

RESOLUTION NO. 2017-009

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ELK GROVE
ADOPTING THE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION AND
MITIGATION MONITORING AND REPORTING PROGRAM;
ADOPTING THE PROPOSED GENERAL PLAN AMENDMENT AND
APPROVING THE CAPITAL IMPROVEMENT PROGRAM DESIGN REVIEW;
FOR THE RAILROAD (OLD TOWN) PLAZA PROJECT
9615 ELK GROVE BOULEVARD**

WHEREAS, the Elk Grove General Plan establishes the Project site as Light Industrial land use designation; and

WHEREAS, in August 2005, the City Council adopted the Old Town Special Planning Area (Old Town SPA) with land use and development and design standards for Old Town; and

WHEREAS, in October 2012, the City purchased the subject property; and

WHEREAS, the City conducted various analyses and public outreach to understand opportunities, constraints, and preferred development improvements; and

WHEREAS, in October 2015, City Council supported a conceptual plan for a public plaza on the site and directed staff to identify potential funding sources and come back with a detailed plan outlining the phasing and financing; and

WHEREAS, the General Plan Amendment to change the land use from Light Industrial to Parks/Open Space is required to allow public park and plaza use on the Project site; and

WHEREAS, the Capital Improvement Program Design Review entitlement is required for the Project to allow public park and plaza use on the Project site; and

WHEREAS, buildout of the Project, in its final form, will consist of the development of a public plaza with a large open-air pavilion, two restroom structures, a variety of outdoor seating and trellis structures with walkways, landscaping, lighting and parking (vehicle and bicycle); and

WHEREAS, the proposed Project is located on real property in the incorporated portions of the City of Elk Grove more particularly described as APN 134-0010-068; and

WHEREAS, the City determined that the Project is subject to the California Environmental Quality Act; and

WHEREAS, an Initial Study and Mitigated Negative Declaration have been prepared for the Project, along with a Mitigation Monitoring and Reporting Program; and

WHEREAS, the Development Services Department considered the Project request pursuant to the General Plan, Title 23 of the Elk Grove Municipal Code (Zoning Code), Old Town Special Planning Area development standards and design guidelines, and all other applicable State and local regulations; and

WHEREAS, the Planning Commission held a duly noticed public hearing on December 15, 2016, as required by law to consider all of the information presented by staff, information presented by the Applicant, and public testimony presented in writing and at the meeting; and

WHEREAS, the City Council held a duly noticed public hearing on January 11, 2017, as required by law to consider the recommendations of the Planning Commission, the information presented by staff, the Applicant, and public testimony presented at the meeting.

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Elk Grove hereby adopts the Initial Study/Mitigated Negative Declaration for the Project, along with the Mitigation Monitoring and Reporting Program as provided in State California Environmental Quality Act (CEQA) Guidelines Section 15074 and included as Exhibit A (incorporated herein by this reference) based upon the following finding:

California Environmental Quality Act (CEQA)

Finding: All potentially significant impacts have been adequately analyzed in a Mitigated Negative Declaration that was prepared for the Railroad Street Plaza Project by the City. Staff has reviewed the Initial Study and Draft Mitigated Negative Declaration, which indicates the Railroad Street Plaza Project, will not have a significant impact on the environment.

Evidence: Staff prepared an Initial Study and Mitigated Negative Declaration for the Railroad Street Plaza Project and mitigation measures have been developed that will reduce potential environmental impacts to less than significant levels. A Mitigation Monitoring and Reporting Program (MMRP) recorded on the property will ensure compliance with all mitigation measures throughout project implementation.

The City distributed the Notice of Intent to Adopt the Mitigated Negative Declaration on November 11, 2016. It was posted at the Sacramento County Clerk's office, distributed through State Clearinghouse, and at the City offices, pursuant to Section 15072 of Title 14 of the California Code of Regulations (State CEQA Guidelines). The Mitigated Negative Declaration was made available to the public during this 30-day review period, which ended on December 12, 2016.

On the basis of the Mitigated Negative Declaration, environmental analysis, and the whole record, there is no substantial evidence that the Project will have a significant adverse impact on the environment above those addressed within the adopted Mitigated Negative Declaration.

AND, BE IT FURTHER RESOLVED, that the City Council of the City of Elk Grove hereby adopts the proposed amendment to the General Plan as shown in Exhibit B (incorporated herein by this reference) based upon the following findings.

General Plan Amendment

Finding: The Project is consistent with the General Plan goals, policies, and programs.

Evidence: The General Plan Historic Resource and Land Use Policies require implementation and regular updating of the Old Town SPA to ensure aesthetic quality, preservation of historic resources, and compatibility of uses in the Old Town area. The Old Town SPA encourages pedestrian amenities, public gathering places/public plazas, outdoor seating, retail and performance venues, as well as public parking to encourage activity, access, and walkability of the Old Town area. The proposed land use change from Light Industrial to Public Open Space/Recreation will implement the vision and comply with the standards and guidelines for Old Town Elk Grove as established in the Old Town SPA.

AND, BE IT FURTHER RESOLVED, that the City Council of the City of Elk Grove hereby approves a Capital Improvement Program Design Review for the Railroad (Old Town) Plaza Project, as illustrated in Exhibits C and D, subject to the conditions of approval in Exhibit E (all incorporated herein by this reference), based upon the following findings.

Capital Improvement: Program Design Review

Finding: The Project is consistent with the Old Town Special Planning Area Development Standards and Design Guidelines.

Evidence: The proposed structures, site improvements and landscape comply with the Old Town SPA Development Standards relative to pedestrian improvements, landscape, and outdoor seating. The proposed restroom, pavilion, and trellis structures also comply with the Old Town SPA Design Guidelines relative to materials, colors, placement, and articulation.

Finding: The proposed architecture, site design, and landscape are suitable for the purposes of the public plaza and the site and will enhance the character of the neighborhood and community.

Evidence: The proposed architecture for the open-air pavilion and restroom structures reflect historic train depot use of the site and compliment the contributing historic resources within Old Town. The site is designed with landscape and hardscape enhancements along Elk Grove Boulevard to engage pedestrians and create an entrance to the plaza. The larger pavilion structure, which will serve as the hub for community events, will be centrally-located on the site and setback from the street and adjoining properties. Street improvements along Railroad and Grove Streets, with future parking south of the plaza site, will create additional public parking for the businesses in the area and for events at the plaza.

Finding: The Project will not create conflicts with vehicular, bicycle, or pedestrian transportation modes of circulation.

Evidence: Site improvements include a series of pedestrian walkways from Elk Grove Boulevard throughout the site, along with bicycle parking. The site is currently located near a transit stop along Elk Grove Boulevard with a pedestrian crossing on Elk Grove Boulevard. Planned site improvements will enhance existing streetscape improvements with a hardscape plaza to serve as a transportation hub for regular business activity in the area, as well as special events on the plaza site.

PASSED AND ADOPTED by the City Council of the City of Elk Grove this 11th day of January 2017



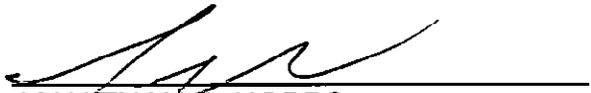
STEVE LY, MAYOR of the
CITY OF ELK GROVE

ATTEST:



JASON LINDGREN, CITY CLERK

APPROVED AS TO FORM:



JONATHAN P. HOBBS,
CITY ATTORNEY

CITY OF ELK GROVE RAILROAD STREET PLAZA

INITIAL STUDY/
MITIGATED NEGATIVE DECLARATION

Prepared for:

CITY OF ELK GROVE
8401 LAGUNA PALMS WAY
ELK GROVE, CA 95758

Prepared by:

Michael Baker

INTERNATIONAL

2729 PROSPECT PARK DRIVE, SUITE 220
RANCHO CORDOVA, CA 95670

NOVEMBER 2016

CITY OF ELK GROVE
RAILROAD STREET PLAZA
INITIAL STUDY/
MITIGATED NEGATIVE DECLARATION

Prepared for:

CITY OF ELK GROVE
8401 LAGUNA PALMS WAY
ELK GROVE, CA 95758

Prepared by:

MICHAEL BAKER INTERNATIONAL
2729 PROSPECT PARK DRIVE, SUITE 220
RANCHO CORDOVA, CA 95670

NOVEMBER 2016

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1.0 INTRODUCTION

1.0 INTRODUCTION

A. PURPOSE AND BACKGROUND OF THE INITIAL STUDY

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

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

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

- (a) *The initial study shows there is no substantial evidence, in light of the whole record before the agency, that the proposed project may have a significant effect on the environment, or*
- (b) *The initial study identifies potentially significant effects, but:*
 - (1) *Revisions in the project plans or proposals made by or agreed to by the applicant before the proposed negative declaration is released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur; and*
 - (2) *There is no substantial evidence, in light of the whole record before the agency, that the proposed project as revised may have a significant effect on the environment.*

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

1.0 INTRODUCTION

B. LEAD AGENCY

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

C. TECHNICAL STUDIES

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

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

2.0 PROJECT DESCRIPTION

2.0 PROJECT DESCRIPTION

A. PROJECT LOCATION AND SETTING

Project Location

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

Project Setting

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

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

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

Current Operations

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

2.0 PROJECT DESCRIPTION

TABLE 2.0-1 RAILROAD PLAZA 2016 EVENTS

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

Source: City of Elk Grove

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

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

B. PROPOSED ACTIONS ADDRESSED IN THE IS/MND

The proposed Project is requesting the following entitlements:

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

C. PROJECT COMPONENTS

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

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

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

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

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

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

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

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

2.0 PROJECT DESCRIPTION

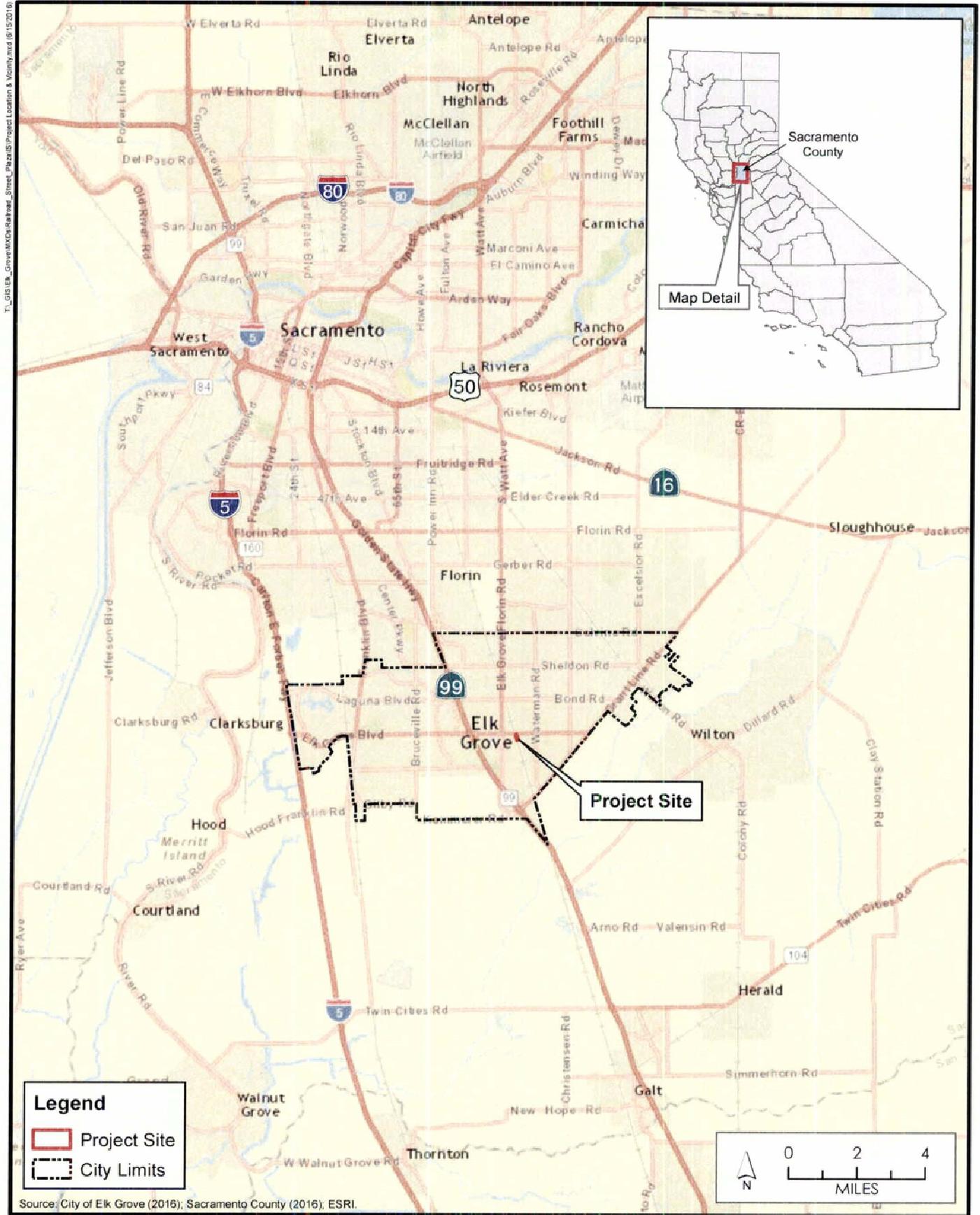
Phase III, which would complete buildout of the site, would consist of the following improvements:

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

D. REGULATORY REQUIREMENTS, PERMITS, AND APPROVALS

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

- Sacramento Metropolitan Air Quality Management District (SMAQMD)



Source: City of Elk Grove (2016); Sacramento County (2016); ESRI.



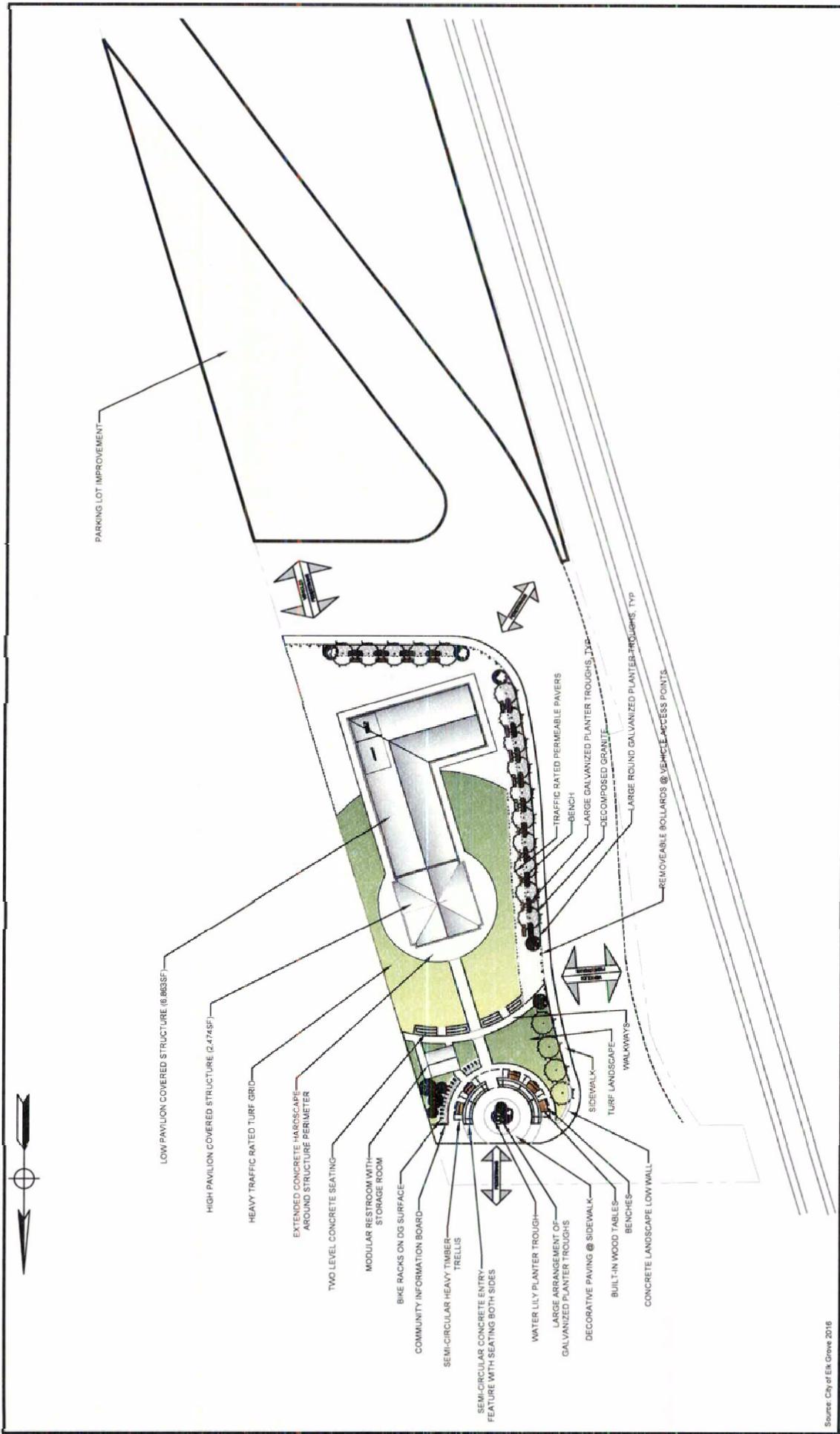
City of Elk Grove
Development Services

Figure 1
Project Location and Vicinity



City of Elk Grove
Development Services

Figure 2
Project Area



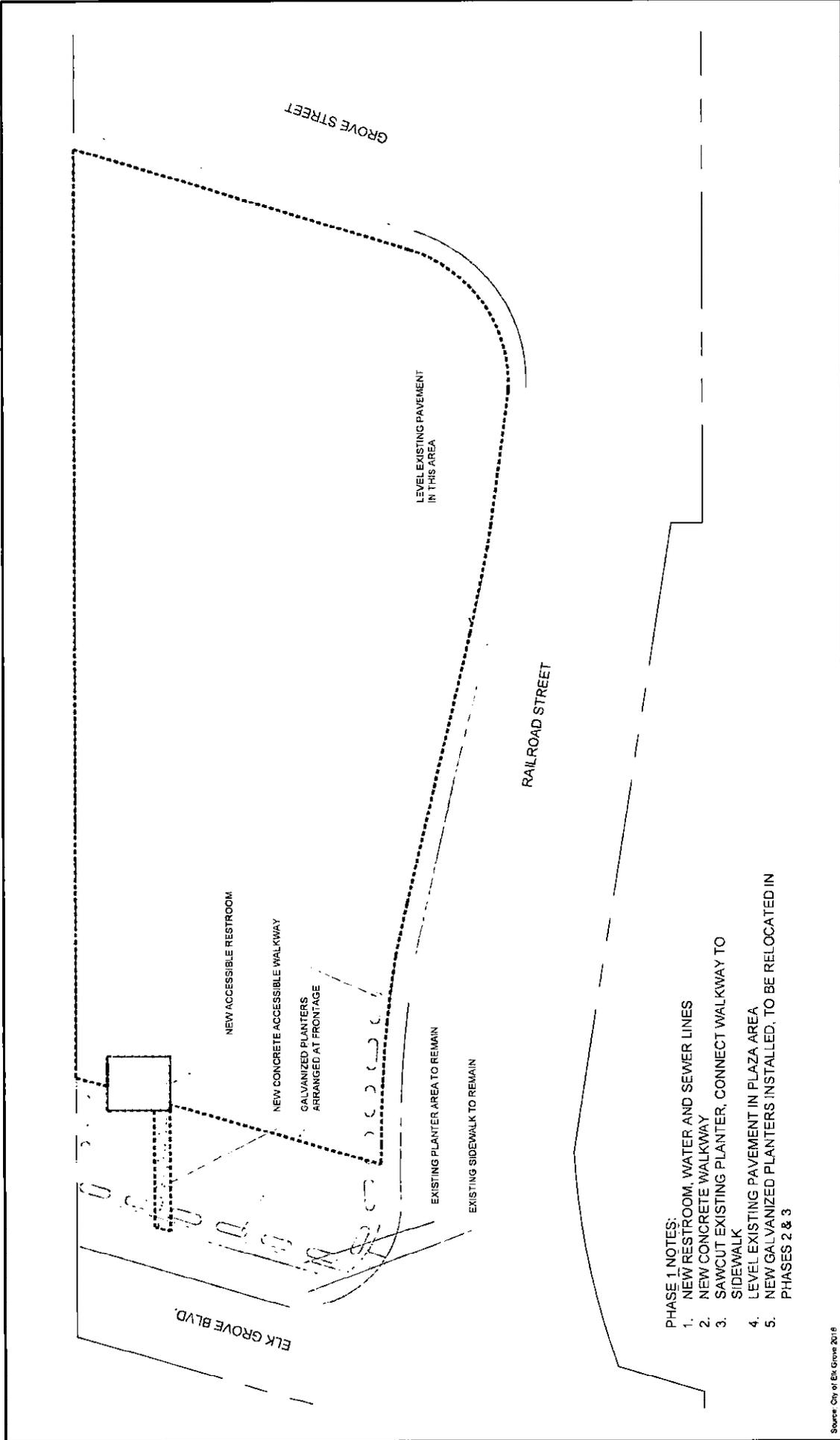
1. CONCEPTUAL SITE PLAN, CITY OF ELK GROVE, CITY DEVELOPMENT SERVICES

Source: City of Elk Grove 2016



City of Elk Grove
Development Services

Figure 3
Conceptual Site Plan
Michael Baker
INTERNATIONAL



PHASE 1 NOTES:

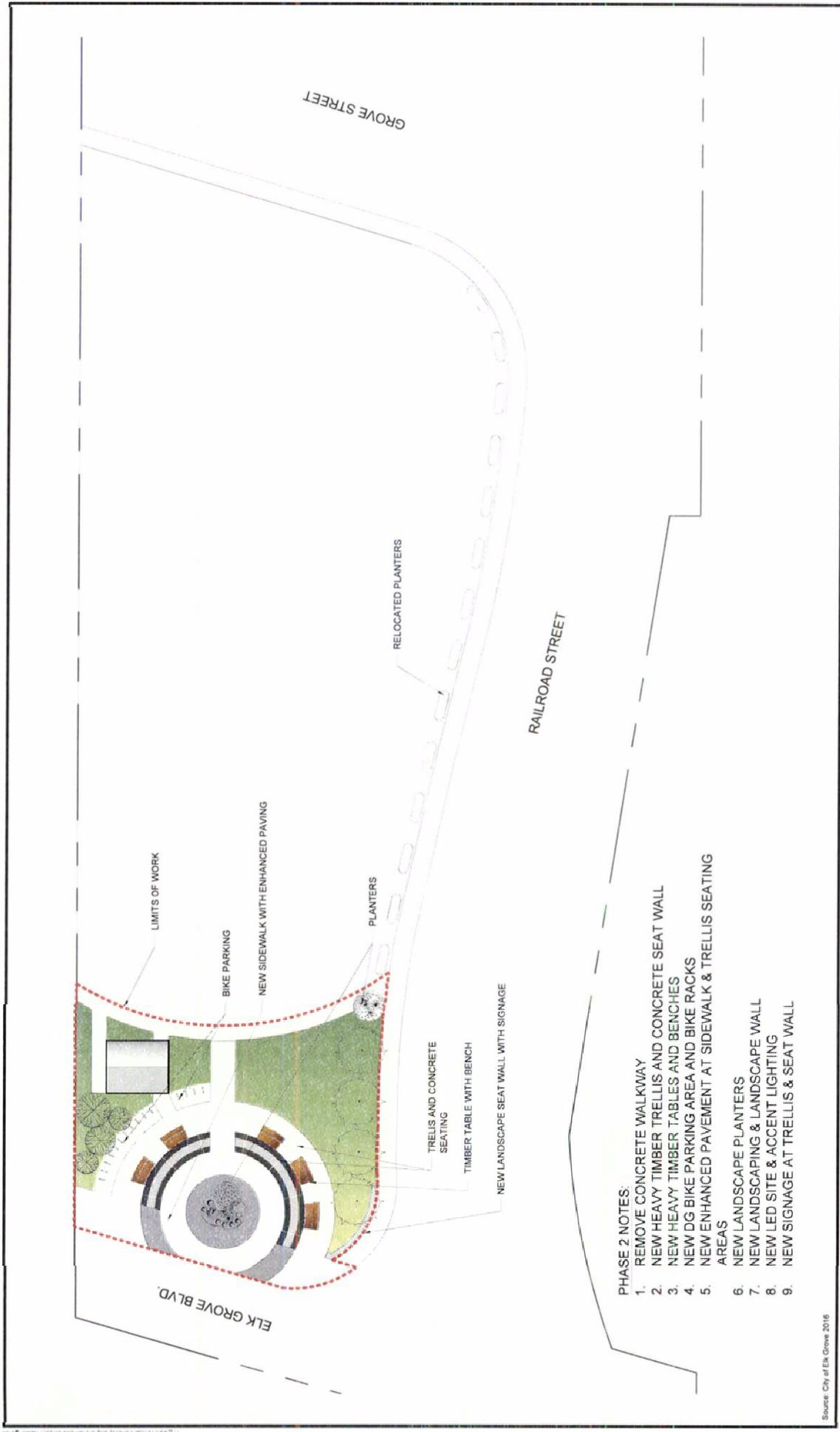
1. NEW RESTROOM, WATER AND SEWER LINES
2. NEW CONCRETE WALKWAY
3. SAWCUT EXISTING PLANTER, CONNECT WALKWAY TO SIDEWALK
4. LEVEL EXISTING PAVEMENT IN PLAZA AREA
5. NEW GALVANIZED PLANTERS INSTALLED, TO BE RELOCATED IN PHASES 2 & 3

Source: City of Elk Grove 2016

Not To Scale

FIGURE 4
Phase 1 Improvements



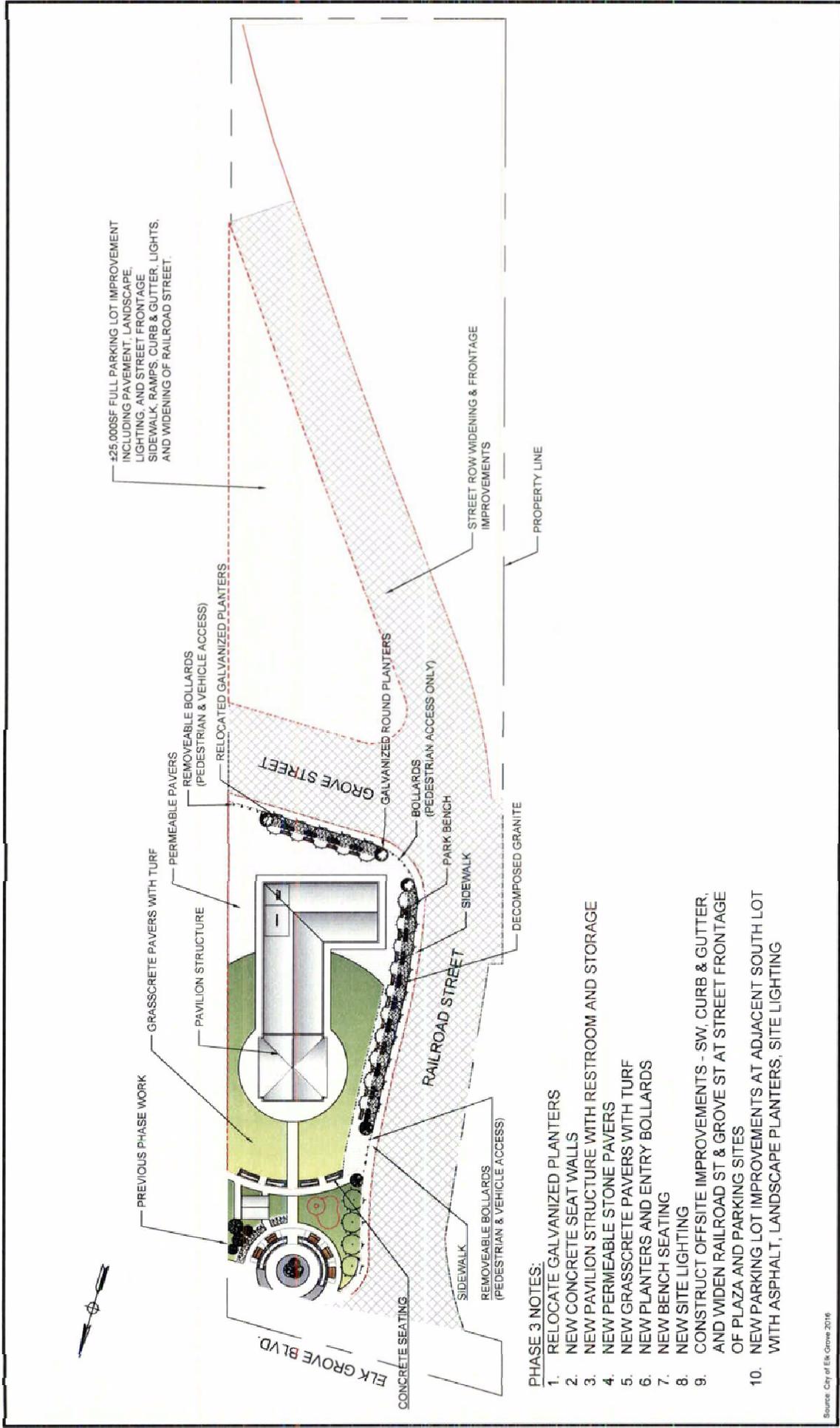


- PHASE 2 NOTES:**
1. REMOVE CONCRETE WALKWAY
 2. NEW HEAVY TIMBER TRELLIS AND CONCRETE SEAT WALL
 3. NEW HEAVY TIMBER TABLES AND BENCHES
 4. NEW DG BIKE PARKING AREA AND BIKE RACKS
 5. NEW ENHANCED PAVEMENT AT SIDEWALK & TRELLIS SEATING AREAS
 6. NEW LANDSCAPE PLANTERS
 7. NEW LANDSCAPING & LANDSCAPE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

Source: City of Elk Grove 2016

Not To Scale

FIGURE 5
Phase II Improvements



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





Figure 7

Railroad Spur Location



City of Elk Grove
Development Services

3.0 ENVIRONMENTAL CHECKLIST

A. BACKGROUND

1. **Project Title:**

Railroad Street Plaza

2. **Lead Agency Name and Address:**

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

3. **Contact Person and Phone Number:**

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

4. **Project Location:**

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

5. **Project Applicant's Name and Address:**

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

6. **General Plan Designation/Zoning:**

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

7. **Description of Project:**

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

8. **Surrounding Land Uses and Setting:**

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

3.0 ENVIRONMENTAL CHECKLIST

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

B. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

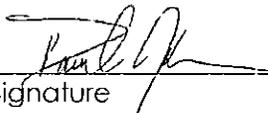
The environmental factors checked below would be potentially affected by this Project, involving at least one impact that is a "Potentially Significant Impact," as indicated by the checklist on the following pages. Potentially significant impacts that are mitigated to "Less Than Significant" are not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

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

C. DETERMINATION

On the basis of this initial evaluation:

- I find that the proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because of the incorporated mitigation measures and revisions in the Project have been made by or agreed to by the Project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed Project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed Project, nothing further is required.



