3.14 TRANSPORTATION

Comments received on the Notice of Preparation (NOP) were reviewed during preparation of this SEIR. A comment letter was submitted by the California Department of Transportation (Caltrans) asking for revised analysis of vehicular travel demand (vehicle miles traveled or VMT), queueing analysis for the Grant Line Road interchange, and trip generation. The comments were used to inform the analysis presented in the SEIR.

The following scenarios were analyzed in a traffic study prepared to support the 2019 SOIA EIR and have been updated, as appropriate, for this SEIR (Fehr & Peers 2017):

- **Existing Conditions –** represents the baseline condition upon which Project impacts are measured.
- **Existing Plus Project Conditions (full buildout of the SOIA Area, including the multi-sports park complex project) –** reflects changes in traffic and circulation conditions associated with implementation of the proposed Project.
- **Cumulative No-Project Conditions –** reflects the future 2035 without implementation of the proposed Project.
- **Cumulative plus Project Conditions (full buildout of the SOIA Area, including the multi-sports park complex project) –** reflects changes in future 2035 traffic and circulation associated with implementation of the proposed Project.
- **Cumulative plus Project Conditions (full buildout of the SOIA Area, including the multi-sports park complex project, practice, tournament, stage events, league events, and county fair) –** reflects changes in future 2035 traffic with full buildout of the SOIA Area, including the multi-sports park complex project and associated special events.

Both cumulative and project-level transportation effects are addressed in this section.

3.14.1 ENVIRONMENTAL SETTING

The environmental setting for this SEIR is essentially the same as that provided in detail in the 2019 SOIA EIR.

3.14.2 REGULATORY FRAMEWORK

STATE PLANS, POLICIES, LAWS, AND REGULATIONS

Vehicle Miles Traveled (VMT)

The 2019 SOIA EIR included a discussion of the regulatory framework related to VMT. Since the time the 2019 SOIA EIR was drafted, regulatory changes to the CEQA Guidelines that implement SB 743 were approved on December 28, 2018 and statewide implementation began July 1, 2020. On February 27, 2019, the City adopted a new General Plan, which included provisions for the implementation of SB 743 and established thresholds for VMT. See additional discussion below.

Caltrans published the Vehicle Miles Traveled-Focused Transportation Impact Study Guide in May of 2020. This guidance document replaces the Guide for the Preparation of Traffic Impact Studies for use with local land use projects. The Transportation Impact Study Guide provides Caltrans' perspective on the review of a land use project or plan's transportation analysis relative to VMT. The Guide identifies projects that are presumed to have a less-than-significant effect, such as certain projects in Transit Priority Areas, projects in low VMT areas, affordable housing projects, local-serving retail, and small projects. The Guide describes how Caltrans may view analysis that is consistent with the Governor's Office of Planning and Research Technical Advisory, as well as the approach to comments Caltrans may take where lead agencies have developed their own approach for evaluating VMT effects.

REGIONAL AND LOCAL PLANS, POLICIES, LAWS AND REGULATIONS

SACOG Metropolitan Transportation Plan

Since the drafting of the 2019 SOIA EIR, the Sacramento Area Council of Governments (SACOG) updated the Metropolitan Transportation Plan Sustainable Communities Strategy (MTP/SCS). On November 18, 2019, the Sacramento Area Council of Governments (SACOG) approved the *2020 Metropolitan Transportation Plan/Sustainable Communities Strategy*, which is a regional transportation plan and land use strategy designed to build more vibrant places, accommodate changes in transportation and transportation funding, and build a safe and reliable multi-modal transportation system. The 2020 MTP/SCS includes a land use strategy to improve mobility and reduce travel demand from passenger vehicles by prioritizing compact and transit-oriented development. The MTP provides a 20-year transportation vision and corresponding list of projects. The MTIP identifies short-term projects (7-year horizon) in more detail. SACOG is also responsible for the oversight and distribution of most federal and State transportation funding sources.

City of Elk Grove

Since the 2019 SOIA EIR was drafted, the City adopted a General Plan (on February 27, 2019 with amendments through December of 2019). The General Plan includes goals and policies to guide both present and future development within the City's jurisdiction. The City of Elk Grove's General Plan policies regarding transportation that may apply to potential future development in the Project site are provided below (some policies and standards may not apply directly to the proposed Project, but rather are relevant for the cumulative context).

