

2 PROJECT DESCRIPTION

2.1 PROJECT LOCATION AND SURROUNDING LAND USES

2.1.1 PROJECT LOCATION

The Project site consists of approximately 571 acres located southeast of Grant Line Road (near its intersection with Waterman Road) and east of the Union Pacific Railroad (UPRR) tracks and State Route (SR) 99. The Project site extends eastward past the intersection of Grant Line Road and Mosher Road, and extends southward to the Sacramento County Urban Services Boundary (USB), approximately following the 100-year floodplain (see Exhibit 2-1). The Project area is made up of five properties (as defined by ownership), which are listed in Table 2-1 and illustrated in Exhibit 2-2.

2.1.2 EXISTING AND SURROUNDING LAND USES

Most of the Project site is currently undeveloped. Existing uses consist primarily of agricultural land (i.e., row crops and pasture). The Project site also includes three existing home sites, five residences, and multiple barns and sheds.

Grant Line Road borders the Project site to the north, and the UPRR tracks border the site to the west. Industrial uses are present on the northern and western sides of the Project site, opposite Grant Line Road and the UPRR. Agricultural land (row crops) is present east of the Project site. The Deer Creek/Cosumnes River floodplain, which also includes row crops, is present to the south.

2.1.3 ADOPTED SPHERE OF INFLUENCE AMENDMENT

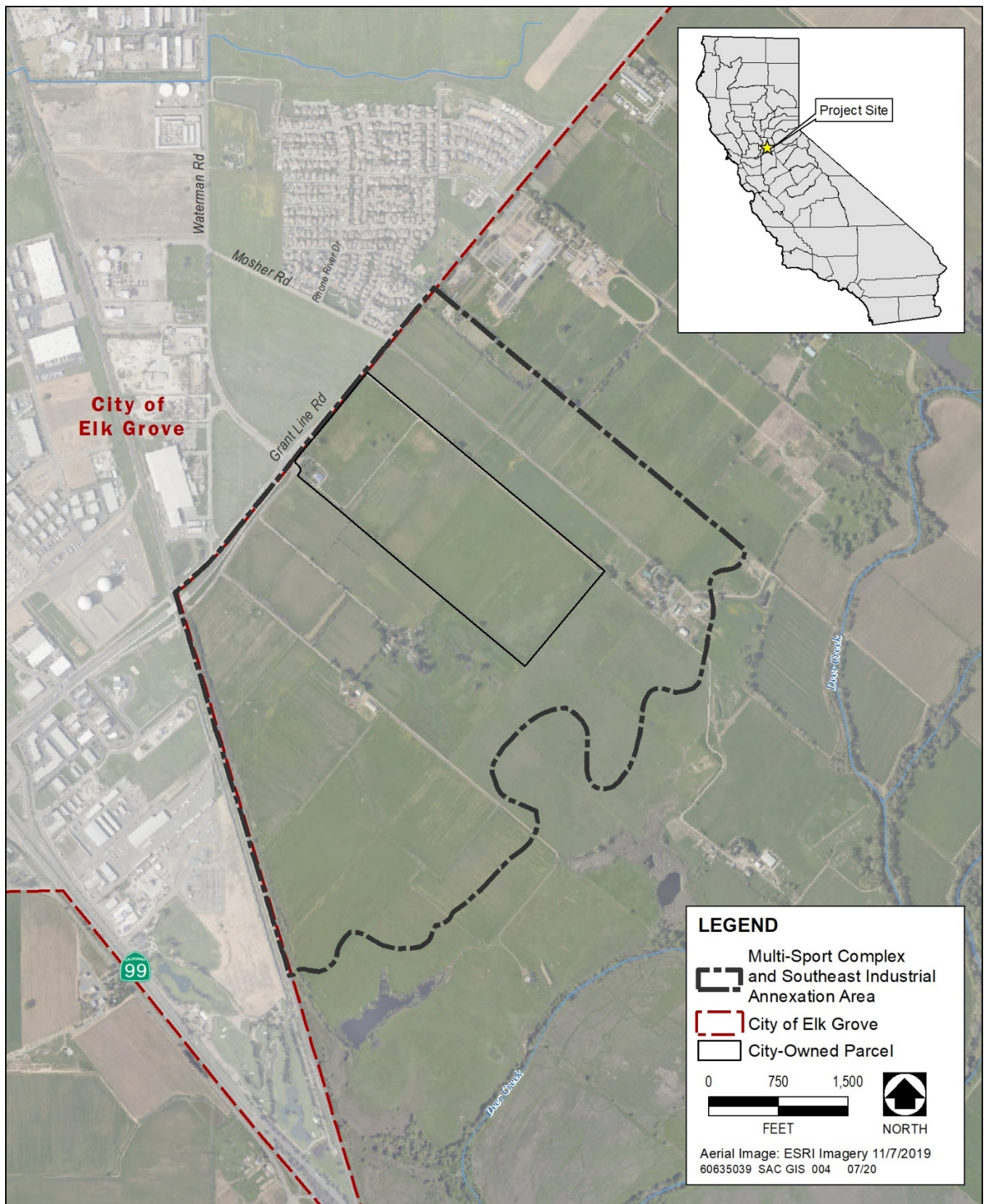
The Sacramento Local Agency Formation Commission (LAFCo) approved a Sphere of Influence amendment (SOIA) for the Project site, to add this area to the City of Elk Grove's Sphere of Influence in May of 2019. LAFCo certified an EIR for this SOIA at the same hearing. The area that was included in the approved SOIA will not change as a result of the revised land use designations now proposed by the City.

LAFCo approval of the SOIA was conditioned on certain actions that the City must complete prior to annexation. These actions included, but were not limited to, the following:

- ▶ Establishment of General Plan designation(s) and rezoning for the area proposed to be annexed.
- ▶ Preparation of master plans for infrastructure, including storm drainage, water, wastewater, and transportation.

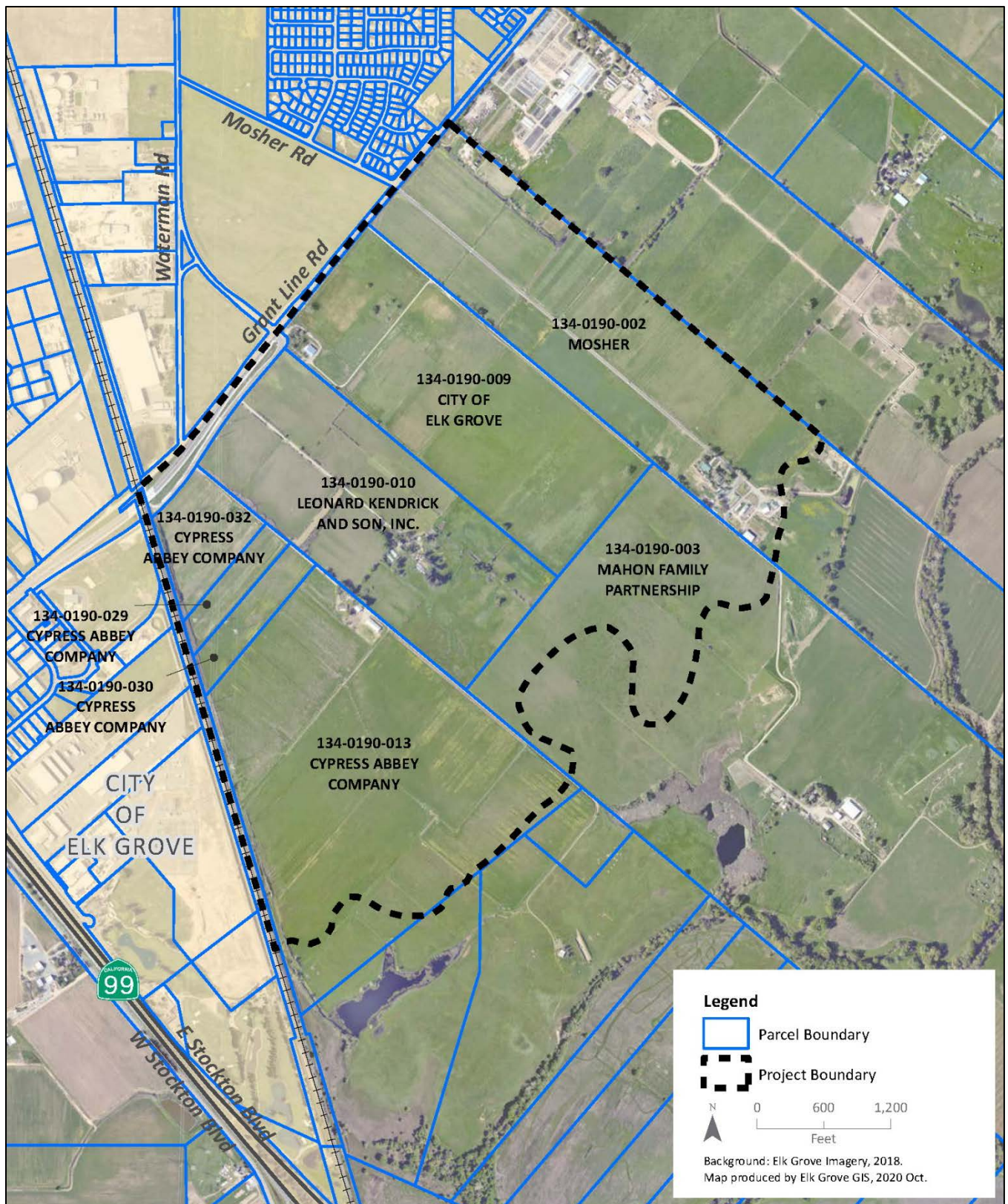
2.2 PROPOSED PROJECT COMPONENTS

The 2019 SOIA EIR addressed development of a multi-sports park complex, along with a mix of commercial, industrial, and mixed uses in the surrounding area. There are four parts of the revised Project description that are the focus of analysis in this SEIR: (1) a change in the planned future land uses within the Project area; (2)