Signature

Pam Johns

Printed Name

November 7, 2016

Date

Planning Manager

Title

3.0 ENVIRONMENTAL CHECKLIST

D. EVALUATION OF ENVIRONMENTAL IMPACTS

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

1. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone).
2. A "Less Than Significant Impact" applies when the proposed project would not result in a substantial and adverse change in the environment. This impact level does not require mitigation measures.
3. A "Less Than Significant Impact With Mitigation Incorporated" applies when the proposed project would not result in a substantial and adverse change in the environment after additional mitigation measures are applied.
4. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect is significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4.0 ENVIRONMENTAL ANALYSIS

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
1. AESTHETICS. Would the Project:				
a) Have a substantial adverse effect on a scenic vista?	<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 type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

PROJECT IMPACTS AND MITIGATION MEASURES

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

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

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

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

4.0 ENVIRONMENTAL ANALYSIS

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

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

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

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

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

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

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>2. AGRICULTURE AND FORESTRY RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997), prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the Project:</p>				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?	<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, forestland (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526 and by Government Code Section 51104(f)), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forestland or conversion of forestland 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 nonagricultural use or conversion of forestland to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

PROJECT IMPACTS AND MITIGATION MEASURES

- a) **No Impact.** The Project site is designated by the Farmland Mapping and Monitoring Program (FMMP) as Urban and Built-Up Land (DOC 2016). Therefore, the proposed Project would not result in the conversion of any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to nonagricultural use, and no impact would occur.
- b) **No Impact.** The Project site is zoned SPA-OT (Special Planning Area--Old Town), which does not permit agricultural uses or operations. The Project site is not subject to a Williamson Act contract. Therefore, the proposed Project would not conflict with zoning for agricultural use or a Williamson Act contract. There would be no impact.
- c, d) **No Impact.** Neither the City of Elk Grove nor Sacramento County contains any forestland or land zoned for forestland, timberland, or timberland production. Therefore, no impact would occur.
- e) **No Impact.** The placement of nonagricultural uses adjacent to agricultural uses can result in conflicts that place growth pressure on agricultural lands to convert to urban

4.0 ENVIRONMENTAL ANALYSIS

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

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

PROJECT IMPACTS AND MITIGATION MEASURES

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

The Elk Grove portion of Sacramento County has been designated a nonattainment area for federal ozone and fine particulate matter (PM_{2.5}) air quality standards (CARB 2015), so the SMAQMD is required to submit air quality plans and rate-of-progress milestone evaluations in accordance with the federal Clean Air Act. The SMAQMD air quality attainment plans and reports, which include the Sacramento Regional 8-Hour Ozone 2011 Reasonable Further Progress Plan (2008), the PM_{2.5} State Implementation Plan (SIP) (2013), and the PM₁₀ Implementation/Maintenance Plan and Re-Designation Request for Sacramento County (2010), present comprehensive strategies to reduce the ozone precursor pollutants (reactive organic gases [ROG] and nitrous oxides [NO_x]) as well as particulate matter (PM) emissions from stationary, area, mobile, and indirect sources. The Sacramento Regional 8-Hour Ozone 2011 Reasonable Further Progress Plan includes information and analyses to fulfill Clean Air Act requirements for demonstrating reasonable further progress toward attaining the 8-hour ozone national ambient air quality standards (NAAQS) for the Sacramento region. In addition, the plan establishes an updated emissions inventory and maintains existing motor vehicle emission budgets for transportation conformity purposes. The PM_{2.5} SIP attempts to fulfill the requirements of the US Environmental Protection Agency (EPA) to redesignate Sacramento County from nonattainment to attainment of the PM_{2.5} national ambient air quality standards, and the PM₁₀ Implementation/Maintenance Plan and Re-Designation Request for Sacramento County attempts to maintain coarse particulate matter (PM₁₀) attainment status.

According to SMAQMD guidance (2016), a project is considered to be consistent with regional air quality planning efforts if it does not result in an increase in the frequency or severity of existing air quality violations, or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP. This criterion refers to the California ambient air quality standards (CAAQS) and the national ambient air quality standards (NAAQS). As evaluated below in Table 4.3-1, the projected emissions associated with a maximum capacity event would not exceed SMAQMD's daily significance thresholds; therefore, the Project would not violate air quality standards. According to SMAQMD guidance, the Project would not conflict with the Sacramento Regional 8-Hour Ozone 2011 Reasonable Further Progress Plan, the PM_{2.5} State Implementation Plan, or the PM₁₀ Implementation/Maintenance Plan and Re-Designation Request for Sacramento County. There is no impact.

b) **Less Than Significant Impact.**

Construction

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

The SMAQMD uses the same screening level as the NO_x emission screening level to assist a project proponent or lead agency in determining whether PM emissions from constructing a project in Sacramento County will exceed the district's construction significance thresholds for PM₁₀ and PM_{2.5}. Construction of a project that does not exceed the screening level and implements the district's Basic Construction Emission Control Practices will be considered to have a less than significant impact on air quality.

The proposed Project is under the screening parameter of 35 acres for NO_x, PM₁₀, and PM_{2.5}. Therefore, the impact would be less than significant.

Operations

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

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

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

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

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

Operations	Reactive Organic Gases (ROG)	Nitrogen Oxide (NO _x)	Carbon Monoxide (CO)	Sulfur Dioxide (SO ₂)	Coarse Particulate Matter (PM ₁₀)	Fine Particulate Matter (PM _{2.5})
Maximum Daily Emissions (Unmitigated)						
Proposed Project	9.15	18.55	53.58	0.11	9.28	2.59
SMAQMD Potentially Significant Impact Threshold	65 pounds/day	65 pounds/day	—	—	—	—
Exceed SMAQMD Threshold?	No	No	—	—	—	—

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

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

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

- c) **Less Than Significant Impact.** Because of the region's nonattainment status for ozone and particulate matter, the SMAQMD considers projects that are consistent with all applicable air quality plans intended to bring the basin into attainment for all criteria pollutants, and below SMAQMD significance thresholds of the ozone precursor pollutants (i.e., ROG and NO_x), to have less than significant cumulative impacts. As discussed in Issue a), the proposed Project would not conflict with either the Sacramento Regional 8-Hour Ozone 2011 Reasonable Further Progress Plan, the PM_{2.5} State Implementation Plan, or the PM₁₀ Implementation/Maintenance Plan and Re-Designation Request for Sacramento County, since the proposed Project conforms to the CAAQS and NAAQS (as previously stated, the Project would not exceed operational standards and therefore would not violate air quality standards). Therefore, since the Project would not conflict with applicable air quality plans, cumulative impacts would be less than significant.

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

Air Toxics

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

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

Carbon Monoxide Hot Spots

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

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

- Traffic generated by the proposed Project would not result in deterioration of intersection level of service (LOS) to LOS E or F;¹ or
- The Project would not contribute additional traffic to an intersection that already operates at LOS of E or F.

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

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

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

4.0 ENVIRONMENTAL ANALYSIS

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
4. BIOLOGICAL RESOURCES. Would the Project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	<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, or 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 federally protected wetlands, as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal wetlands, etc.), through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

PROJECT IMPACTS AND MITIGATION MEASURES

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

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

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

Mitigation Measures

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

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

Timing/Implementation: Prior to construction activities

Enforcement/Monitoring: City of Elk Grove Planning Department

4.0 ENVIRONMENTAL ANALYSIS

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

PROJECT IMPACTS AND MITIGATION MEASURES

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

Elk Grove Historic District

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

Winemaker Historic District

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

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

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

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

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

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

The Standards for Rehabilitation generally follow the following 10 guidelines.

1. A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.
2. The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.

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3. Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken.
 4. Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.
 5. Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a property shall be preserved.
 6. Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.
 7. Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.
 8. Significant archeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.
 9. New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.
- b, d) **Less Than Significant Impact.** No archaeological materials, artifacts, or features were observed in the Project area. However, archaeological resources or human remains may exist within the Project area. In the event that archaeological resources or human remains are observed during Project construction-related activities, HR-6 Action Item 2 of the Elk Grove General Plan Historic Resources Element is in place to reduce impacts to a less than significant level (Michael Baker International 2016b). HR-6 Action 2 Imposes the following conditions on all projects in areas which do not have a significant potential for containing archaeological resources:
- The Planning Division shall be notified immediately if any prehistoric, archaeological, or paleontological artifacts are uncovered during construction. All construction must stop and an archaeologist that meets the Secretary of the Interior's Professional Qualifications Standards in prehistoric or historical archaeology shall be retained to evaluate the finds and recommend appropriate action.
 - All construction must stop if any human remains are uncovered, and the County Coroner must be notified according to Section 7050.5 of California's Health and Safety Code. If the remains are determined to be Native American, the procedures outlined in CEQA Section 15064.5(d) and (e) shall be followed.

Native American Consultation

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

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

Mitigation Measures

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

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

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

Enforcement/Monitoring: City of Elk Grove Planning Department

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	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
6. GREENHOUSE GAS EMISSIONS. Would the Project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<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"/>

PROJECT IMPACTS AND MITIGATION MEASURES

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

Construction

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

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

Operations

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

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

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

Table 4.6-1 shows the maximum annual Project emissions resulting from long-term operations in comparison to the SMAQMD significance criteria of 1,100 metric tons of carbon dioxide equivalents (CO_{2e}) annually. In addition to mobile source emissions, **Table 4.6-1** accounts for energy use and emissions generated during long-term maintenance activities associated with a city park (i.e., landscaping, painting, etc.).

**TABLE 4.6-1
OPERATIONAL-RELATED GREENHOUSE GAS EMISSIONS (METRIC TONS PER YEAR)**

Emissions Source	CO _{2e}
Area Source (landscaping, hearth)	0
Energy	0
Mobile	405
Solid Waste Hauling & Decomposition	0.2
Water Conveyance	5
Total	410
SMAQMD Potentially Significant Impact Threshold	1,100
Exceed SMAQMD Threshold?	No

Source: CalFFMod version 2016.3.1. See **Appendix D** for emission model outputs.

As shown, operation of the Project would generate approximately 410 metric tons of CO_{2e} annually. Therefore, emissions would not exceed SMAQMD significance thresholds for operational GHG emissions in the year 2020.

As previously described, SB 32 was signed into law on September 2016. SB 32 codifies the 2030 target in Executive Order B-30-15 (40 percent below 1990 levels by 2030). The bill authorizes the state board to adopt an interim GHG emissions level target to be achieved by 2030. SB 32 states that the intent is for the Legislature and appropriate agencies to adopt complementary policies which ensure that the long-term emissions reductions advance specified criteria. However, no specific policies or emissions reduction mechanisms have been established to date.