- **Policy MOB-1-1:** Achieve State-mandated reductions in VMT by requiring land use and transportation projects to comply with the following metrics and limits. These metrics and limits shall be used as thresholds of significance in evaluating projects subject to CEQA. Projects that do not achieve the daily VMT limits outlined below shall be subject to all feasible mitigation measures necessary to reduce the VMT for, or induced by, the project to the applicable limits. If the VMT for or induced by the project cannot be reduced consistent with the performance metrics outlined below, the City may consider approval of the project, subject to a statement of overriding considerations and mitigation of transportation impacts to the extent feasible, provided some other stated form of public objective including specific economic, legal, social, technological or other considerations is achieved by the project.

    - (a) New Development – Any new land use plans, amendments to such plans, and other discretionary development proposals (referred to as "development projects") are required to demonstrate a 15 percent

reduction in VMT from existing (2015) conditions. To demonstrate this reduction, conformance with the following land use and cumulative VMT limits is required:

- (i) Land Use – Development projects shall demonstrate that the VMT produced by the project at buildout is equal to or less than the VMT limit of the project's General Plan land use designation, as shown in Table 6-1, which incorporates the 15 percent reduction from 2015 conditions.

- (ii) Cumulative for Development Projects in the Existing City-Development projects within the existing (2017) City limits shall demonstrate that cumulative VMT within the City including the project would be equal to or less than the established Citywide cumulative limit of 6,367,833 VMT (total daily VMT).

- (iii) Cumulative for Development Projects in Study Areas – Development projects located in Study Areas shall demonstrate that cumulative VMT within the applicable Study Area would be equal to or less than the established limit shown in Table 6-2.

Table 6-2 from the General Plan establishes the VMT limit for the total East Study Area (which includes the Project site and other lands to the northeast) as 420,612 VMT per day.

- **Policy MOB-3-1:** Implement a balanced transportation system using a layered network approach to building complete streets that ensure the safety and mobility of all users, including pedestrians, cyclists, motorists, children, seniors, and people with disabilities.

- **Policy MOB-3-2:** Support strategies that reduce reliance on single-occupancy private vehicles and promote the viability of alternative modes of transport.

  - **Standard MOB-3-2.a:** Require new development to install conduits for future installation of electric vehicle charging equipment.

- **Policy MOB-3-3:** Whenever capital improvements that alter street design are being performed within the public right-of-way, retrofit the right-of-way to enhance multimodal access to the most practical extent possible.

- **Policy MOB-3-4:** As new roads are constructed, assess how the needs of all users can be integrated into the street design based on the local context and functional classification.

- **Policy MOB-3-5:** Strive to balance needs for personal travel, goods movement, parking, social activities, business activities, and ease of maintenance when planning, operating, maintaining, and expanding the roadway network.

- **Policy MOB-3-6:** Execute complete streets design in accordance with neighborhood context and consistent with specific guidance in community plans or area plans, as applicable.

- **Policy MOB-3-7:** 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.

- **Policy MOB-3-8:** Provide a thorough and well-designed wayfinding signage system to help users of all modes of travel navigate the City in an efficient manner.

- **Policy MOB-3-9:** As funds become available, provide for the operation and maintenance of facilities for bicycle and pedestrian networks proportionate to the travel percentage milestone goals for each mode of transportation in the Bicycle, Pedestrian, and Trails Master Plan.

- **Policy MOB-3-10:** Design and plan roadways such that the safety of the most vulnerable user is considered first using best practices and industry design standards.

- **Policy MOB-3-11:** Consider the safety of schoolchildren as a priority over vehicular movement on all streets within the context of the surrounding area, regardless of street classifications. Efforts shall specifically include tightening corner-turning radii to reduce vehicle speeds at intersections, reducing pedestrian crossing distances, calming motorist traffic speeds near pedestrian crossings, and installing at-grade pedestrian crossings to increase pedestrian visibility.

- **Policy MOB-3-12:** Provide for safe and convenient paths and crossings along major streets within the context of the surrounding area, taking into account the needs of the disabled, youth, and the elderly.

- **Policy MOB-3-13:** Continue to design streets and approve development applications in a manner that reduces high traffic flows and parking demand in residential neighborhoods.

- **Policy MOB-3-14:** Regulate the provision and management of parking on private property to align with parking demand, with consideration for access to shared parking opportunities.