Source: City of Elk Grove 2020

Exhibit 2-1. Project Site and Vicinity



Source: City of Elk Grove 2020

Exhibit 2-2. Parcels in the Project Area

additional information related to infrastructure improvements that will be necessary to serve the Project site; (3) the establishment of General Plan and rezoning for a Phase 1 annexation; and (4) consideration of the annexation application for Phase 1 of the Project (described below).

This SEIR considers the annexation and buildout of the Project area pursuant to the planned land uses described in section 2.2.1, as well as the infrastructure necessary to serve these uses as described in section 2.2.4.

Annexation and development is planned to occur in three phases as follows:

- ▶ Phase 1 includes the City’s property, as well as the adjoining properties to the west (Kendrick and Cypress Abbey). Discussion of proposed General Plan land use designations and rezoning are included in section 2.2.2.
- ▶ Phase 2A includes the Mosher property, east of the City property.
- ▶ Phase 2B includes the Mahon property, south of the City property.

It is possible that Phases 2A and 2B may be combined into a single Phase 2, depending upon the nature and timing of development and desires of the property owners. Phase 1 of the annexation is planned to occur in 2021. The timing of Phases 2A and 2B are not specifically known but is assumed to occur within the next 20 years. Further CEQA review may be necessary prior to adoption of General Plan land use designations and rezoning and annexation of the Phase 2 areas depending upon the ultimate land uses.

The Project also includes a reorganization for the Sacramento Area Sewer District and the Sacramento Regional County Sanitation District to align their service boundaries to include the Project area.

The Project area will also be detached from CSA No. 1 (Street Lighting) and CSA No. 11 (Supplemental Police).

Table 2-1 Parcels in the Project Area by Ownership		
Situs	Owner	Assessor’s Parcel Numbers (APNs)
10251 Grant Line Road	City of Elk Grove	134-0190-009
10313 Grant Line Road	Leonard Kendrick and Son, Inc.	134-0190-010
No address on file	Cypress Abbey Company	134-0190-032
		134-0190-029
		134-0190-030
		134-0190-013*
10171 Grant Line Road	Mahon Family Partnership	134-0190-003*
10161 Grant Line Road	Mosher	134-0190-002*
Source: GIS shapefiles for proposed Project from the City of Elk Grove 2020. * Only a portion is included in the Project area. It should be noted that as of October 2020, the lands of Cypress Abbey were preparing a Boundary Line Adjustment (BLA) through Sacramento County such that APN 134-0190-013’s southern property line conformed to the approved SOIA. The BLA application includes all lands owned by Cypress Abbey within and adjoining the Project area and, as such, upon approval the properties will be issued new APNs. The BLA approval will occur prior to consideration of the annexation application by LAFCo.		

2.2.1 PLANNED FUTURE LAND USES

The City is proposing a change in the proposed future land use designations for the Project site compared to the array of uses assumed in the EIR certified by the Sacramento LAFCo in May of 2019 for the Project site. The 2019 SOIA EIR included detailed analysis related to the development and operation of a multi-sport complex on

the approximately 100-acre City-owned parcel, as well as the development of adjoining properties to the south, east, and west with a collection of industrial, commercial/retail, parks/open space, and mixed uses. This Supplemental EIR focuses on additional information needed to address the proposed changes in use. The proposed changes, which are described in Table 2-1 and illustrated in Exhibit 2-3, would involve the following:

- ▶ The approximately 100-acre City-owned parcel in the center of the Project site would be designated for Light Industrial uses. It was formerly designated as Public Open Space/Recreation. A multi-sport complex could still be developed through the City’s conditional use permit process.
- ▶ The land uses for the Kendrick property were formerly designated as approximately 60 acres of retail commercial, with the balance as Light Industrial. This would be changed to approximately 20 acres of retail commercial with the balance as Light Industrial.

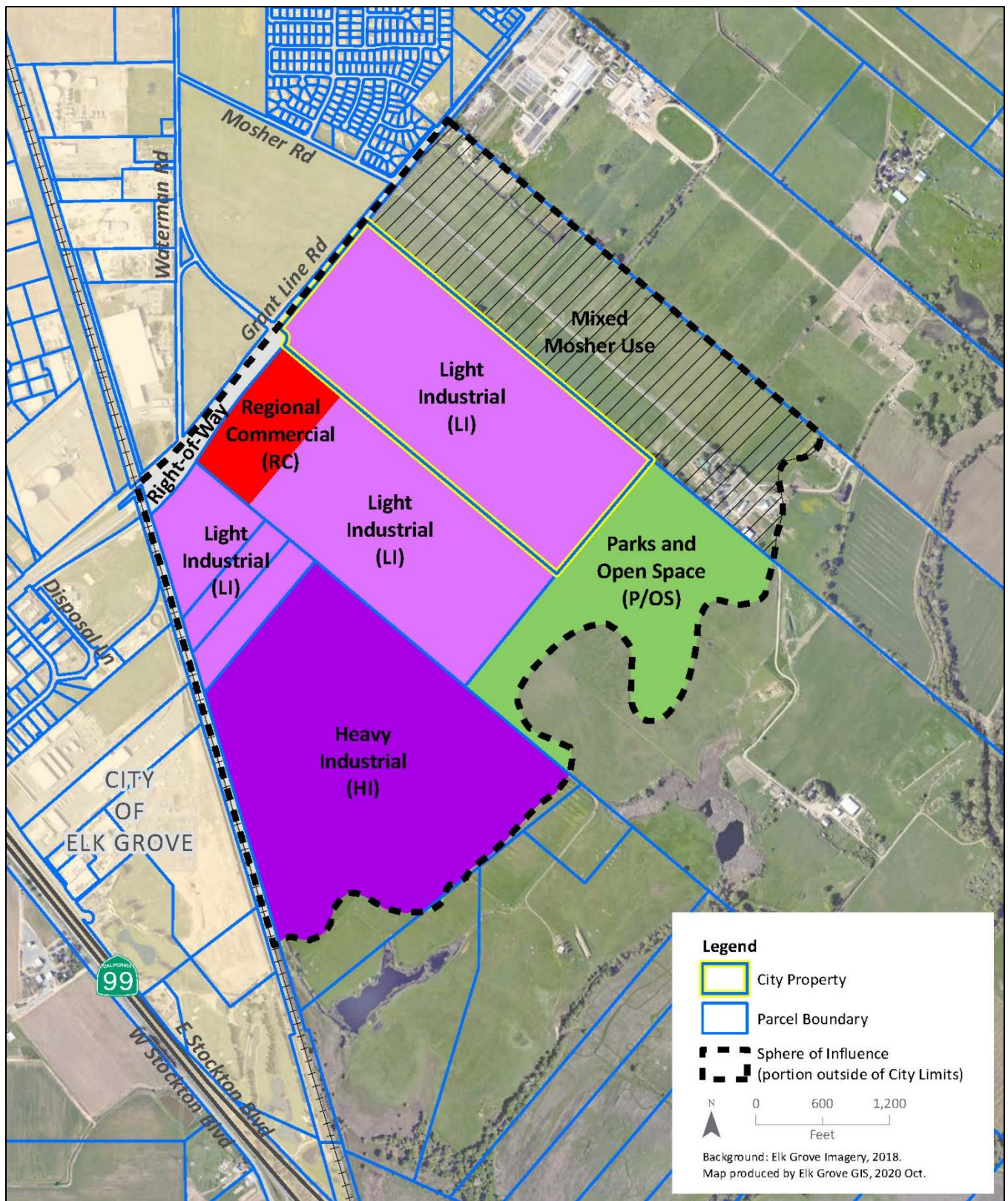
Land Use	2019 SOIA EIR (acres)	Proposed Project (acres)	Net Change (acres)
Parks and Open Space (P/OS)	171+/-	64+/-	(107)
Mixed Use (MU)	118+/-	118+/-	0
Light Industrial (LI) and Heavy Industrial (HI)	211+/- (undifferentiated)	212+/- (Light Industrial) 143+/- (Heavy Industrial)	144
General Commercial/Commercial Office (GC)	61	0	(61)
Regional Commercial (RC)	0	20+/-	20
Existing City Right-of-Way	10+/-	14+/-	4
Total	571	571	0

Source: GIS shapefiles for proposed Project from the City of Elk Grove 2020.
 Note: The acreage total for the 2019 SOIA EIR did not include the existing City rights-of-way, and so the total had shown as approximately 561, rather than 571 acres.