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The Sacramento Area Council of Governments' (SACOG) MTP/SCS, establishes GHG emissions goals for automobiles and light-duty trucks for 2020 and 2035. Based on the development in the MTP/SCS, GHG per capita emissions would result in an 8 percent reduction from 2005 to 2020, below the 7 percent reduction set by the California Air Resources Board (CARB). The results for 2035 result in a per capita GHG reduction of 16 percent by 2035. As shown in **Table 4.6-1**, GHG emissions resulting from Project-related transportation sources is the most potent source of emissions and, therefore, project comparison to the MTP/SCS is an appropriate indicator of whether the proposed project is consistent with the MTP/SCS. Since the project site is identified as an "Established Community" in the MTP/SCS planning period (through 2035) as opposed to "Land Not Identified for Development in the MTP/SCS or Blueprint," and is surrounded by lands identified as "Developing Community," it is included in an area where urban development is predicted by SACOG (2016). The Project's location in such an area is therefore consistent with the MTP/SCS, and it can be assumed that regional mobile emissions will be in line with the goals of the MTP/SCS with implementation of the proposed Project. While the Project would generate GHG emissions, implementing SACOG's MTP/SCS will greatly reduce the regional GHG emissions from transportation, and the proposed Project will not obstruct the achievement of the MTP/SCS 2020 and 2035 emission reduction targets. Therefore, emissions would not exceed state-wide GHG reduction goals for the years beyond the year 2020. GHG-related impacts from Project operations would be less than significant.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
7. GEOLOGY AND SOILS. Would the Project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death, involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<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 type="checkbox"/>	<input checked="" 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 projects, 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 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 wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

PROJECT IMPACTS AND MITIGATION MEASURES

- a) i) **No Impact.** No active or potentially active fault traces have been identified in Elk Grove. The faults nearest the city are the Foothills Fault System and the Great Green Valley fault at a distance of 21 and 28 miles, respectively (Elk Grove 2003b). Therefore, the proposed Project would not expose people or structures to potential substantial adverse effects involving rupture of a known earthquake fault. There would be no impact.
- ii) **Less Than Significant Impact.** As discussed under Issue a.i) above, the Project site is not located in the vicinity of any active faults. However, earthquake-related ground shaking can be expected during the design life of structures constructed on the site from

4.0 ENVIRONMENTAL ANALYSIS

earthquakes along active faults located outside the region. Therefore, proposed structures must be designed to withstand the anticipated ground accelerations.

The State of California establishes minimum standards for structural design and site development through the California Building Code (CBC) (California Code of Regulations [CCR], Title 24, Part 2). The City of Elk Grove adopted the 2013 CBC as the basis for the City Building Code (Elk Grove Municipal Code Section 16.04.010). The City's enforcement of its Building Code ensures the Project would be consistent with the CBC. All buildings constructed in the City, including the proposed Project, would be required to comply with the CBC, which includes special design requirements for building and foundation capabilities, masonry and concrete reinforcement, and building spacing to accommodate moderate earthquake shaking. It has been shown that compliance with modern building codes can greatly reduce the risks associated with ground shaking. The CBC design requirements reduce impacts associated with seismic ground shaking by preparing structures to accommodate moderate earthquake-related ground movement. Compliance with these seismic design parameters would ensure that impacts resulting from seismic ground shaking at the Project site would be less than significant.

- iii) **Less Than Significant Impact.** Liquefaction is the transformation of loose saturated silts and sands with less than 15 percent clay-sized particles from a solid state to a semiliquid state. This transformation occurs under vibratory conditions, such as those induced by a seismic event. The potential for liquefaction is dependent on soil types and density, the groundwater table, and the duration and intensity of ground shaking. Lateral spreading/lurching is a situation in which soil mass deforms laterally toward a free face, such as a stream bank, during a seismic event. The failure occurs along a liquefiable or weak subsurface layer.

According to the Natural Resources Conservation Service's (2016) Web Soil Survey, the Project site is underlain by soils of the San Joaquin-Urban land complex. This soil type is a silt loam with approximately 21 percent clay. The high content of clay-size particles in this soil type indicates a low potential for liquefaction and lateral spreading in the event of strong seismic activity. The Project engineer would be required to prepare a soil report for the Project site as part of the building permit process, which would confirm the site's soil characteristics and suitability for the proposed development and include any recommended measures to ensure soil stability prior to construction. Therefore, this impact would be less than significant.

- iv) **No Impact.** The Project site and surrounding properties are essentially topographically flat; therefore, the likelihood of landslides is minimal. Furthermore, the City of Elk Grove General Plan Draft EIR (2003b) confirms that there is little potential for landslides to occur anywhere in the City, as the maximum land surface slope in Elk Grove is 3 percent. Therefore, no impact associated with landslides would be expected to occur.
- b) **Less Than Significant Impact.** Construction activities associated with development of the proposed Project, including land clearing, grading, and excavations, would disturb site soils, temporarily exposing them to wind and water erosion. City of Elk Grove General Plan Policy CAQ-6 states that "roads and structures shall be designed, built and landscaped so as to minimize erosion during and after construction." Procedures have been established to minimize erosion and sedimentation during construction activities in Municipal Code Chapter 16.44, Land Grading and Erosion Control. Compliance with Policy CAQ-5 and Chapter 16.44 would reduce impacts associated

with soil erosion during construction and operation. Therefore, this impact would be less than significant.

- c) **Less Than Significant Impact.** See Issue a.iv) for a discussion regarding landslides. See Issue a.iii) for a discussion regarding liquefaction and lateral spreading. As discussed previously, the City requires a soils report to determine the site's underlying conditions and suitability for development. All proposed structures would be constructed in accordance with applicable state and local building and seismic standards to minimize risks associated with the specific soil conditions on the site. Therefore, this impact would be less than significant.
- d) **Less Than Significant Impact.** Expansive soils contain significant amounts of clay particles that swell considerably when wetted and shrink when dried. Foundations constructed on these soils are subjected to large uplifting forces caused by the swelling. Without proper measures taken, heaving and cracking of both building foundations and slabs-on-grade could result.

According to the Natural Resources Conservation Service's (2016) Web Soil Survey, the Project site is underlain by soils of the San Joaquin-Urban land complex, with a linear extensibility rating of 1.3, which indicates a low shrink-swell potential. The Project engineer would be required to prepare a soil report for the Project site as part of the building permit process, which would confirm the site's soil characteristics and suitability for development and include any recommended measures to ensure soil stability prior to construction. Therefore, this impact would be less than significant.

- e) **No Impact.** The proposed Project would connect to the Sacramento Regional County Sanitation District (SRCSD) and Sacramento Area Sewer District (SASD) sewer system. The use or construction of septic tanks or alternative wastewater disposal systems is not proposed; therefore, no impact would occur.

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	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
8. HAZARDS AND HAZARDOUS MATERIALS. Would the Project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<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 type="checkbox"/>	<input checked="" 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, create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan area or, where such a plan has not been adopted, within 2 miles of a public airport or a public use airport, result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

PROJECT IMPACTS AND MITIGATION MEASURES

Blackburn Consulting prepared a Phase I Environmental Site Assessment (ESA) and a Limited Phase II ESA for the Project site and some adjacent land in October 2012 (see **Appendix E**).² The following discussion is based on the findings in these documents.

² Note that the Phase I ESA and Phase II ESA were prepared for three parcels (134-0010-028, 134-0010-064, and 125-0243-023) which, at the time these documents were prepared, included the Project site and adjacent land west of the site and east of the railroad line. Since preparation of these reports, the parcels have been reconfigured and renumbered.

- a-c) **Less Than Significant Impact.** Construction of the proposed Project would involve the use of limited amounts of routine hazardous materials including gasoline, diesel fuel, oils, solvents, and paints. Contractors would be required to use, store, and dispose of any hazardous materials in accordance with all applicable federal, state, and local regulations. Once operational, the proposed use would be expected to require minimal use, storage, and transport of hazardous materials such as fertilizers and equipment fuel for landscaping maintenance and cleaners for building maintenance. Employees and landscaping contractors would be required by law to use and store these materials in accordance with the product labels. Both the EPA and the US Department of Transportation regulate the transport of hazardous waste and material, including transport via highway. Compliance with existing regulations would minimize potential risks to the public and the environment associated with the use, storage, and transport of hazardous materials associated with the proposed Project. There are no existing or planned schools within one-quarter mile of the Project site. Furthermore, the proposed Project would not include any uses that would emit hazardous emissions or handle hazardous materials in a manner that would pose a risk to sensitive receivers in the vicinity. This impact would be less than significant.
- d) **Less Than Significant Impact.** According to a search of the Department of Toxic Substances Control (2016) EnviroStor database and the State Water Resources Control Board (2016) GeoTracker database, the Project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (Cortese List).³ In addition, there are no hazardous materials release sites within 1 mile of the Project site that have an open case status (SWRCB 2016).

A review of historic records conducted by Blackburn Consulting (2012a) identified several previous uses of the site associated with railroad operations that are potential contamination sources and were identified as known or potential recognized environmental conditions (RECs). These uses include a railroad spur line that previously ran through the site parallel to Railroad Street, two previous freight stations, and a fuel storage building and oil tank immediately adjacent to the southern portion of the site. Contamination typically associated with railroad corridors include oil and grease, fossil fuel combustion products, petroleum hydrocarbons, wood treating chemicals such as creosote, and metals such as lead.

In addition, the property immediately south of the Project site, located at 9676 Railroad Street (APN 134-0010-028), was identified as a Resource Conservation and Recovery Act (RCRA) small quantity generator of hazardous materials. Records for this site indicate that the waste streams include ignitable waste, benzene, tetrachloroethylene, trichloroethylene, and waste soil. No accidental releases have been reported and there is no recorded evidence that soil and/or groundwater contamination exists at this parcel or extends off that particular site. However, there is evidence to suggest that this operation temporarily stockpiled soil on Union Pacific Railroad property in the past.

Based on the identified RECs on and adjacent to the Project site, the Phase I ESA recommended preparation of a Phase II ESA to evaluate soil conditions at the site, including soil borings and laboratory testing. Testing results and observations made at the time of sample collection found no evidence of a hazardous material release that

³ Government Code Section 65962.5 requires compilation of a list of hazardous waste and substances sites to be used as a planning document by state and local agencies and developers to comply with the CEQA requirements in providing information about the location of hazardous materials release sites. This list is commonly known as the Cortese List.

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requires remedial action on the site. However, the laboratory testing results indicate the presence of petroleum hydrocarbons, organochlorine pesticides, and metals (lead and mercury) at relatively low levels that are considered acceptable for nonresidential uses. Given that the proposed Project does not include any residential development, this impact would be less than significant.