- **Policy MOB-3-15:** Utilize reduced parking requirements when and where appropriate to promote walkable neighborhoods and districts and to increase the use of transit and bicycles.

- **Policy MOB-3-16:** Establish parking maximums, where appropriate, to prevent undesirable amounts of motor vehicle traffic in areas where pedestrian, bike, and transit use are prioritized.

- **Policy MOB-3-17:** Ensure new multifamily and commercial developments provide bicycle parking and other bicycle support facilities appropriate for the users of the development.

- **Policy MOB-4-1:** Ensure that community and area plans, specific plans, and development projects promote context-sensitive pedestrian and bicycle movement via direct, safe, and pleasant routes that connect destinations inside and outside the plan or project area. This may include convenient pedestrian and bicycle connections to public transportation.

- **Policy MOB-4-2:** Provide on-site facilities and amenities for active transportation users at public facilities, including bicycle parking and/or storage and shaded seating areas.

- **Policy MOB-4-3:** Prioritize infrastructure improvements that benefit bicycle and pedestrian safety and convenience over vehicle efficiency improvements within and near community facilities, activity centers, and other pedestrian-oriented areas.

- **Policy MOB-4-4:** Employ the recommendations and guidelines in the Bicycle, Pedestrian, and Trails Master Plan when planning and designing bicycle, pedestrian, and trail facilities and infrastructure, including updates to the Capital Improvement Program.

- **Policy MOB-4-5:** Encourage employers to offer incentives to reduce the use of vehicles for commuting to work and increase commuting by active transportation modes. Incentives may include a cash allowance in lieu of a parking space and on-site facilities and amenities for employees such as bicycle storage, shower rooms, lockers, trees, and shaded seating areas.

- **Policy MOB-5-1:** Support a pattern of land uses and development projects that are conducive to the provision of a robust transit service. Consider amendments to the land use plan, as appropriate, that increase the density and intensity of development along the City's fixed transit alignment and other major transit corridors.

- **Policy MOB-5-2:** Advocate for the City's preferred fixed transit alignment for light rail or bus rapid transit from north of the city to the Southeast Policy Area and ensure proposed projects are complementary to such an alignment.

- **Policy MOB-5-3:** Consult with the Sacramento Regional Transit District when identifying and designing complete streets improvements near likely light rail alignment corridors in order to prioritize access to and use of transit to sites along that corridor.

- **Policy MOB-5-4:** Support mixed-use and high-density development applications close to existing and planned transit stops.

- **Policy MOB-5-5:** Promote strong corridor connections to and between activity centers that are safe and attractive for all modes.

- **Policy MOB-5-6:** The City shall work to incorporate transit facilities into new private development and City project designs including incorporation of transit infrastructure (e.g. electricity and fiber-optic cable), alignments for transit route extensions, new station locations, bus stops, and transit patron waiting area amenities (e.g. benches and real-time traveler information screens).

- **Policy MOB-5-7:** Provide the appropriate level of transit service in all areas of Elk Grove, through fixed-route service in urban areas, and complementary demand response service in rural areas, so that transit-dependent residents are not cut off from community services, events, and activities.

- **Policy MOB-5-8:** Maintain and enhance transit services throughout the City in a manner that ensures frequent, reliable, timely, cost-effective, and responsive service to meet the City's needs. Enhance transit services where feasible to accommodate growth and transit needs as funding allows.

- **Policy MOB-5-9:** Continue working with community partners to expand public transit service that benefits Elk Grove workers, residents, students, and visitors. Examples of expanded transit service include increased service frequency, establishing additional routes and stops, and creating dedicated transit lanes.

- **Policy MOB-5-10:** Encourage the extension of bus rapid transit and/or light rail service to existing and planned employment centers by requiring a dedication of right-of-way. Advocate and plan for light rail

alignment and transit stop locations that best serve the needs of the community and fit within the planned mobility system.

- **Policy MOB-5-11:** Encourage commuter rail transportation by providing for a potential train station location for Amtrak and/or other rail service providers along the Union Pacific Railroad's Sacramento Subdivision line.

- **Policy MOB-5-12:** The City will work towards the enhancement and improvement of transit service with the objective of creating major transit corridors with frequent service (i.e. less than 30-minute headways) and street segments where transit is prioritized.