2.2.2 GENERAL PLAN AMENDMENT, PREZONING, AND SPECIFIC PLAN

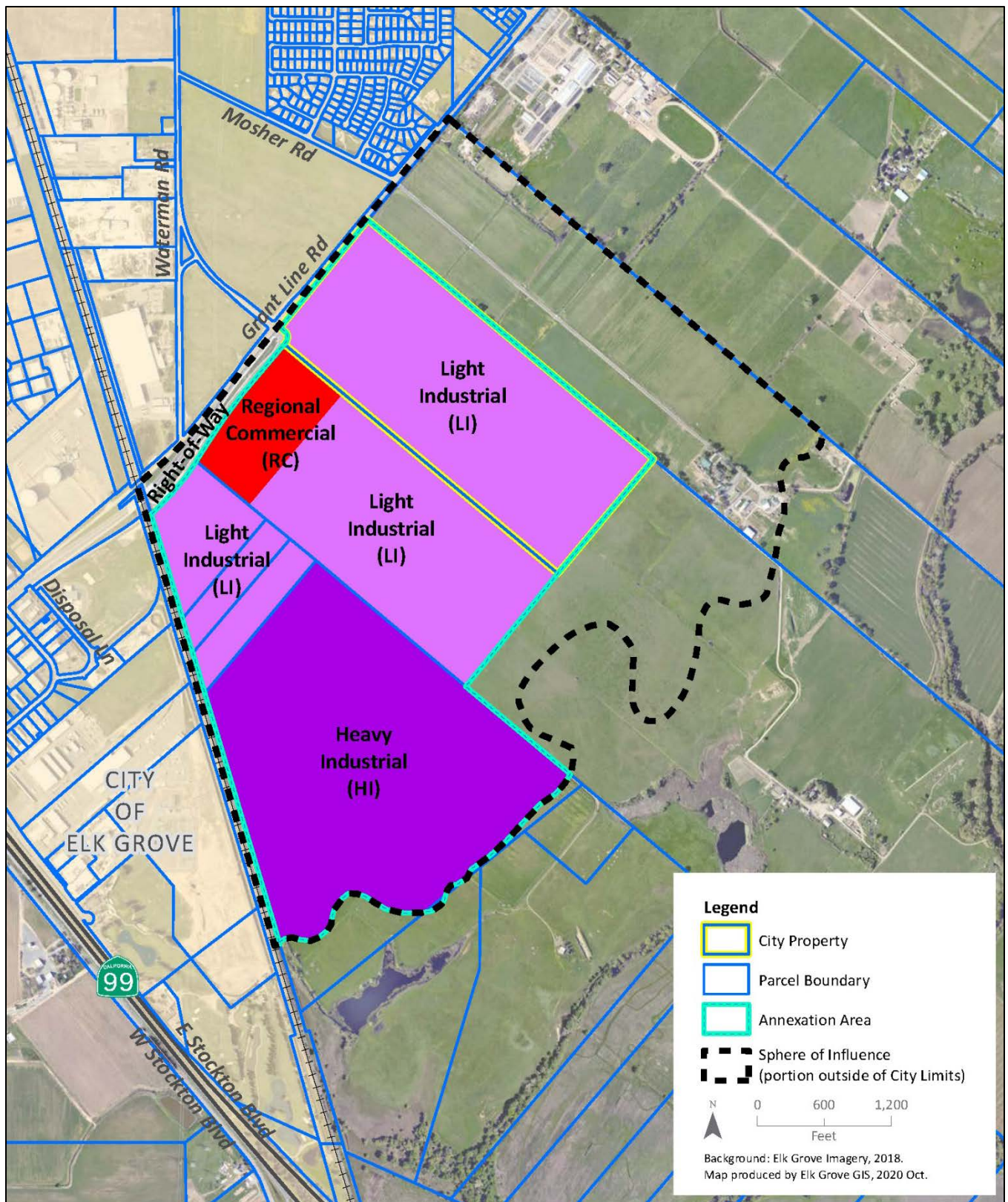
To implement the Project, the City proposes to amend its General Plan to include the planned land uses, as well as adopt prezoning, for the Phase 1 annexation area. Table 2-3 and Exhibits 2-4 and 2-5 illustrate the proposed designations for the subject properties. General Plan designations and prezoning are not proposed for the Mahon and Mosher properties as they are not included in the Phase 1 annexation.

Further, in keeping with City General Plan policy LU-3-28, the City has prepared and would adopt a Specific Plan for the Project area. The Specific Plan would apply to the entirety of the Project area (in keeping with the intent of the LAFCo conditions on the SOIA to consider the entirety of the Project area), but would only be effective on the territory approved for annexation. The Specific Plan establishes a framework for future development of the Project area, including further discussion on the land plan and how it is implemented through zoning, and the infrastructure and public services necessary to serve future development infrastructure (described further in section 2.2.4 of this SEIR). The Specific Plan also incorporates information from the Plan for Services and Public Facilities Financing Plan.



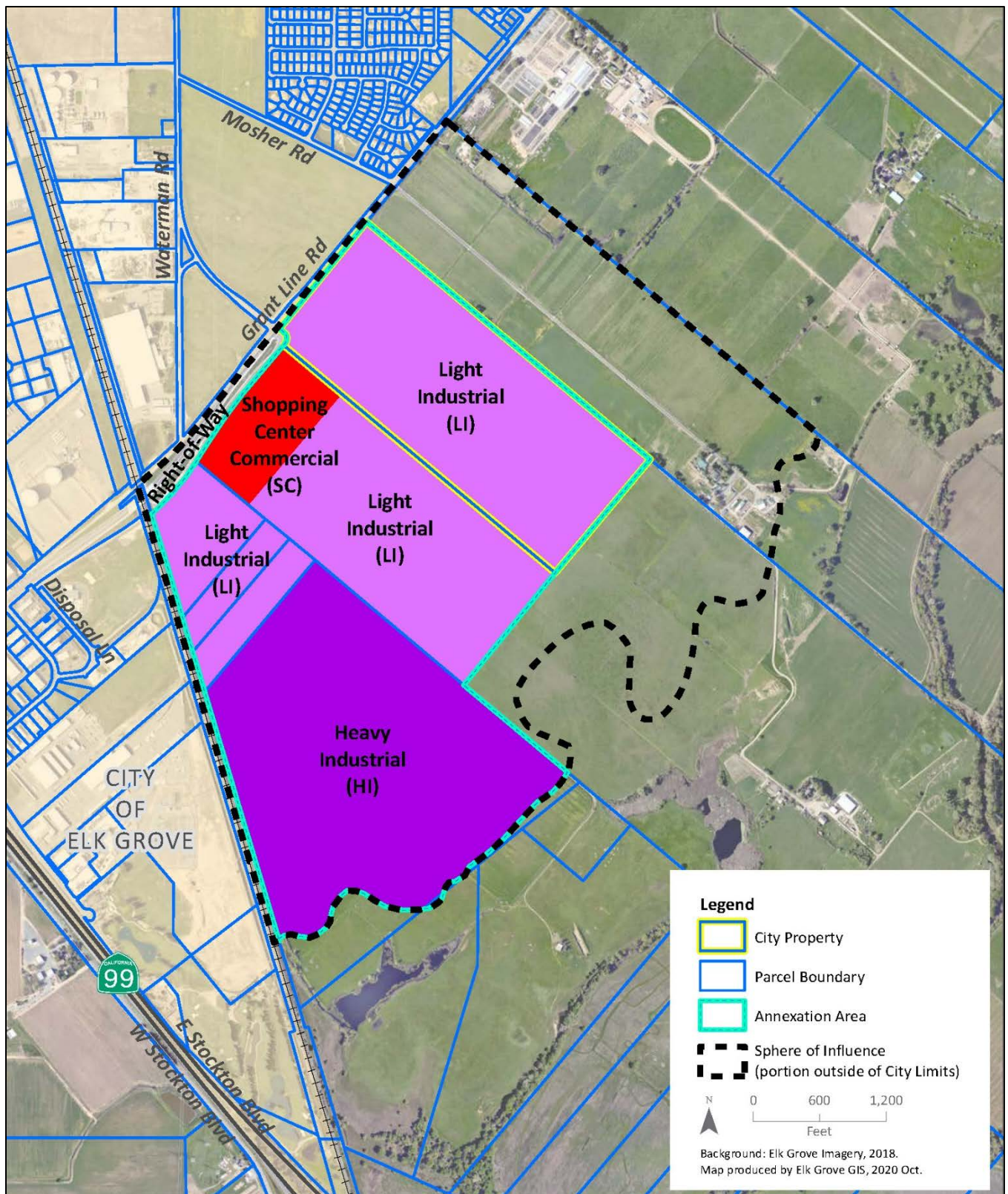
Source: City of Elk Grove 2020

Exhibit 2-3. Proposed Land Use Plan



Source: City of Elk Grove 2020

Exhibit 2-4. Proposed General Plan Land Use Designations for the Phase 1 Annexation



