils**, the City overlies the Riverbank and Laguna Formations (CDOC 2009), which have yielded fossils in Sacramento County (City of Elk Grove 2018). Projects are required to implement mitigation measure MM 5.6.5 of the City's General Plan EIR Update for inadvertent discovery of paleontological resources (City of Elk Grove 2018). Implementation of **Mitigation Measure GEO-1** would result in a less than significant impact related inadvertent discovery of paleontological resources during construction, by requiring worker awareness training, cease work and reporting/mitigation plan development in the event of inadvertent discovery.

The proposed Project contribution to cumulative impacts on paleontological resources would be **less than significant with mitigation incorporated**.

Greenhouse Gas Emissions. As discussed in **Section 4.8, Greenhouse Gas Emissions**, the proposed Project would comply with CAP measures, TACM-3: Intracity Transportation Demand Management and TACM-4: Pedestrian and Bicycle Travel, which intend to implement strategies and policies that reduce the demand for personal motor vehicle travel for intracity (local) trips and provide for safe and convenient pedestrian and bicycle travel through implementation of the BPTMP and increased bicycle parking standards, respectively. The proposed Project would also be consistent with Measure TACM-5: Limit Vehicle Miles Traveled. The goal of Measure TACM-5 is to limit new VMT in the City, while prioritizing low VMT projects which promote more sustainable transportation modes such as biking, walking, and public transportation. Therefore, the proposed Project would be consistent with all applicable CAP measures. The proposed Project's cumulative contribution to impacts related to Greenhouse Gas Emissions would be **less than significant**.

Hazards and Hazardous Materials. As discussed in **Section 4.9, Hazards and Hazardous Materials**, no hazardous emissions or hazardous materials, substances, or waste would be handled during regular operation of the sidewalks and trails. Transport, storage, and disposal of hazardous materials would be subject to federal, State, and local regulations. Yellow traffic stripes/ thermoplastic typically contain heavy metals, including lead and chromium, at concentrations in excess of the hazardous waste thresholds established by the CCR (California Code of Regulations) and may produce toxic fumes when

heated. Consequently, any yellow traffic striping within the Project area that would require modification and/or removal would require proper disposal, which may include disposal at a Class 1 disposal facility. **Mitigation Measure HAZ-1** requires a Hazardous Materials Compliance Plan be prepared in accordance with Caltrans Standard Specifications prior to commencement of construction to address metals content of any yellow and white roadway striping with the Project area. The proposed Project contribution to cumulative impacts on hazardous materials would be **less than significant with mitigation incorporated**.

Hydrology and Water Quality. As discussed in **Section 4.10, Hydrology and Water Quality**, the proposed Project, present, and foreseeable future projects are required to comply with the City's General Plan Policies NR-3-2, NR-3-3, and LU-5-13, meet the performance standards set forth in the City's NPDES MS4 Permit, and adhere to Section 16.44 (Land Grading and Erosion Control) of the Municipal Code. Project-related contributions to cumulative hydrology and water quality impacts are considered **less than significant**.

Land Use and Planning. As discussed in **Section 4.11, Land Use and Planning**, proposed improvements would be constructed on multiple parcels identified as giant garter snake conservation area by the USFWS. These areas were established for purposes of mitigating Sacramento County's Lower Laguna Flood Control Project implemented in the late-1990s. The Project-specific Biological Assessment will be reviewed by USFWS during Section 7 consultation with Caltrans (NEPA lead agency). Project-related impacts to the deed restriction areas are anticipated to be less than significant through consultation with the USFWS, as described in **Mitigation Measure LU-1**. The proposed Project's cumulative contribution to Land Use related impacts would be **less than significant with mitigation incorporated**.

Mineral Resources. As discussed in **Section 4.12, Mineral Resources**, Elk Grove is mapped entirely in Mineral Resource Zone 3 (MRZ-3), which is defined as "Areas containing mineral deposits, the significance of which cannot be evaluated from available data" (CDOC, Division of Mines and Geology 1999). No active mining operations are present on or near the Project site, and development of the proposed Project would not interfere with the extraction of any known mineral resources. **No cumulative impact** to minerals resources would result from development of the proposed Project.

Noise. As discussed in **Section 4.13, Noise**, the proposed Project would accommodate pedestrians and bicyclists, and would not accommodate motorized vehicles. No substantial operational noise sources would be added to the baseline condition and construction-related noise impacts would be temporary and short-term. The proposed Project would be required to comply with the Section 6.32.080 of the City's Municipal Code and Caltrans' Standard Specifications Section 14-8. **Mitigation Measures NOI-1 and NOI-2** would reduce temporary construction noise levels at nearby sensitive receptors. With the implementation of **Mitigation Measures NOI-1 and NOI-2**, the proposed Project contribution to cumulative impacts on noise would be **less than significant with mitigation incorporated**.

Population and Housing. As discussed in **Section 4.14, Population and Housing**, the proposed Project would not extend roads or infrastructure into previously undeveloped areas. Development of the proposed Project would have **no cumulative impact** on unplanned population growth or housing.