- **Policy MOB-5-13:** Consider the implementation of traffic signal priority, queue jumps, and exclusive transit lanes to reduce transit passenger delay and improve transit speed, reliability and operating efficiency.

City of Elk Grove Climate Action Plan

Since the 2019 SOIA EIR was drafted, the City updated its Climate Action Plan (CAP) February 2019 and amended in December 2019. The CAP identifies sources of GHG emissions attributable to land uses and activities within City limits and identifies measures to reduce emissions through energy use, land use, solid waste, and transportation strategies. As noted in Section 3.8 of this SEIR, Greenhouse Gas Emissions, since transportation is the top source of GHG emissions in Elk Grove, the CAP includes a focus on reducing emissions related to transportation, including the following Reduction Measures, which will apply to future development projects proposed within the Project site that use the CAP for analysis of GHG emissions effects:

- **TACM 2:** Transit-Oriented Development. Support higher-density, compact development along transit by placing high-density, mixed-use sites near transit opportunities.

- **TACM 3:** Intracity Transportation Demand Management. The City shall continue to implement strategies and policies that reduce the demand for personal motor vehicle travel for intracity (local) trips.

- **TACM 4:** Pedestrian and Bicycle Travel. Provide for safe and convenient pedestrian and bicycle travel through implementation of the Bicycle, Pedestrian and Trails Master Plan and increased bicycle parking standards.

- **TACM 6:** Limit Vehicle Miles Traveled. Achieve a 15 percent reduction in daily VMT compared to existing conditions (2015) for all new development in the City, consistent with state mandated VMT reduction targets for land use and transportation projects.

- **TACM 7:** Traffic Calming Measures. Increase the number of streets and intersections that have traffic calming measures.

- **TACM 9:** EV Charging Requirements. Adopt an electric vehicle (EV) charging station ordinance that establishes minimum EV charging standards for all new residential and commercial development. Increase the number of EV charging stations at municipal facilities throughout the City.

City of Elk Grove

On February 27, 2019, the City adopted a new General Plan, which included provisions for the implementation of SB 743 and established thresholds for VMT. The City updated the Transportation Analysis Guidelines in December of 2019. The Transportation Analysis Guidelines assist the City, other agencies, developers and property owners, and transportation and environmental professionals with assessing the potential transportation-related effects of proposed projects and plans. The Transportation Analysis Guidelines establish protocols for impact assessment and include guidance for General Plan consistency analysis and analysis under CEQA.

3.14.3 ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

METHODOLOGY

The 2019 SOIA detailed the methodology for transportation impact analysis, including the then-applicable approach to identifying foreseeable and possible impacts to roadway, transit, and bicycle/pedestrian facilities, including both an analysis of vehicular travel demand (vehicle miles traveled or VMT) and related to possible future traffic congestion (expressed in terms of level of service or LOS). This SEIR describes an updated analysis for VMT associated with the revised Project, as developed by Fehr & Peers (Fehr & Peers 2020).

The 2019 SOIA EIR, as well as the Transportation Master Plan for the revised Project identify on- and off-site vehicular transportation improvements, the impacts of which are analyzed in this SEIR. In addition to the on- and off-site transportation improvements recommended in the 2019 SOIA EIR and Transportation Master Plan, Fehr & Peers recommends widening Grant Line Road to eight through lanes at the Waterman Road/Grant Line Road intersection with buildout of the proposed Project, including the following, which are changes to the 2019 SOIA EIR's Mitigation Measure 3.14-1:

- Three left-turn lanes, one through lane, and one right-turn lane on the northbound approach;
- Two left-turn lanes, one through lane, and one right-turn lane on the southbound approach;
- Two left-turn lanes, four through lanes, and two right-turn lanes on the eastbound approach; and
- Two left-turn lanes, four through lanes, and one right-turn lane on the westbound approach.

Vehicle Miles Traveled

As discussed in the traffic study prepared to support the 2019 SOIA EIR (Fehr & Peers 2017) and the traffic analysis conducted to support this SEIR (Fehr & Peers 2020), the City uses total daily VMT and VMT per service population as the basis for VMT analysis.

Fehr & Peers completed a VMT analysis of the revised Project to determine if the revised Project complies with City of Elk Grove General Plan Policy adopted to reduce VMT and achieve State-mandated reductions in VMT (Policy MOB-1-1). A separate Transportation Master Plan has been prepared to identify on-site circulation infrastructure required to support the revised Project (Wood Rodgers 2020).