Source: City of Elk Grove 2020

Exhibit 2-5. Proposed Rezoning for the Phase 1 Project Area

Table 2-3 Proposed General Plan Land Use Designations and Rezoning for Phase 1			
APN	Owner	Proposed	
		General Plan Land Use Designation	Proposed Rezoning
134-0190-009	City of Elk Grove	Light Industrial (LI)	Light Industrial (LI)
134-0190-010	Leonard Kendrick and Son, Inc.	Regional Commercial (RC) Light Industrial (LI)	Shopping Center (SC) Light Industrial (LI)
134-0190-032	Cypress Abbey Company	Light Industrial (LI)	Light Industrial (LI)
134-0190-029		Light Industrial (LI)	Light Industrial (LI)
134-0190-030		Light Industrial (LI)	Light Industrial (LI)
134-0190-013*		Heavy Industrial (HI)	Heavy Industrial (HI)

Source: GIS shapefiles for proposed Project from the City of Elk Grove 2020.
* Only a portion is included in the Project area.

2.2.3 ANNEXATION

This SEIR, in combination with the prior EIR, will be used by LAFCo to consider approval of the annexation for Phase 1 of the Project area. As described in section 2.2, to the extent additional CEQA review is not required, this SEIR could also be used to consider Phase 2 annexation.

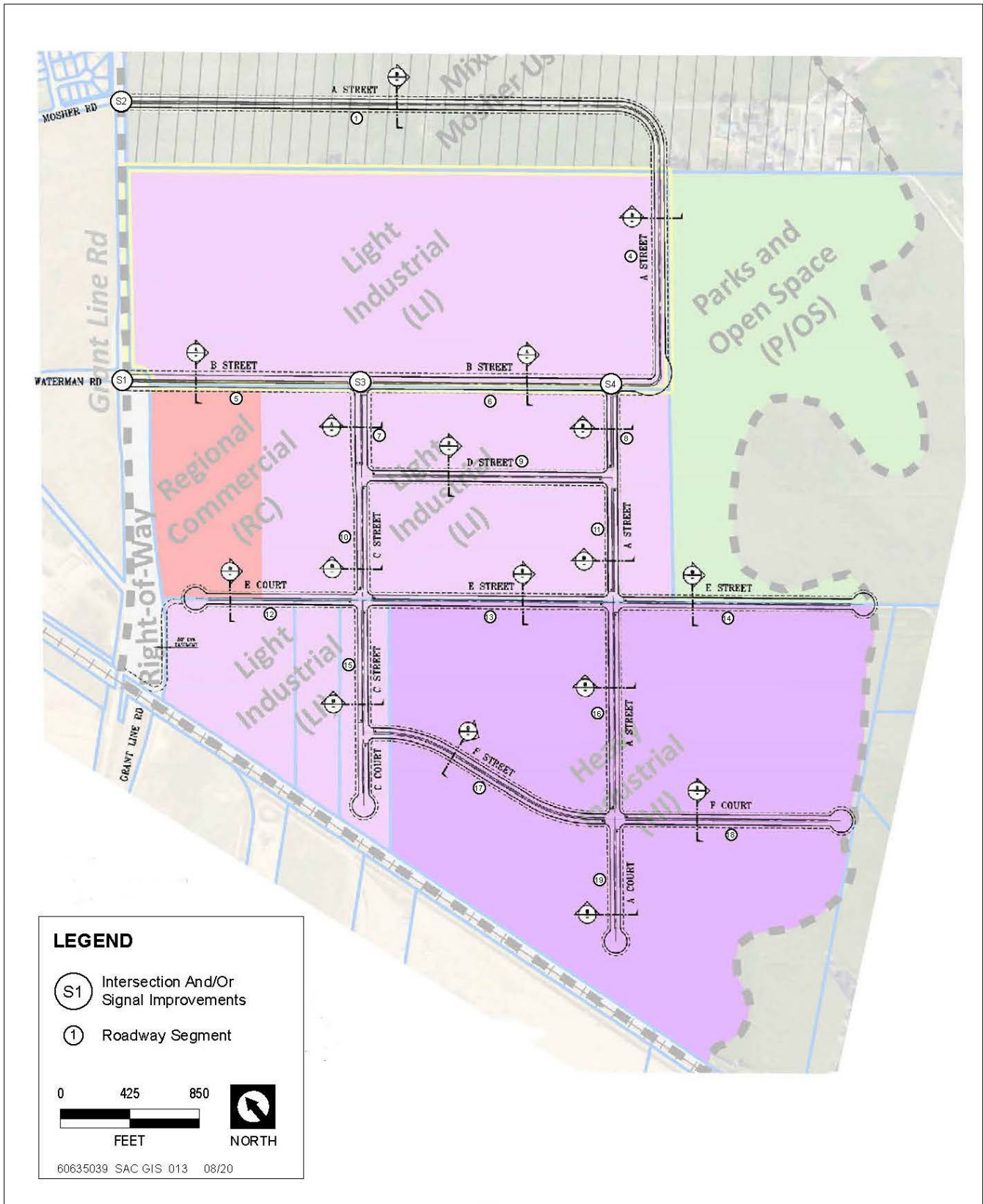
2.2.4 SUPPORTING INFRASTRUCTURE

The on-site infrastructure needs at the Project site were evaluated in the 2019 SOIA EIR. However, since the 2019 SOIA EIR was approved, and in response to LAFCo’s conditions of approval on the SOIA, additional detailed studies have been conducted relative to the infrastructure that would be required to serve the Project site. Additional information related to on-site and off-site infrastructure needs is summarized below. In keeping with the intent of the conditions of approval, infrastructure master planning has been completed for the entire Project area.

ON-SITE INFRASTRUCTURE

Access, Circulation, and Parking

The proposed Project includes two access points from Grant Line Road. The main entrance is proposed at Waterman Road, and the secondary entrance would be located at Mosher Road. The Project site entrances and internal circulation network are shown on Exhibit 2-6. The Waterman Road arterial street would be 74 feet wide with a 25-foot-wide landscape corridor on each side. Sidewalks would be included within the landscape corridors. A 12-foot-wide landscape median would be installed in the center of the street. The other internal collector streets would be 62 feet wide, and would include a parking lane, Class II bicycle lane, and a sidewalk on each side. The proposed circulation system is described in the Elk Grove Multi-Sport Complex & Grant Line Industrial Annexation Area Transportation Master Plan (Appendix G). Note that the ultimate alignment of internal streets A, C, D, E, and F will be determined by the City during review of subsequent development applications; the extension of Waterman Road (B Street) and the point of connection of A Street at Grant Line/Mosher Road are fixed conditions.



Source: Wood Rogers 2020

Exhibit 2-6. Circulation Network

The setbacks on both sides of the internal collector streets would be planted with landscape trees. In addition, the Project includes a proposed trail connection to the northwest that would use the existing Grant Line Road overcrossing at the UPRR tracks to allow pedestrians and bicyclists to pass below Grant Line Road and provide connections to areas north of Grant Line Road.

Intersection improvements are required at the Project entrances proposed for Waterman and Mosher Roads. The City is currently working on the Grant Line Road Widening Project that would include construction of most of the necessary improvements for the Project (such as some of the necessary turn lanes and roadway widening) (Appendix G, Transportation Master Plan). Further phased widening of Grant Line Road to an eight-lane facility will provide for ultimate planned capacity and intersection configuration (see Appendix G, Transportation Master Plan).