- e, f) **No Impact.** The Project site is not located in an airport land use plan or within 2 miles of an active public airport or a private airstrip, so there would be no safety hazard to people visiting or working in the Project area. Therefore, there would be no impact.
- g) **No Impact.** The proposed Project does not include any components that would impair implementation of or physically interfere with either the Sacramento County Multi-Hazard Plan or the Sacramento County Area Plan, both of which address plans for incidents involving hazardous materials or conditions, including evacuation plans. Therefore, there would be no impact.
- h) **No Impact.** The Project site is located in an urbanized area and is not at risk for wildland fire. Project construction would require removal of minimal vegetation from the site and would extend water supply and improve emergency access to the site, further reducing any risk of wildland fire. There would be no impact.

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	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
9. HYDROLOGY AND WATER QUALITY. Would the Project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted?)	<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, in a manner, which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of a failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

PROJECT IMPACTS AND MITIGATION MEASURES

a, f) **Less Than Significant Impact.** The proposed Project could result in water quality degradation during construction and operation. Construction activities associated with development of the Project site would include grading and the removal of existing

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pavement, which would disturb and expose soils to water erosion, potentially increasing the amount of silt and debris entering drainages. In addition, refueling and parking of construction equipment and other vehicles on-site during construction could result in oil, grease, and other related pollutant leaks and spills that could enter runoff.

The City of Elk Grove Department of Public Works has jurisdiction over aspects of stormwater management in the City. The City is a joint participant with Sacramento County's National Pollutant Discharge Elimination System (NPDES) permit, which allows the City to discharge urban runoff from Municipal Separate Storm Sewer Systems (MS4s) in its municipal jurisdiction. The permit requires that the City impose water quality and watershed protection measures for all development projects and requires every new construction project to implement the following measures:

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

In addition, because the proposed parking lot would exceed 5,000 square feet, it would trigger certain source control and treatment control requirements in the Sacramento County Stormwater Quality Design Manual. Source control requirements include storm drain markings and signs, and waste management areas. Treatment control is also required, with acceptable methods including a constructed wetland basin, detention basin, infiltration basin or trench, sand filters, flow-through or infiltration stormwater planters, vegetated swales or filter strips, or other proprietary devices. The Project would also be required to comply with Elk Grove Municipal Code Chapter 16.44, Land Grading and Erosion Control, which requires implementation of measures to minimize erosion, sediment, dust, and other pollutant runoff. Examples of typical construction best management practices in SWPPPs include using temporary mulching, seeding, or other suitable stabilization measures to protect uncovered soils; storing materials and equipment to ensure spills or leaks cannot enter the storm drain system or surface water; developing and implementing a spill prevention and cleanup plan; installing traps, filters, or other devices at drop inlets to prevent contaminants from entering storm drains; and using barriers, such as straw bales or plastic, to minimize the amount of uncontrolled runoff that could enter drainages and surface waters. The discharger must also install structural controls, such as sediment control, as necessary, which would constitute Best Available Technologies to achieve compliance with water quality standards. Compliance with these requirements would ensure that site development activities do not result in the movement of unwanted material into waters on or off the Project site.

Once the proposed improvements are constructed and in use, runoff from the Project site could contain oils, grease, fuel, antifreeze, and byproducts of combustion (such as lead, cadmium, nickel, and other metals), as well as nutrients, sediments, and other pollutants. However, compliance with the existing requirements discussed above, which require implementation of water quality control measures would ensure this impact would be less than significant.

- b) **Less Than Significant Impact.** The proposed Project is located in the Elk Grove Water District's (EGWD) Service Area 1, which is supplied by groundwater from EGWD wells and treated at the District's water treatment plant. EGWD's Service Area 2 relies on EGWD wells as well as supplies from Sacramento County Water Agency. Groundwater is supplied to Service Area 1 by a series of three shallow wells and four deep wells, all located within the District's service area. Historically, the wells and underlying subbasin have not been categorized as an overdraft risk (Elk Grove Water District 2016). The combined historical groundwater production of EGWD wells between 2010 and 2015 was a low of 3,398 acre-feet per year (AFY) in 2015 to a high of 5,582 AFY in 2012. EGWD determined that implementation of its water shortage contingency plan (WSCP), reductions in water demand would ensure that adequate water supplies would be available, even over the course of multiple dry years.

The Project proposes the development of two restroom facilities as well as installation of turf and ornamental landscaping on the approximately 1.5-acre northern portion of the Project site. The southern portion of the site would be developed as a parking lot with negligible water demand associated with minor landscaping. Based on an annual water demand factor of 3.46 acre-feet per acre for parks (Elk Grove 2014b), the Project would have an annual water demand of approximately 5.2 acre-feet per year. It should be noted that this estimate is conservative, as a portion of the 1.5-acre area would include hardscaping that would not require irrigation. The Project's projected water demand would not exceed available supplies. Therefore, implementation of the proposed Project would not result in the substantial depletion of groundwater supplies, and this impact would be less than significant.

Recharge of the local aquifer system occurs primarily along active river and stream channels where extensive sand and gravel deposits exist; however, the Project site is not located near any river or stream channels. Furthermore, much of the Project site is currently paved, prohibiting infiltration of runoff. The proposed Project would increase infiltration potential by incorporating grasscrete pavers with turf and permeable pavers that would allow runoff generated on the site to percolate into the underlying soils. Therefore, the proposed Project would have a less than significant impact on groundwater recharge.

- c-e) **Less Than Significant Impact.** The Project site is essentially flat with elevations ranging between 49 and 52 feet above mean sea level. Runoff generated on the site pools on-site or flows overland to adjacent properties. The proposed Project would include construction of an on-site drainage system that would connect to the existing public stormwater drainage system. The northern portion of the site is currently paved, and Project implementation would replace the existing concrete with grasscrete pavers with turf and permeable pavers that would allow on-site infiltration, the Project would likely reduce stormwater flows for this portion of the site. The southern portion of the site is currently compacted soil and gravel, which would be paved for parking. The compacted gravel does not provide substantial opportunity for recharge, so the net change in impervious surfaces or volume or rate of runoff would not be substantial.

Impacts associated with construction of the planned drainage facilities are assumed as part of the Project and are addressed throughout this Initial Study. This impact would be less than significant.

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- g, h) **No Impact.** According to the Federal Emergency Management Agency (FEMA) (2012), the Project site is not located in a flood hazard zone. In addition, the Project does not include the development of a residential component. Therefore, the Project would not place any housing or others structures within a 100-year flood hazard area. There would be no impact.
- i) **No Impact.** The Project site is not located in the inundation zone for any dams or levee systems and would not expose people or structures to a significant risk of loss, injury, or death involving flooding as a result of a failure of a levee or dam. There would be no impact.
- j) **No Impact.** The Project site is not located near any water bodies large enough to pose a risk of tsunami or seiche waves. The Project site and adjacent properties are essentially flat and not at risk of mudflow. Therefore, the proposed Project would not expose people to potential impacts involving seiche, tsunami, or mudflow. There would be no impact.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
10. LAND USE AND PLANNING. Would the Project:				
a) Physically divide an existing community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

PROJECT IMPACTS AND MITIGATION MEASURES

- a) **No Impact.** The Project site would be developed as a public gathering place accessible to motorists, bicyclists, and pedestrians and would continue the current use on the site. The Project parcel is currently divided by a roadway, but the Project does not propose any further lot split. The Project will potentially bring people together in the Old Town area by providing a more inviting gathering space. The Project would not divide an established community and no impact would occur.
- b) **Less Than Significant Impact.** The Project site is designated by the Elk Grove General Plan as Light Industry (LI) and zoned Special Planning Area–Old Town (SPA-OT). The Old Town Special Planning Area zones the site Commercial. The proposed Project includes a General Plan Amendment to change the land use designation of the site under the General Plan from Light Industrial to Parks/Open Space and an amendment to the Old Town Special Planning Area to change the land use from Commercial to Public Plaza. Project approval would make the current and proposed uses of the site consistent with the City’s applicable land use plans. As discussed above, the improvements on the site would provide better site access, but the use of the site would remain the same as under existing conditions. The proposed use would be compatible with the existing commercial and residential uses that surround the site. Therefore, the proposed Project would not conflict with plans or policies adopted for the purpose of avoiding or mitigating an environmental effect or with adjacent uses. This impact would be less than significant.
- c) **No Impact.** No adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan is applicable in Elk Grove. Therefore, there would be no impact.

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	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
11. MINERAL RESOURCES. Would the Project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<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 in a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

PROJECT IMPACTS AND MITIGATION MEASURES

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

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
12. NOISE. Would the Project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance or of applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan area or, where such a plan has not been adopted, within 2 miles of a public airport or a public use airport, expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, 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"/>

PROJECT IMPACTS AND MITIGATION MEASURES

a, c, d) Less Than Significant Impact.

Short-Term Construction-Generated Noise

Construction noise typically occurs intermittently and varies depending on the nature or phase of construction (e.g., land clearing, grading, excavation, paving). Noise generated by construction equipment, including earth movers, material handlers, and portable generators, can reach levels of up to approximately 90 dBA L_{max}. Noise from localized point sources, such as construction sites, typically decreases by approximately 6 dBA with each doubling of distance from source to receptor. Given this noise attenuation rate and typical construction equipment noise levels and usage rates, combined noise levels associated with construction activities can reach levels of up to approximately 84 dBA L_{max} at 50 feet.

During Project construction, exterior noise levels could affect the nearest existing sensitive receivers in the vicinity. The nearest sensitive receptors include the front yard of a residence adjacent to the Project site to the east. Therefore, adjacent residential land uses could be exposed to temporary and intermittent noise levels beyond 90 dBA L_{max} (83 dBA L_{eq}). Pursuant to City of Elk Grove Municipal Code Section 6.32.100, Exemptions, noise sources associated with construction, repair, remodeling, demolition, paving, or grading of any real property are exempt from City noise standards provided such activities only occur between the hours of 7:00 AM and 7:00 PM when located adjacent to residential uses. Additionally, General Plan Noise Element Policy NO-3, Action 1, limits construction activity to the hours between 7:00 AM and 7:00 PM whenever such activity is adjacent to residential uses. Compliance with the General Plan and the City Municipal Code would minimize disturbance of sensitive receptors in the Project vicinity, and construction noise impacts would be considered less than significant (Michael Baker International 2016a; **Appendix F**).