Fehr & Peers used the following steps to estimate trip generation and VMT:

- **Estimated Building Area –** Estimated building area using floor-to-area ratios applied in the analysis of the 2019 SOIA EIR.

- **Trip Generation –** Used trip rates published in the Institute of Transportation Engineers (ITE) 10th Edition Trip Generation Manual to estimate typical weekday, AM peak hour, and PM peak-hour trip generation for the original project analyzed in the 2019 SOIA EIR and the revised Project analyzed in this SEIR.

- **Vehicle Mix (Cars, Light Trucks, Heavy Vehicles) –** Estimated the mix of cars, light trucks, and heavy vehicles associated with the proposed industrial land uses, based on trip generation data collected at a warehouse facility in Patterson CA.

- **Service Population –** Estimated employment for the original 2019 project and the revised Project using per acre employment densities used in the analysis of the 2019 SOIA EIR. Estimated population based using an average of 3.23 persons per household for single-family residential land use (i.e., Mixed Mosher Use), based on Table 3.2 of Planning Framework chapter of the City's General Plan.

- **VMT Per Service Population –** Calculated VMT per service population by land use category using a modified version of SACOG's SACSIM regional travel demand forecasting model.

- **Automobile VMT –** Estimated automobile VMT, consistent with CEQA Section 15064.3 and the Governor's Office of Planning and Research (OPR) Technical Advisory on Evaluating Transportation Impacts in CEQA. Multiplied daily trip generation for cars and light trucks (i.e., automobiles) by the applicable VMT per service population by land use. Estimated automobile VMT for soccer fields by multiplying daily trip generation for cars and light trucks by and an average trip length of five miles.

State Route 99 Off-Ramp Vehicle Queueing

As a part of the updates to the transportation analysis conducted to support this SEIR, Fehr & Peers has compared potential queuing under cumulative plus project conditions to the available storage on SR 99 northbound and southbound off-ramps using the Synchro 8 software, concluding that vehicle queues would not exceed available storage:

- **Northbound SR 99 off-ramp**. Available storage (feet): 1,500. 95th percentile vehicle queue: 775.

- **Southbound SR 99 off-ramp**. Available storage (feet): 1,600. 95th percentile vehicle queue: 1,075.

THRESHOLDS OF SIGNIFICANCE

According to Appendix G, Environmental Checklist, of the CEQA Guidelines, transportation impacts resulting from the implementation of the proposed Project would be considered significant if the Project would:

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

- Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b);

- Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); or
- Result in inadequate emergency access.

IMPACT ANALYSIS

Impact 3.14-1. Conflict with an applicable transportation plan, ordinance, policy, or congestion management program.

Future annexation and development activities within the proposed Project site would be required to comply with applicable transportation plans, ordinances, and policies establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel. The City's review of proposed development projects includes review and conditioning related to all relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.

Future projects will be required to comply with Policies MOB-3-1, 3-3, 3-4, 3-8, 3-10, 3-11, 3-12, 4-1, 4-3, and 5-5 which require the development of transportation systems that support all modes and users and establish priority for non-vehicular transportation modes. Policy MOB-3-9 requires funding for bicycle and pedestrian networks to achieve the City's mode split goals. Policies MOB-3-15 and 3-16 seek to reduce excess parking in order to promote walkable neighborhoods and commercial districts. Policies MOB-3-17 and 4-2 require parking and other amenities for active transportation users in multi-family and commercial developments. Policies MOB-5-1, 5-2, 5-3, 5-4, 5-6, 5-7, 5-8, 5-9, 5-10, 5-11, 5-12, and 5-13 establish the City's intent to establish land use and development patterns that support transit service and to expand and improve transit service.

The City's existing Bicycle and Pedestrian Master Plan includes proposed facilities on Kammerer Road and Grant Line Road and is being updated as of the writing of this document. The Master Plan did not consider development of the East Study Area, and therefore additional facilities will be included for the Project site as a part of the Master Plan Update. The City will require compliance with the updated Master Plan as a part of future development proposals within the Project site. Facilities planned within the Project area are described in the Transportation Master Plan (see Appendix G).