Water Supply and Distribution

Currently, there are no public water supply facilities within the Project site. The majority of the Project site is located within the “overlap service area” of the Omochumne-Hartnell Water District (OHWD) and the Sacramento County Water Agency (SCWA), with the exception of 17 acre and 48 acres that are located exclusively in the OHWD and SCWA service areas, respectively (Brown & Caldwell 2020) (see Exhibit 2-7). Domestic water supplies are currently provided by private groundwater wells, and most agricultural water supplies are provided by OHWD’s irrigation wells. As discussed further in the Project’s Municipal Service Review, OHWD does not provide municipal and industrial water in the Project area. OHWD focuses on groundwater recharge and operates four flashboard dams that increase the wetted perimeter of the Cosumnes River to affect greater groundwater recharge. These dams are located outside of the Project area. As anticipated in the 2019 SOIA EIR, water supply for the Project site would be provided by the SCWA’s Zone 40. Zone 40 implements a conjunctive-use water system, which includes groundwater (pumped from the South American Sub-basin of the Sacramento Valley Groundwater Basin, which is identified locally as the Central Basin), surface water, and recycled water. Exhibit 2-8 illustrates the boundaries of the South American Sub-Basin, Zone 40, and the location of the Project. SCWA’s conjunctive use program implements a coordinated approach to manage surface water and groundwater supplies to maximize the yield of available water resources.

An amendment to the SCWA Water Supply Master Plan has been prepared to include service for the proposed Project. (Appendix B).

Water will be delivered to the Project site through existing 24-inch and 16-inch transmission pipelines located in Grant Line Road. The 24-inch transmission main originates west of the Project site, and extends easterly within Grant Line Road to the intersection of Waterman Road. From Waterman Road, the transmission main continues easterly as a 16-inch-diameter transmission main. There are two proposed points of connection to the existing transmission main in Grant Line Road: one at the intersection of Waterman Road, and one at the intersection of Mosher Road.

Exhibit 2-9 shows the proposed on-site water conveyance facilities, and the proposed points of connection with existing off-site SCWA facilities. The on-site domestic water backbone infrastructure layout has been designed to comply with SCWA requirements and aligns with the planned on-site roadway system; should the internal roadway system be modified through subsequent development applications, corresponding changes to the water infrastructure layout would also be made.

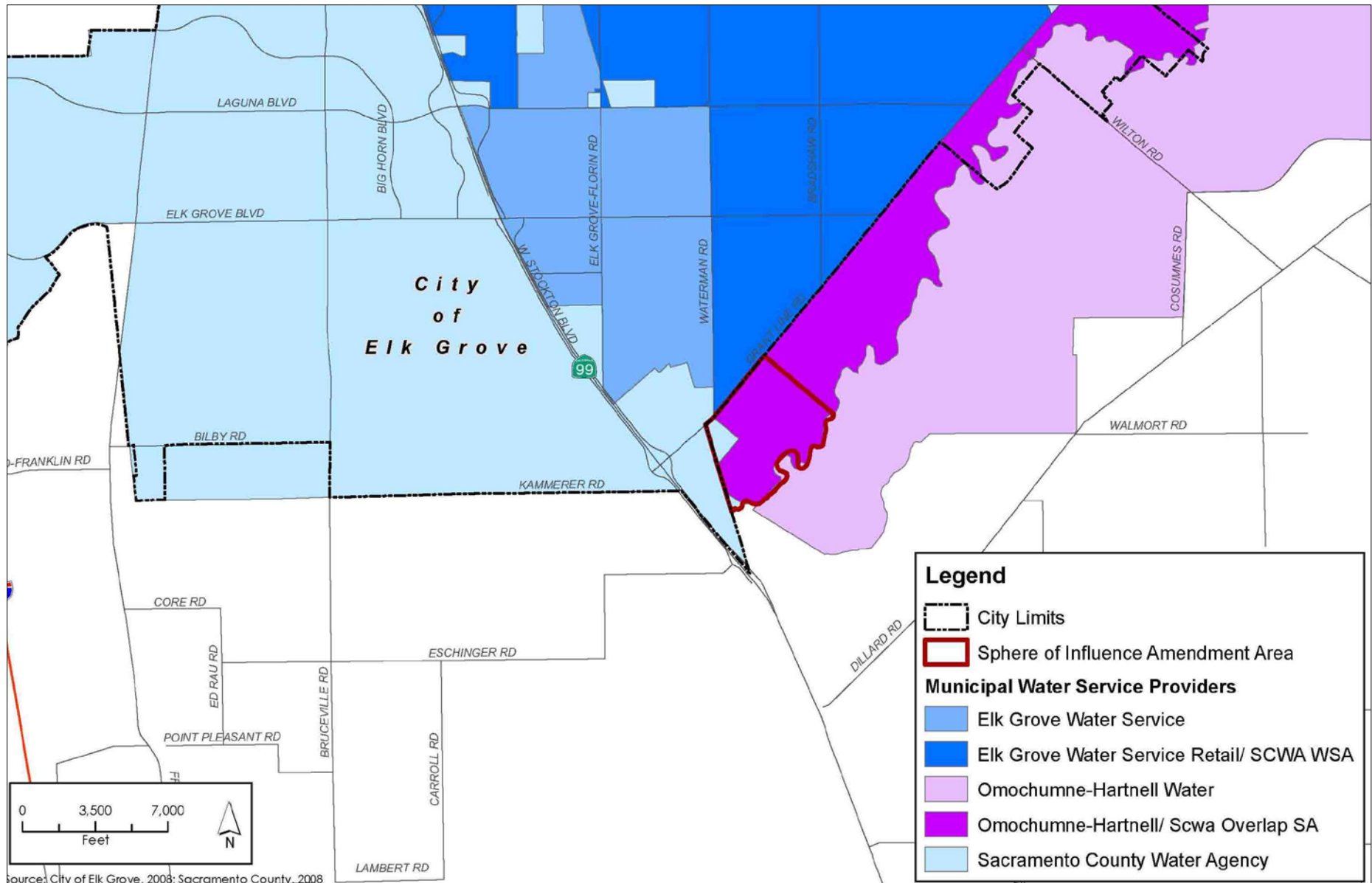
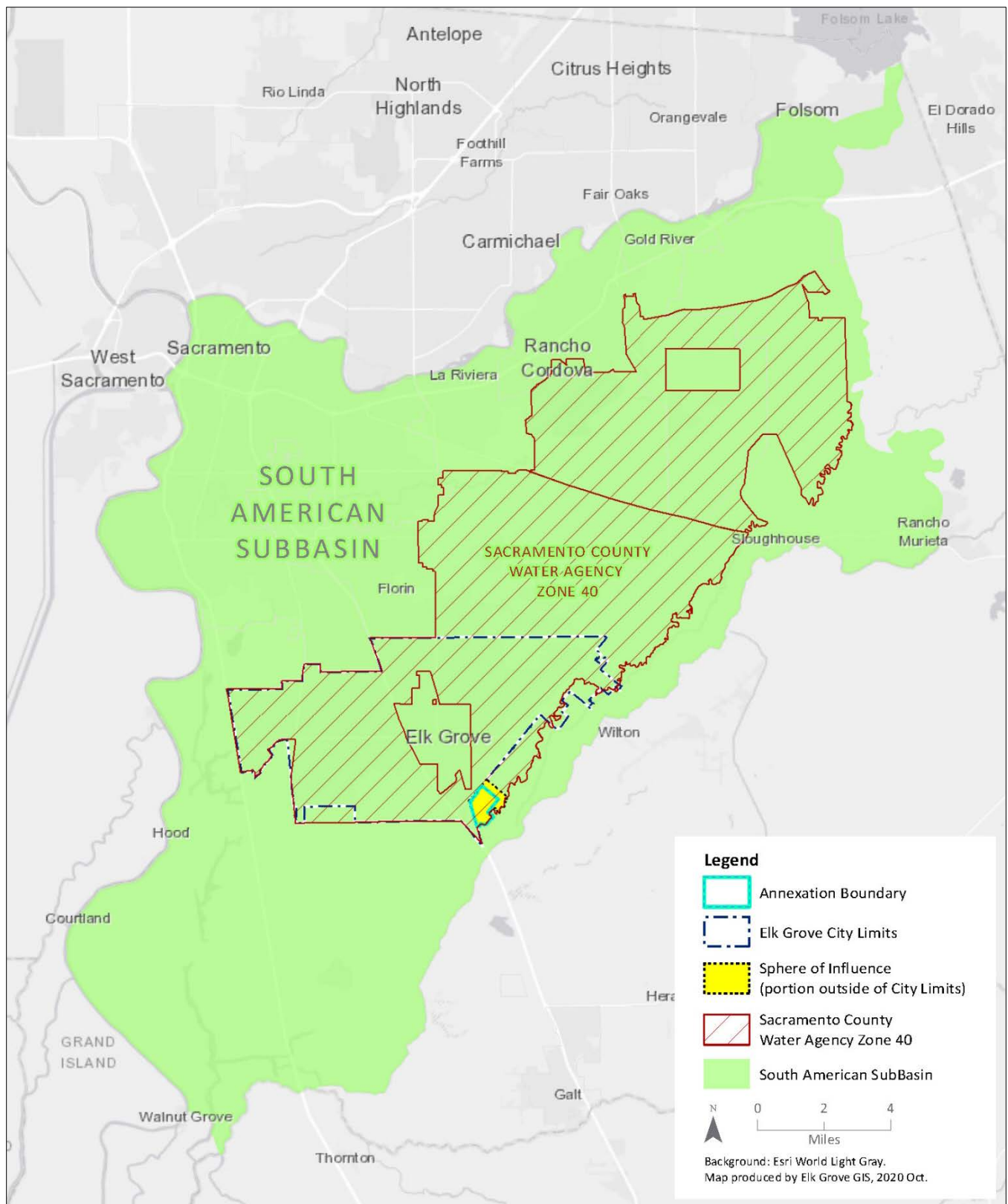
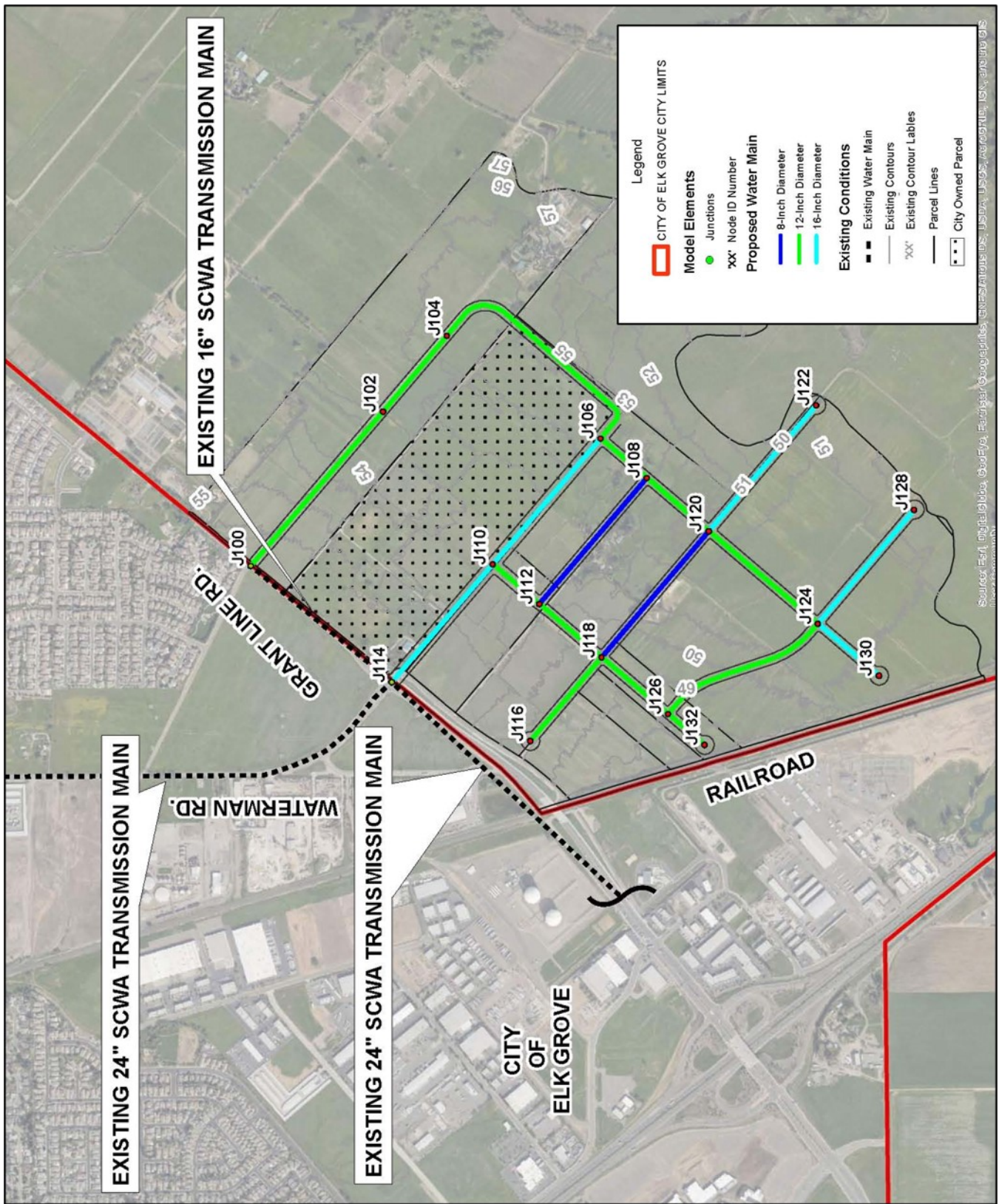