Operational Noise Source Levels

The Project is intended to improve the function of the site as a venue for community events that are currently held there. The Project does not propose to increase the site's capacity for events at the site and, with Project improvements, the site would serve the same function as under current conditions. For instance, the Project would not provide for additional site capacity and therefore would not generate an increased number of visitors or new vehicle trips compared to current events that occur on the site for an individual event; thus, there would be no associated increases in crowd noise or vehicle-related noise for any given event. Therefore, the Project would not increase long-term ambient noise to levels beyond current levels.

Pursuant to the City Municipal Code Section 6.32.100, outdoor gatherings conducted pursuant to a license or permit by the City are exempt from the provisions of the Code. The Project would result in a continuation of activities on the site similar to the activities that occur under current site conditions. Project site activities include City-permitted outdoor gatherings, shows, and entertainment events such as Food Truck Mania, the Sunday Farmers Market, a music concert, an annual chili festival with live music, an annual brew fest with live music, a winter ice skating rink, and a vintage trailer show and antique flea market with live music, which are currently exempt from the City's noise standards.

As shown in **Table 12-1**, the existing noise levels associated with recorded and live music were measured at 63.2 dBA and the noise levels associated with crowd noise absent music were 58.7 dBA.

**TABLE 12-1
EXISTING NOISE LEVELS ASSOCIATED WITH VARYING ACTIVITIES AT THE PROJECT SITE**

No.	Plaza Activity	Noise Sources	Leq (dBA)	Peak (dBA)	Time
1	Chili Festival (as measured from the residence adjacent to the east of the site)	Recorded & Live Music	63.2	89.6	12:54 p.m.–1:09 p.m.
2	Chili Festival (as measured just south of the site across Grove Street)	Diesel Generators & Passing Train	72.9	110.9	2:31 p.m.– 2:46 p.m.
3	Chili Festival (as measured from the west side of the railroad tracks)	Recorded Music & Passing Train	78.2	114.1	12:35 p.m.–12:50 p.m.
4	Chili Festival (as measured adjacent to the southwest corner of the site)	Crowd Noise	58.7	91.5	2:48 p.m.– 3:03 p.m.

Source: Michael Baker International 2016a.

The noise measurements of 72.9 dBA at noise measurement location #2 and 78.2 dBA at noise measurement location #3 occurred while a train was present. As also shown, the noise levels associated with recorded and live music were 63.2 dBA, and the noise levels associated with a crowd of people were 58.7 dBA. The activities on the Project site would be subject to a City permit and are therefore exempt from the provisions of the Elk Grove Municipal Code. In addition, the Project would include activities on the site that are similar to the activities that occur under current conditions and would not increase the site's capacity for individual events. Because noise levels generated as a result of the Project would not exceed noise levels under existing conditions and because activities would not be subject to the Municipal Code's noise limitations, the Project's operational noise impacts would not be considered significant (Michael Baker International 2016a).

- b) **Less Than Significant Impact.** The primary ground vibration source in the Project vicinity is the existing active railroad. Based on the generalized ground surface vibration curves in the Federal Transit Administration (2006) guidance, proposed development within 200 feet of an existing railroad could exceed the recommended threshold for human disturbance of 72 vibration decibel levels (VdB) for sensitive receptors that are exposed to a frequent amount of vibration events (i.e., 70 or more trains passing by in one day).

Increases in groundborne vibration levels attributable to the proposed Project would be primarily associated with short-term construction-related activities. Once construction is completed, all construction-generated groundborne vibration would cease. While the existing railroad to the west of the Project site is a source of groundborne vibration, the Project is not introducing new sensitive receptors to the area, as it would not increase the site's capacity for individual events. The Project would not result in a new type of land use on the site because the Project includes improvements to an existing facility, as opposed to the construction of a new facility.

This analysis of groundborne vibration levels attributable to construction uses the California Department of Transportation (Caltrans) vibration impact threshold for sensitive buildings and residences. Construction activities associated with the proposed improvements would likely require the use of various equipment, such as tractors and haul trucks. For structural damage, Caltrans uses a vibration limit of 0.2 inches per

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second, peak particle velocity (in/sec, PPV) for older residential buildings. If this groundborne vibration level threshold is exceeded, there may be "architectural" damage to normal dwellings.

Construction activities would require the use of off-road equipment such as tractors, jackhammers, and haul trucks. The use of major groundborne vibration-generating construction equipment, such as pile drivers, would not be needed for the Project. The nearest residential structure to the Project site is approximately 40 feet away. Based on representative vibration source levels for construction equipment at 25 feet, ground vibration generated by heavy-duty equipment would not be anticipated to exceed approximately 0.2 inches per second peak particle velocity at 40 feet (Michael Baker 2016a). Therefore, predicted vibration levels at the nearest on- and off-site structures would not exceed recommended criteria. There would be no source of ground vibration associated with the proposed Project operations beyond that currently generated by events on the site. Groundborne vibration impacts would be less than significant.

- e, f) **No impact.** The nearest airports to the Project site are Franklin Field, approximately 5 miles south, and Sacramento Executive Airport, approximately 9 miles north. The Project site is not located within the projected noise contour zones of either of these airports. There would be no impact.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
13. POPULATION AND HOUSING. Would the Project:				
a) Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

PROJECT IMPACTS AND MITIGATION MEASURES

- a) **No Impact.** The Project proposes improvements for a public plaza and parking lot and would not include any residential or substantial job-generating uses that would directly increase Elk Grove's population. The Project does not include the extension of any roads or other infrastructure that has been identified as a limit to growth in the area. Therefore, this impact would be less than significant.
- b, c) **No Impact.** The Project site is currently vacant. Therefore, implementation of the proposed Project would not displace any housing or people. There would be no impacts.

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	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
14. PUBLIC SERVICES. Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:				
a) Fire protection?	<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 checked="" type="checkbox"/>	<input 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"/>

PROJECT IMPACTS AND MITIGATION MEASURES

- a) **Less Than Significant Impact.** The Cosumnes Community Services District (CCSD) Fire Department provides fire protection services to the Project site and the vicinity. The CCSD operates eight fire stations serving the cities of Elk Grove and Galt, as well as areas of unincorporated Sacramento County. The nearest fire station to the Project site is Station 71 located at 8760 Elk Grove Boulevard, less than 1 mile to the west. Although not required for use of the plaza, organizers for larger events typically provide basic first aid through Sacramento Community Emergency Response Team (CERT) volunteers coordinated through Cosumnes Fire, which would reduce service calls during such events. The improvements of an existing and relatively small public plaza would not result in a substantial increase in calls for fire protection services such that it would trigger the need for additional fire protection facilities. Therefore, this impact would be less than significant.
- b) **Less Than Significant Impact.** The Elk Grove Police Department provides police protection services to the Project site. The department operates out of two located in the City Hall complex on Laguna Palms Way, approximately 2.7 miles northwest of the Project site. As discussed previously, the Project includes improvements on the site to improve access for existing events and comply with ADA standards. The improvements at the relatively small public plaza would not result in a substantial increase in the need for police protection services such that it would trigger the need for additional police protection facilities, the construction of which could result in impacts on the environment. Therefore, the impact would be less than significant.
- c) **Less Than Significant Impact.** The Project site is located within the boundaries of the Elk Grove Unified School District. The proposed Project does not include any residential uses and would not result in any direct or indirect population growth or generate new student enrollment. This impact would be less than significant.
- d) **Less Than Significant Impact.** See Issue a) in subsection 15, Recreation. The impact would be less than significant.

- e) **Less Than Significant Impact.** The proposed Project would not result in any population growth. The Project does not propose an increase in the number or intensity of events on the site and therefore would not be expected to generate a significant increase in demand for any other public services. This impact would be less than significant.

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	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporation	Less Than Significant Impact	No Impact
15. RECREATION				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

PROJECT IMPACTS AND MITIGATION MEASURES

- a) **Less Than Significant Impact.** The Project proposes improvements to the site, which currently is the venue for public events. The physical effects of construction of these improvements are addressed throughout this Initial Study. The Project would not increase the City's population or otherwise increase the use of other existing recreational facilities or parks such that it would result in deterioration of those facilities. In fact, this is an improvement of facilities that would be maintained for ongoing events. The City's ability to have ongoing events would mandate upkeep of the facility. Therefore, this impact would be less than significant.
- b) **Less Than Significant Impact.** The Project proposes improvements at a site that is currently used for public recreational use and public events. Impacts associated with construction of the planned improvements are assumed as part of the Project and are addressed throughout this Initial Study. Potential impacts include disturbance of biological resources, cultural resources, temporary air emissions, soil erosion and water quality degradation, handling of hazardous materials, temporary construction noise, and temporary construction traffic. This impact would be less than significant.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
16. TRANSPORTATION/TRAFFIC. Would the Project:				
a) Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

PROJECT IMPACTS AND MITIGATION MEASURES

- a, b) **Less Than Significant Impact.** As described previously, the proposed Project is intended to improve the site to better function as a venue for community events that are currently held on the site. The Project would not increase the site’s capacity for individual events. Thus, the Project would not generate new daily vehicle trips on the surrounding roadways, and there would be no impact on intersection operations and corresponding levels of service. The proposed Project would help improve circulation on the adjacent roadways by widening Railroad Street and constructing frontage improvements and formalizing site access. These impacts would be less than significant.
- c) **No Impact.** There are no public airports in Elk Grove. The Project does not propose any tall structures that could interfere with aircraft operation. Therefore, no impact would occur.

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- d) **No Impact.** The Project has been designed in accordance with City road and improvement standards. The proposed Project would not result in the development of any new hazards or potential incompatibilities. Therefore, the Project would have no impact associated with hazards due to roadway design features.
- e) **No Impact.** As described in Issue d) above, the Project has been designed in accordance with City road and improvement standards, thereby ensuring that adequate emergency access could be provided to the proposed uses. There would be no impact.
- f) **No Impact.** The Project does not propose any uses that would interfere with policies, plans, or programs for public transit, bicycle, or pedestrian facilities. The Project includes pedestrian connections and other public facilities that would facilitate pedestrian activity (i.e., public restrooms, seating). The Project also includes bicycle parking in accordance with City standards. The Project would not affect current transit operations or facilities. There would be no impact.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
17. UTILITIES AND SERVICE SYSTEMS. Would the Project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand, in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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a, b, e) **Less Than Significant Impact.** The Sacramento Area Sewer District (SASD) and the Sacramento Regional County Sanitation District (SRCSD) would treat wastewater generated at the Project site. The SASD provides local wastewater collection and conveyance services, while the SRCSD owns and operates the regional wastewater conveyance system and the Sacramento Regional Wastewater Treatment Plant. The plant treats an average of 150 million gallons of wastewater per day and is capable of treating up to 400 million gallons per day (mgd) during peak wet weather flow. Wastewater is treated by accelerated physical and natural biological processes before it is discharged to the Sacramento River.