The City will review and condition future development projects, as necessary, to comply with these and other relevant policies, transportation plans, improvement standards, and other requirements. As with the 2019 SOIA EIR,, the impact is **less than significant**. See below under Impact 3.14-2 for analysis of VMT effects.

Impact 3.14-2. Conflict or inconsistency with CEQA Guidelines section 15064.3, subdivision (b).

As detailed in the 2019 SOIA EIR, SB 743 directed OPR to prepare guidance for analyzing the impact of travel demand, which is expressed using the metric of VMT. OPR prepared a Technical Advisory on Evaluating Transportation Impacts in CEQA, which contains OPR's recommendations regarding VMT analysis, potential significance thresholds, approaches to analysis for different types of projects (land use versus transportation projects, for example), and potential mitigation strategies (OPR 2017).

The City of Elk Grove approved Transportation Analysis Guidelines for transportation analysis studies and reports. The Transportation Analysis Guidelines includes guidance for transportation analysis as it pertains to the

City General Plan VMT policy (i.e., General Plan Policy MOB-1-1) for CEQA analysis, along with screening methods, analysis methodology, significance criteria, impact assessment, and mitigation strategies. Fehr & Peers has prepared the VMT analysis for the revised Project using the City's guidelines.

The revised Project would generate approximately 8,200 fewer trips per day and a total of 209,581 daily VMT for passenger vehicles, which is a reduction of approximately 22,185 daily VMT compared to the original project analyzed in the 2019 SOIA EIR. Fehr & Peers also estimated the VMT associated with each of the assumed land uses in the Project site to compare with the City's VMT limits, resulting in:

- Heavy Industrial (HI): 64,483
- Light Industrial (LI): 80,275
- Mixed Use: 28,343
- Regional Commercial (RC): 36,480
- Total 209,581

Pursuant to the City's Transportation Analysis Guidelines, passenger vehicle daily VMT for the Project has been compared with the City's VMT limits by land use designation (General Plan Table 6-1), yielding:

- Heavy Industrial (HI): 28.5 VMT per service population; General Plan VMT limit is 39.5 VMT per service population
- Light Industrial (LI): 23.5 VMT per service population; General Plan VMT limit is 24.5 VMT per service population
- Mixed Use: 12.3 VMT per service population; General Plan VMT limit for Residential Mixed Use is 21.2 VMT per service population
- Regional Commercial (RC): 60.8 VMT per service population; General Plan VMT limit for Residential Mixed Use is 44.3 VMT per service population

The total VMT limit for the East Study Area is 420,612 (see General Plan Table 6-2), and the total VMT estimated for the Project site would be 52 percent less than this total limit. The City estimated as a part of the General Plan that the East Study Area could accommodate a total service population of approximately 19,398 (City of Elk Grove 2019). The total service population anticipated under the proposed Project is 10,092, which represents approximately 52 percent of the total service population estimated by the City for the East Study Area. Based on Fehr & Peers' VMT estimate, the revised Project represents approximately 47 percent of the total VMT limit for the East Study Area, but 52 percent of the total service population, and therefore, the assumed mix of uses within the Project site would general VMT at a rate that would allow the East Study Area as a whole to remain within the City's VMT limits.

When development projects are proposed and land use and transportation plans are developed, the City will apply Policy MOB-1-1 to proposed projects to achieve the General Plan VMT limits. The City will require compliance with policies, such as Policies MOB-3-1, 3-3, 3-4, 3-8, 3-10, 3-11, 3-12, 4-1, 4-3, and 5-5, which require the

development of transportation systems that support all modes and users and establish priority for non-vehicular transportation modes, and Policies MOB-3-15 and 3-16, which seek to reduce excess parking in order to promote walkable neighborhoods and commercial districts. The City will apply Policies MOB-5-1, 5-2, 5-3, 5-4, 5-6, 5-7, 5-8, 5-9, 5-10, 5-11, 5-12, and 5-13, which establish the City's intent to establish land use and development patterns that support transit service and to expand and improve transit service.