Exhibit 2-7. Water Service Providers



Source: City of Elk Grove 2020

Exhibit 2-8. South American Subbasin



Source: Wood Rogers 2020

Exhibit 2-9. Proposed Water System

Wastewater Collection and Treatment

The Project site is not currently served by a municipal wastewater service provider. Rather, wastewater service is currently provided by on-site septic systems.

As anticipated in the 2019 SOIA EIR, wastewater collection for the Project site will be provided by the Sacramento Area Sewer District (SASD). A sewer study (known as a “Level II Sewer Study”) has been prepared for the Project site (Wood Rodgers 2020) (Appendix C). The study assumes sewage conveyance for an estimated total of 3,429 Equivalent Single-Family Dwelling Units (ESDs), based on the SASD standard assumption of 6 ESDs per acre. The Level II Sewer Study conservatively includes gross acreages and does not deduct for areas that would be in future public road rights-of-way. At full build-out, the Project site would generate approximately 1.05 million gallons per day (MGD) during average dry weather flow (ADWF) and 2.74 MGD during peak wet weather flow (PWWF).

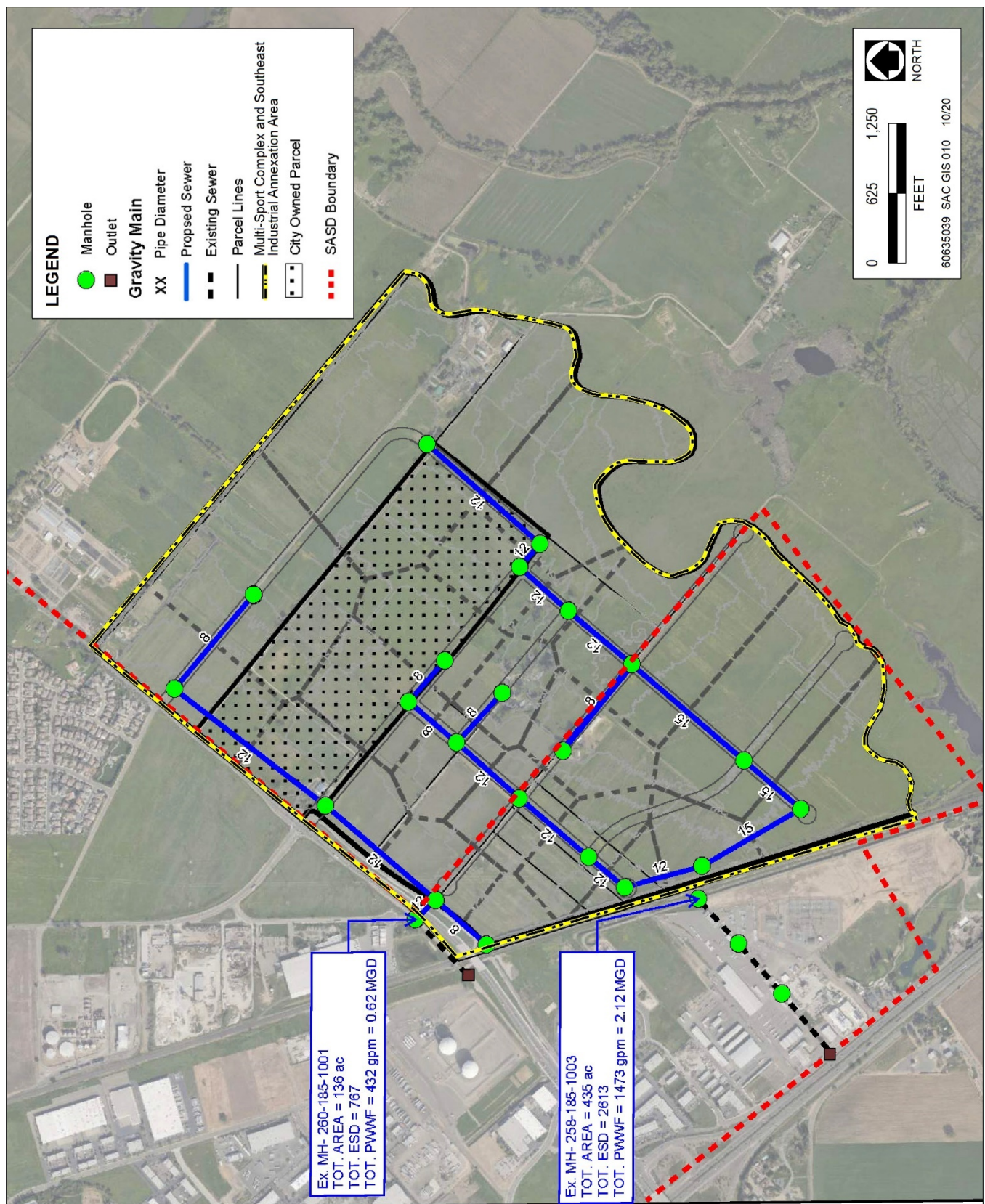
There are two existing points of connection to the existing SASD system immediately adjacent to, or within the Project site: a 12-inch pipeline on the north side of Grant Line Road near the end of Waterman Court, and an 18-inch pipeline stubbed just east of the UPRR along the western border of the Project site (see Exhibit 2-10). The Level II Sewer Study for the Project site shows points of connection along with the on-site backbone sewer collection system, which has been designed to comply with SASD’s minimum design standards and aligns with the planned on-site roadway system; should the internal roadway system be modified through subsequent development applications, corresponding changes to the sewer infrastructure layout would also be made. SASD conducted an analysis and confirmed that the existing off-site conveyance system has adequate capacity to accommodate the PWWF generated by the Project site at full build-out (Wood Rodgers 2020). See Appendix C for a detailed discussion of proposed wastewater collection and conveyance improvements.