Public Services. As discussed in **Section 4.15, Public Services**, the proposed Project would have no impact on schools or other public facilities and would have a less than significant impact on fire and police protection services. Development of the proposed Project would provide increased recreational use and transportation opportunities for local pedestrians and bicyclists, consistent with the City's BPTMP and SACOG Master Plan goals. The proposed Project would not involve residential development

or employment-generating land uses and, therefore, would not result in increased population that would require additional or expanded park facilities. The City's Department of Public Works, Operation and Maintenance Division is responsible for maintaining streets, bike lanes, multi-use trails, traffic signs and pavement markings, sidewalk, curb and gutter, traffic signals, street lights, storm drain system, creeks and channels, roadside ditches, median and frontage landscaping, and graffiti on public property (City of Elk Grove 2023c). The City of Elk Grove and CCSD are responsible long-term trail maintenance. While development of the Proposed Project would introduce new responsibilities, the BPTMP identifies the proposed Project at the Project location. Correspondingly, the proposed Project would have a **less than significant cumulative impact** on public services.

Recreation. As discussed in **Section 4.16, Recreation**, Proposed improvements have been designed to formalize trail alignments in areas where existing informal use already occurs connecting multiple existing established neighborhoods, providing improved connections to these parks, consistent with the City's goals. While some increased use of parks is anticipated, it is not anticipated that the magnitude of increase would induce the need for new or physically altered park facilities, as access via existing informal trails currently occurs. The proposed Project would not involve residential development or employment-generating land uses and, therefore, would not result in increased population that would lead to accelerated deterioration or require construction or expansion of recreational facilities. Implementation of mitigation measures for Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Hazards and Hazardous Materials, Land Use, Noise, and Tribal Cultural Resources would reduce impacts on recreational facilities to be **less than significant with mitigation incorporated**.

Transportation. As discussed in **Section 4.17, Transportation**, the proposed Project would have less than significant impacts related to conflicts with transportation plans, ordinances, policies, and constitutes a project type that is not likely to lead to a substantial or measurable increase in VMT. Correspondingly, the proposed Project would have **no cumulative impact** on transportation.

Tribal Cultural Resources. As discussed in **Section 4.18, Tribal Cultural Resources, Mitigation Measure CUL-5** outlines the steps that would be taken to halt work and coordinate with UAIC and Wilton Rancheria if inadvertent discovery occurs. **Mitigation Measure CUL-6** discusses the inclusion of archaeological and Tribal Cultural Resource awareness during construction worker environmental training in order to brief construction personnel prior to commencement of ground disturbance. It is anticipated that present and future development in the area would implement similar mitigation measures due to CEQA requirements and required Native American consultation. Therefore, cumulative impacts related to tribal cultural resources are considered **less than significant with mitigation incorporated**.

Utilities and Service Systems. As discussed in **Section 4.19, Utilities and Service Systems**, the proposed Project is anticipated to require relocation of utilities in the Project site, including relocation or adjustment of a utility pole at Bruceville Road. Coordination with utility providers would take place during final design, prior to construction, and during construction. It is anticipated that present and future development in the area will need to conduct similar coordination. Project amenities may include landscaping improvements. As described in detail within Section 3.8, **Project Components**, Project amenities may include 2,350 square feet of landscape planters. However, the addition of limited landscape plantings associated with the proposed Project is not anticipated to require irrigation in a volume that would result in exceeding the City's water supplies, even during dry or multiple dry years. The proposed Project would, therefore, result in a **less than significant cumulative impact** on utilities and service systems.

Wildfire. As discussed in **Section 4.20, Wildfire**, the City is in a “Local Responsibility Area” and is not in an area classified as a “Very High Fire Hazard Severity Zone” (California Department of Forestry and Fire Protection 2023). The proposed Project is served by the CCSDFD and two CCSDFD fire stations are close to the Project site, including Fire Station 76, located at 8545 Sheldon Road, and Fire Station 74 located at 6501 Laguna Park Drive. It is therefore anticipated that existing fire protection facilities in the City would be able to provide fire protection services for the proposed trail. The proposed Project would have **no cumulative impact** related to wildfires.

Mandatory Findings of Significance. Implementation of **Mitigation Measures AQ-1 through AQ-3, BIO-1 through BIO-33, CUL-1 through CUL-6, GEO-1, HAZ-1, NOI-1, NOI-2, and LU-1** would reduce potentially significant impacts related to mandatory findings of significance to less than significant levels.

- 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 Incorporated. Project-related adverse effects on human beings have been identified within this IS related to air quality and construction noise. As discussed in **Section 4.3, Air Quality**, air quality impacts from construction would be less than significant with mitigation incorporated. As discussed in **Section 4.9, Hazards and Hazardous Materials**, potential impacts to exposure to hazardous materials from construction would be less than significant with mitigation incorporated. As discussed in **Section 4.13, Noise**, potential noise impacts from construction would be less than significant with mitigation incorporated. Project-related effects on human beings are, therefore, considered **less than significant with mitigation incorporated**.

5.0 CEQA DETERMINATION

On the basis of this initial evaluation:

| | |
|-------------------------------------|--|
| <input type="checkbox"/> | I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared. |
| <input checked="" type="checkbox"/> | 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. |
| <input type="checkbox"/> | I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required. |
| <input type="checkbox"/> | 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. |
| <input type="checkbox"/> | 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

Mohammad Sadiq, P.E., Senior Civil Engineer

City of Elk Grove

Printed Name

For

6.0 REPORT PREPARATION

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