If necessary for future projects to achieve the City's VMT limits, the City will require VMT reduction strategies, including those identified in the City's Transportation Analysis Guidelines, such as:

- Land use-related components such as project density, location, and efficiency related to other housing and jobs; and diversity of uses within the project. Also includes access and proximity to destinations, transit stations, and active transportation infrastructure.
- Establishing or connecting to a pedestrian/bike network; traffic calming within and in proximity to the project; car sharing programs; shuttle programs.
- Improvements to the transit system including reach expansion, service frequency, types of transit, access to stations, station safety and quality, parking (park-and-ride) and bike access (to transit itself and parking), last-mile connections.
- For residential: transit fare subsidies, education/training of alternatives, rideshare programs, shuttle programs, bike share programs For employer sites: transit fare subsidies, parking cash-outs, paid parking, alternative work schedules/telecommute, education/training of alternatives, rideshare programs, shuttle programs, bike share programs, end of trip facilities
- A fee is leveed that is used to provide non-vehicular transportation services that connect project residents to areas of employment or vice versa. This service may be provided by the project applicant in cooperation with major employers.
- Addition of Class 1, Class 2, or Class 4 bicycle facilities.
- Addition of sidewalks or other pedestrian improvements.
- Incorporation of transit-related improvements.

The City will also require future projects that use the City's Climate Action Plan to streamline GHG emissions impact analysis to apply reduction strategies, including those focused on supporting high-density development near transit, providing safe and convenient non-vehicular transportation options, and reducing VMT by at least 15 percent.

Development projects will also be required to implement Mitigation Measure 3.4-2, which requires strategies to reduce operational ozone precursors. Since transportation is by far the most important source of ozone precursors, Mitigation Measure 3.4-2 will be required to focus on reducing vehicular travel demand in order to reduce ozone precursors.

Development projects will also be required to implement Mitigation Measure 3.8-1a, which requires strategies to reduce operational greenhouse gas emissions. Since transportation is by far the most important source of

greenhouse gas emissions, Mitigation Measure 3.8-1a will be required to focus on reducing vehicular travel demand in order to reduce greenhouse gas emissions.

As with the 2019 SOIA EIR, since the City will require compliance with the VMT limits, and since the City uses compliance with the VMT limits as an indication of a less than significant impact related to VMT, as with the 2019 SOIA EIR, the impact is **less than significant**.

VMT can be an indicator of potential adverse physical environmental effects. Please refer also to Section 3.4 of this EIR, "Air Quality," which comprehensively analyzes and provides feasible mitigation for air pollutant emissions; Section 3.8, "Greenhouse Gas Emissions," comprehensively analyzes and provides feasible mitigation for GHG emissions; and Section 3.12, "Noise and Vibration," which comprehensively analyzes and provides feasible mitigation for noise and vibration impacts. Please also see the discussion of transportation energy use in Section 3.16 of this EIR, "Energy."

Impact 3.14-3. Hazards due to a design feature.

This impact is related to site-specific design features and potential incompatible uses. Potential hazardous design features that may occur to provide access to future development include sharp curves, dangerous intersections, or shared turn lanes. Future development projects and future transportation improvements within the Project site, as well as off-site improvements required to serve the Project site will be required to comply with the City's improvement standards, which are designed to avoid design hazards. Policy RC-3-3 from the City's General Plan indicates that the City shall coordinate and participate with the City of Sacramento, Sacramento County and Caltrans on roadway improvements that are shared by the jurisdictions in order to improve operations. This may include joint transportation planning efforts, roadway construction and funding. Any future roadway improvements required within the Elk Grove City limits or Project site would be constructed to American Association of State Highway and Transportation Officials, Caltrans, Sacramento County, and City of Elk Grove roadway standards, as applicable, and would therefore not result in potential traffic related hazards. Therefore, as with the 2019 SOIA EIR, the impact would be **less than significant**.

Impact 3.11-4. Inadequate emergency access.

This impact is related to site-specific design features and emergency access. Emergency access impacts would be evaluated at a project level by the City at the time of future development application submittal. The City's General Plan Policy MOB-7-1a requires that roadways are designed consistent with the City's required pavement widths, which accommodate all multi-modal users and emergency vehicles. The Transportation Master Plan describes how circulation and access would be provided throughout the Project site via Arterial Streets and Collector Streets. Additional local access streets will be required as a part of future development project applications. Compliance with Policy RC-3-3, which indicates that the City will coordinate and participate with the City of Sacramento, Sacramento County, and Caltrans on roadway improvements that are shared by the jurisdictions in order to improve operations, would ensure that continuous and adequate emergency access would occur throughout the Project site. Therefore, as with the 2019 SOIA EIR, the impact would be **less than significant**.