From the SASD sewer pipelines, wastewater would be conveyed through larger sewer interceptors owned and operated by the Sacramento Regional County Sanitation District (SRCSD) to the Sacramento Regional Wastewater Treatment Plant located northwest of Elk Grove. No improvements are necessary to the interceptor system or the Regional Wastewater Treatment Plan in order to accommodate the Project.

Stormwater Drainage

Stormwater drainage at the Project site currently consists of various small agricultural ditches and channels. Some of the stormwater discharges off-site to an existing canal along the northeastern portion of the Project site, which then flows southeast into an approximately 0.5-acre pond, and then into Deer Creek. Most of the Project site stormwater discharges to an existing ditch along Grant Line Road, which runs westward into another larger canal that flows south along the east side of the UPRR and discharges into an approximately 8-acre pond. A short channel conveys water from this pond to Deer Creek.

West Yost Associates (2020) has prepared a Drainage Master Plan for the Project site (Appendix D). The Drainage Master Plan includes, and this SEIR provides analysis of full buildout of the Project site with the completed drainage improvements. Interim drainage improvements will be constructed to serve phased development of the Project site, as determined by the City and consistent with the overall Drainage Master Plan.



Source: Wood Rogers 2020

Exhibit 2-10. Proposed Wastewater System

In order to accommodate stormwater generated by anticipated development, an underground network of drainage pipelines would be installed throughout the Project site. The underground pipelines, as well as overland stormwater flow, are designed to drain into one of seven detention basins that would be developed throughout the Project site (see Exhibit 2-11). Furthermore, the planned 48-inch-diameter underground drainage pipeline that would be located along the south-southeast border of the City-owned parcel would be upsized to a 60-inch-diameter drainage pipeline in order to carry a portion of the Project site's stormwater flow. In addition to drainage needs for the Project site, this upsized drainage pipeline would serve drainage needs for a proposed project known as "Waterman 75," located north of Grant Line Road and within the existing City limits.

As an alternative, it is possible that stormwater flows from the City, Kendrick, and Cypress Abbey properties (along with flows from Grant Line Road itself and from the adjoining Waterman 75 development north of the Project in the City) may continue to drain into the existing ditch along Grant Line Road and the east of the UPRR. Such a solution would require an engineering study and approval by the City that demonstrates the solution shall not create a statistically significant increase in flows from those assumed in the West Yost report and illustrated in Exhibit 2-12. This solution would eliminate the 60-inch diameter drainage pipeline.

Electric and Natural Gas Services

Electricity would be provided by the Sacramento Municipal Utility District (SMUD). Electricity could be served from the 69-kilovolt (kV) line on Grant Line Road. SMUD's power line would be connected to a utility transformer and metering/distribution equipment in the site's service yard and the City would connect service feeders that would extend throughout the site. SMUD would require 12.5-foot overhead/underground public utility easements along all streets and a 25-foot easement along Grant Line Road for the existing 69kV line. There is an existing 12kV overhead line along Waterman Road and Grant Line Road; an existing and proposed 12kV line along Mosher Road; a proposed second 69kV circuit along Grant Line Road on an existing pole line; and proposed 12kV underground lines along Grant Line Road and Waterman Road.

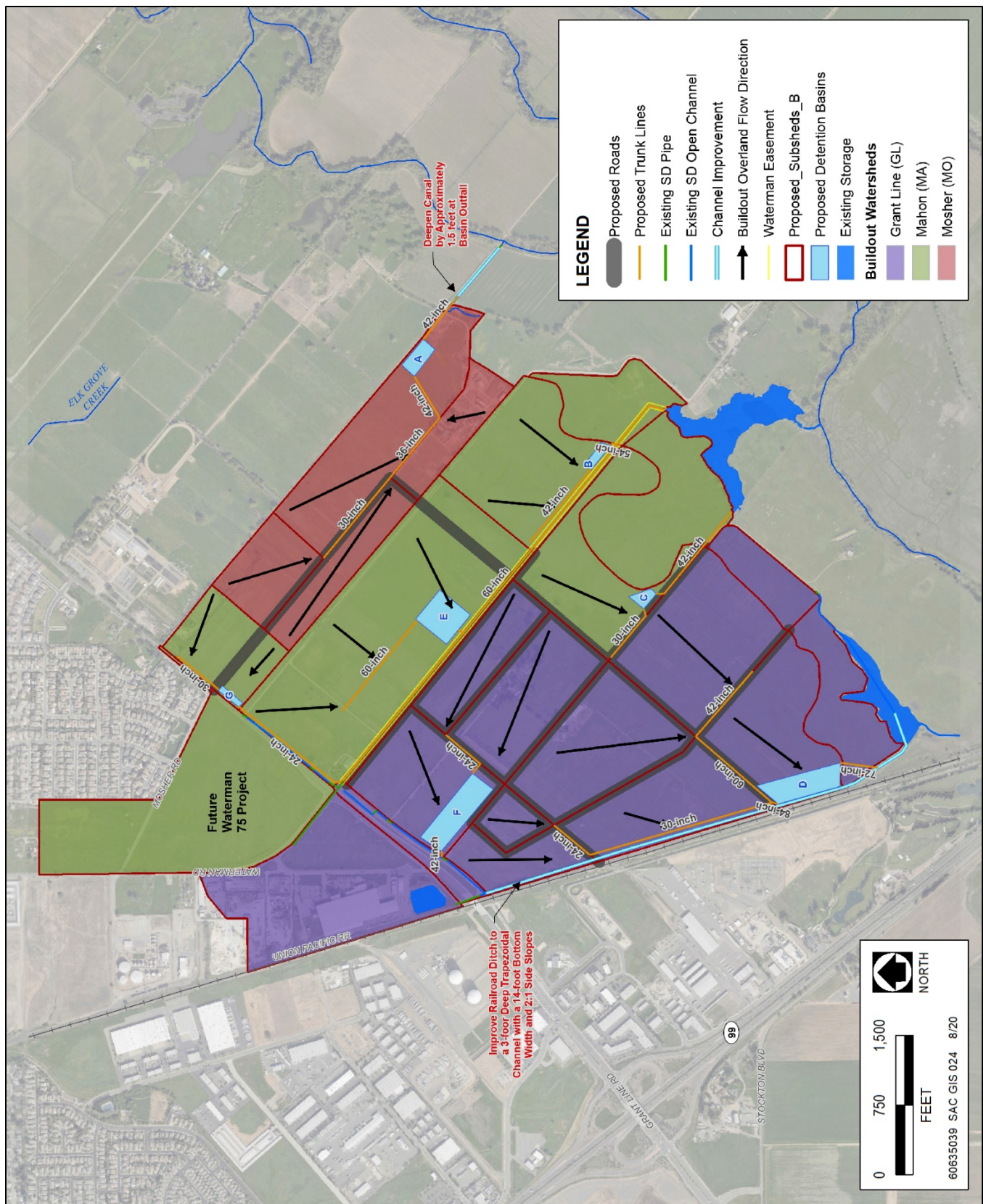
Natural gas service would be provided by Pacific Gas and Electric Company (PG&E). However, natural gas lines do not currently serve the Project site according to the Gas Transmission Pipeline Systems Map. The existing grid network of gas lines would have to be extended to serve the increased demand for natural gas generated by development on the Project site.

On-site electrical transmission infrastructure and natural gas lines would be installed underground and would generally follow the alignment of the internal roadway network.

OFF-SITE IMPROVEMENT AREAS

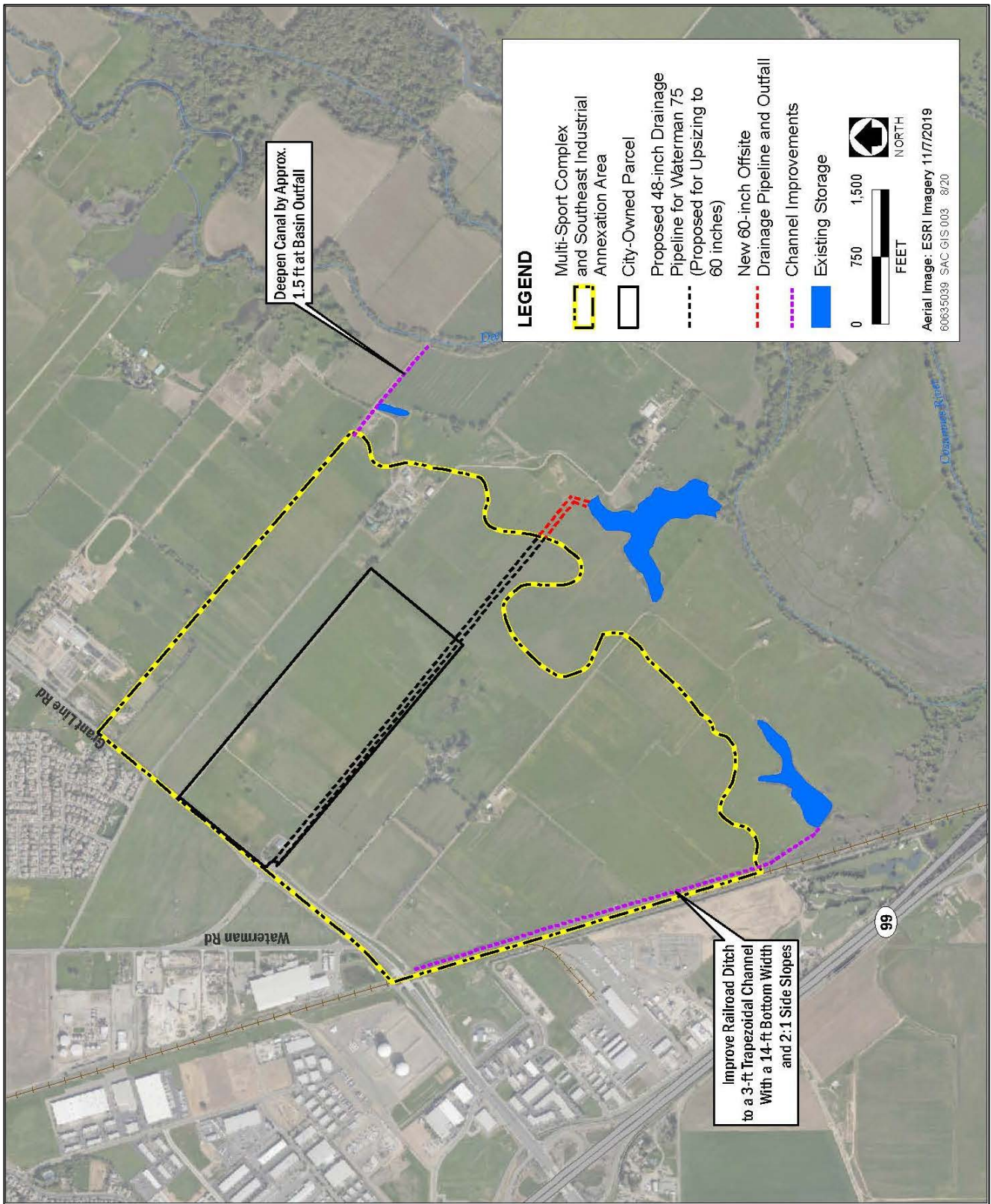
The results of additional detailed studies performed since the 2019 SOIA EIR was certified have determined that three off-site facilities (described below) would be required, which were not previously evaluated in the 2019 SOIA EIR. Specific off-site improvements include connection to the SCWA and SASD systems, as described above, and improvements to Grant Line Road. Additionally, off-site stormwater drainage improvements are required as described below.¹

¹ Impacts associated with additional off-site improvements were analyzed in the 2019 SOIA EIR.



Source: West Yost 2020

Exhibit 2-11. Proposed On-Site Drainage Network



Source: City of Elk Grove 2020

Exhibit 2-12. Proposed Off-Site Drainage Improvements

Stormwater Drainage

A portion of the Project site's flows would be conveyed through the planned 60-inch-diameter pipeline off-site to an existing 15-acre pond that discharges through an existing outfall into Deer Creek (see Exhibit 2-11). Because this off-site pond also provides agricultural water storage for the landowner, the pond would need to be deepened in order to accommodate the Project site runoff in addition to the existing needs for agricultural water storage. The existing inflow area at the northeastern end of the pond would also need to be improved, along with the existing outflow at the southeastern end of the pond. Water from the pond is discharged in a short channel, which in turn discharges to Deer Creek. The channel to Deer Creek may need to be widened. It is possible that these channel improvements could extend to Deer Creek. It appears that Deer Creek is deep enough to accept even a lowered ditch if that is required, but it is possible that that transition improvements or grading may be required at Deer Creek. These improvements would not be required if the alternative solution described above is selected, which relies solely on the existing ditch along the UPRR.

In addition, an existing drainage canal that runs northwest-southeast along the eastern portion of the Project site boundary would be deepened by approximately 1.5 feet both on-site and off-site to the southeast where the canal discharges to an existing 0.5-acre pond, and then to Deer Creek. No improvements to the 0.5-acre pond or the existing outfall at Deer Creek are proposed.

Finally, an existing drainage ditch that runs north-south along the east side of the UPRR tracks would be enlarged to a 3-foot trapezoidal channel with a 14-foot bottom width and 2:1 side slopes, both on-site and off-site to the south where the channel discharges into an existing 8-acre pond. A short channel conveys water from the pond to the south to Deer Creek. No improvements to the 8-acre pond or the conveyance channel or the outfall at Deer Creek are proposed.

2.3 PROJECT SCHEDULE

Development of the Project site is assumed to start as soon as 2021 and continue for approximately 20 years. The specific timing of construction and operation of any individual use within the Project site is unknown, and subject to market conditions and other factors outside the control of the City.

2.4 REQUIRED APPROVALS

Proposed construction would require demolition and disposal of existing structures, grading and excavation, construction of building foundations, trenching and installation of utilities, paving of parking lots and internal roadways, lighting, and construction of commercial and industrial buildings subject to review under the City's zoning regulations and design guidelines. Project site development would require various permits and other types of approvals from agencies with a purview over air quality, biological resources, water quality, public services and utilities, and other topics.

The Project includes a General Plan amendment to establish land use designations for the Project site, as well as rezoning. It also includes the adoption of a Specific Plan that establishes a framework for future development of the Project area, including further discussion on the land plan and how it is implemented through zoning, and the infrastructure and public services necessary to serve future development. The Specific Plan also incorporates information from the Plan for Services and Public Facilities Financing Plan.

The ultimate buildout of uses anticipated for the Project site may require additional entitlements from the City of Elk Grove including, but not limited to, the following:

- ▶ Site development plans
- ▶ Tentative subdivision maps
- ▶ Grading and building permits
- ▶ Encroachment permits

Other agencies that may require permission or approvals may include, but are not limited to:

- ▶ Sacramento Local Agency Formation Commission (LAFCo)
- ▶ U.S. Army Corps of Engineers
- ▶ U.S. Fish and Wildlife Service
- ▶ California Department of Fish and Wildlife
- ▶ Central Valley Regional Water Quality Control Board
- ▶ Sacramento Metropolitan Air Quality Management District
- ▶ Sacramento County
- ▶ Sacramento County Water Agency
- ▶ Sacramento Area Sewer District
- ▶ Sacramento Regional County Sanitation District
- ▶ South Sacramento Conservation Agency

The Sacramento Local Agency Formation Commission (LAFCo) will rely on the original 2019 SOIA EIR and this SEIR as it considers changes in public agency organization, including phased annexation of the Project site into the City of Elk Grove, and detachments from CSA No. 1 (Street Lighting) and CSA No. 11 (Supplemental Police), along with annexation into Sacramento Area Sewer District (SASD) and Sacramento County Regional Sanitation District.

2.5 PROJECT OBJECTIVES

The Project objectives are as follows:

- ▶ Provide for development consistent with the General Plan Study Area Organizing Principles and the East Study Area Land Use District Program Standards.
- ▶ Create a mix of employment activities in the southwestern portion of the East Study Area that transitions to residential neighborhoods toward the northeast.
- ▶ Focus employment uses within the East Study Area on industrial, office, and regional retail uses.
- ▶ Designate open space as needed to meet resource conservation standards and to provide an adequate floodplain buffer.
- ▶ Facilitate development that would create a better balance between the types of local jobs available and the skills and interests of the local labor force.

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