The majority of the water used on the Project site would be for irrigation and would not result in wastewater entering the public sewer system. Project wastewater would be generated only at the two restroom facilities and would result in a negligible increase in total wastewater flows conveyed and treated by the SASD and the SRCSD. Therefore, no new or expanded wastewater treatment infrastructure would be required beyond minor

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on-site improvements, and the wastewater treatment requirements of the Central Valley RWQCB would not be exceeded. This impact would be less than significant.

- c) **Less Than Significant Impact.** See Issue c–e) in subsection 9, Hydrology and Water Quality. The proposed Project would require the construction of on-site drainage facilities to serve the proposed development, including connections to the City's existing storm drainage infrastructure. Impacts associated with construction of the planned drainage facilities are assumed as part of the Project and are addressed throughout this Initial Study. Potential impacts include disturbance of biological resources, cultural resources, temporary air emissions, soil erosion and water quality degradation, handling of hazardous materials, temporary construction noise, and temporary construction traffic. This impact would be less than significant.
- d) **Less Than Significant Impact.** As discussed in Issue b) in subsection 9, Hydrology and Water Quality, the proposed Project would be provided domestic water service by the EGWD. According to EGWD's 2015 Urban Water Management Plan (UWMP) implementation of EGWD's water shortage contingency plan would result in reductions in water demand that would ensure that adequate water supplies would be available, even over the course of multiple dry years. Therefore, the proposed Project would not exceed the water demand projections of the Urban Water Management Plan, and the EGWD would have sufficient water supplies to serve the proposed Project from existing entitlements. This impact would be less than significant.
- f, g) **Less Than Significant Impact.** The proposed Project would allow the development of a public plaza and parking lot, the construction and operation of which would generate solid waste and recyclable materials. According to the California Department of Resources Recycling and Recovery (CalRecycle) (2006), public venues and events generate on average approximately 244 pounds of waste material per hundred visitors. Assuming 204,214 visitors each year, the Project could generate 498,282 pounds of solid waste annually (249 tons each year or approximately 4.8 tons per week). The majority of the landfills serving Elk Grove waste haulers have over 70 percent remaining capacity, and the combined remaining capacity of these landfills is more than 450,000,000 cubic yards (Elk Grove 2014). Therefore, there is adequate landfill capacity to continue serving the Project site and this impact would be less than significant.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
18. MANDATORY FINDINGS OF SIGNIFICANCE				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of rare or endangered plants or animals, or eliminate important examples of the major periods of California history or prehistory?	<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 considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects that 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"/>

DISCUSSION

The following are Mandatory Findings of Significance in accordance with Section 15065 of the CEQA Guidelines.

- a) **Less Than Significant Impact With Mitigation Incorporated.** As discussed previously, the proposed Project would not result in any significant impacts that cannot be mitigated. As discussed in subsection 4.0, Biological Resources, the Project site does not provide habitat for any species and does feature any protected biological resources. However, trees on the adjacent property could provide nest sites for migratory birds that are protected under the Migratory Bird Treaty Act, and construction activities on the Project site could result in the abandonment of nests. This is a potentially significant impact. Nesting bird preconstruction surveys and buffer zones for active nests are included in mitigation measure **BIO-1** to reduce impacts to a less than significant level. Thus, the Project would result in no impacts or less than significant impacts to local, regional, and state habitat conservation plans and to any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or the US Fish and Wildlife Service. As discussed in subsection 5, Cultural Resources, the proposed Project would not result in any significant impacts on important examples of the major periods of California history or prehistory. However, if modifications to the existing rail spur in the Project area are made, compliance with mitigation measure CUL-1 would be required to ensure a less than significant impact.

4.0 ENVIRONMENTAL ANALYSIS

- b) **Less Than Significant Impact.** A significant impact may occur if a project, in conjunction with related projects, would result in impacts that are less than significant when viewed separately but would be significant when viewed together. When considering the proposed Project in combination with other past, present, and reasonably foreseeable future projects in the vicinity of the Project site, the proposed Project does not have the potential to cause impacts that are cumulatively considerable. As detailed in the above discussions, the proposed Project would not result in any significant and unmitigable impacts in any environmental categories. In all cases, the impacts associated with the Project are limited to the Project site or are of such a negligible degree that they would not result in a significant contribution to any cumulative impacts.
- c) **Less Than Significant Impact With Mitigation Incorporated.** The proposed Project does not have the potential to significantly adversely affect humans, either directly or indirectly, once mitigation measures are implemented. All significant impacts are avoidable, and the City of Elk Grove would ensure that measures imposed to protect human beings are implemented.

5.0 REFERENCES

REFERENCES

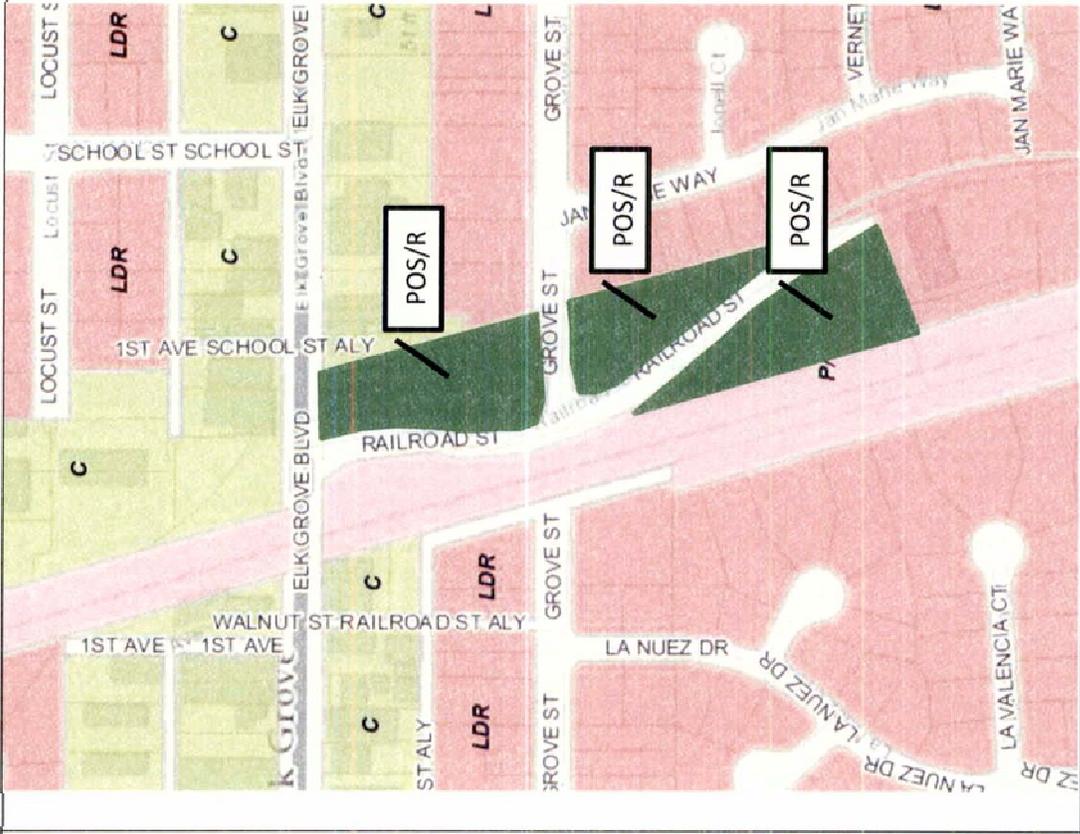
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5.0 REFERENCES

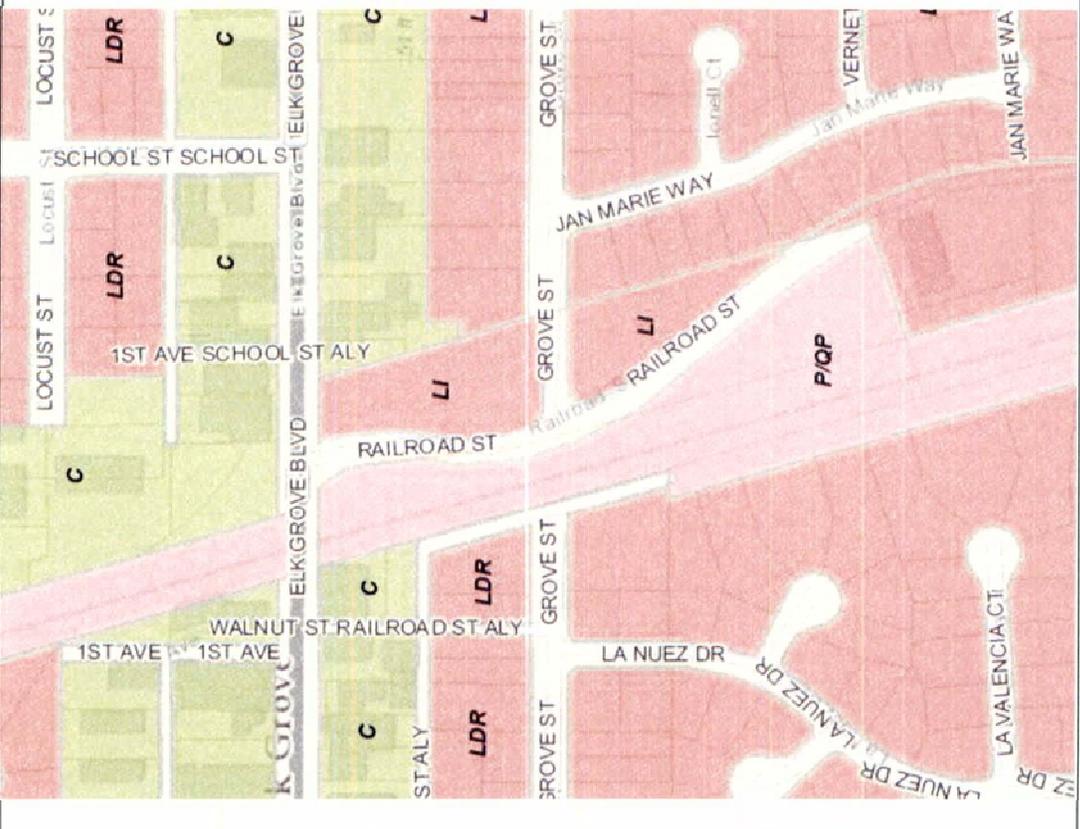
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EXHIBIT B

Railroad (Old Town) Plaza General Plan Amendment Exhibit



**Proposed General Plan Land Use Designation
(Public Open Space/Recreation)**



**Existing General Plan Land Use Designation
(Light Industrial)**

EXHIBIT C-1

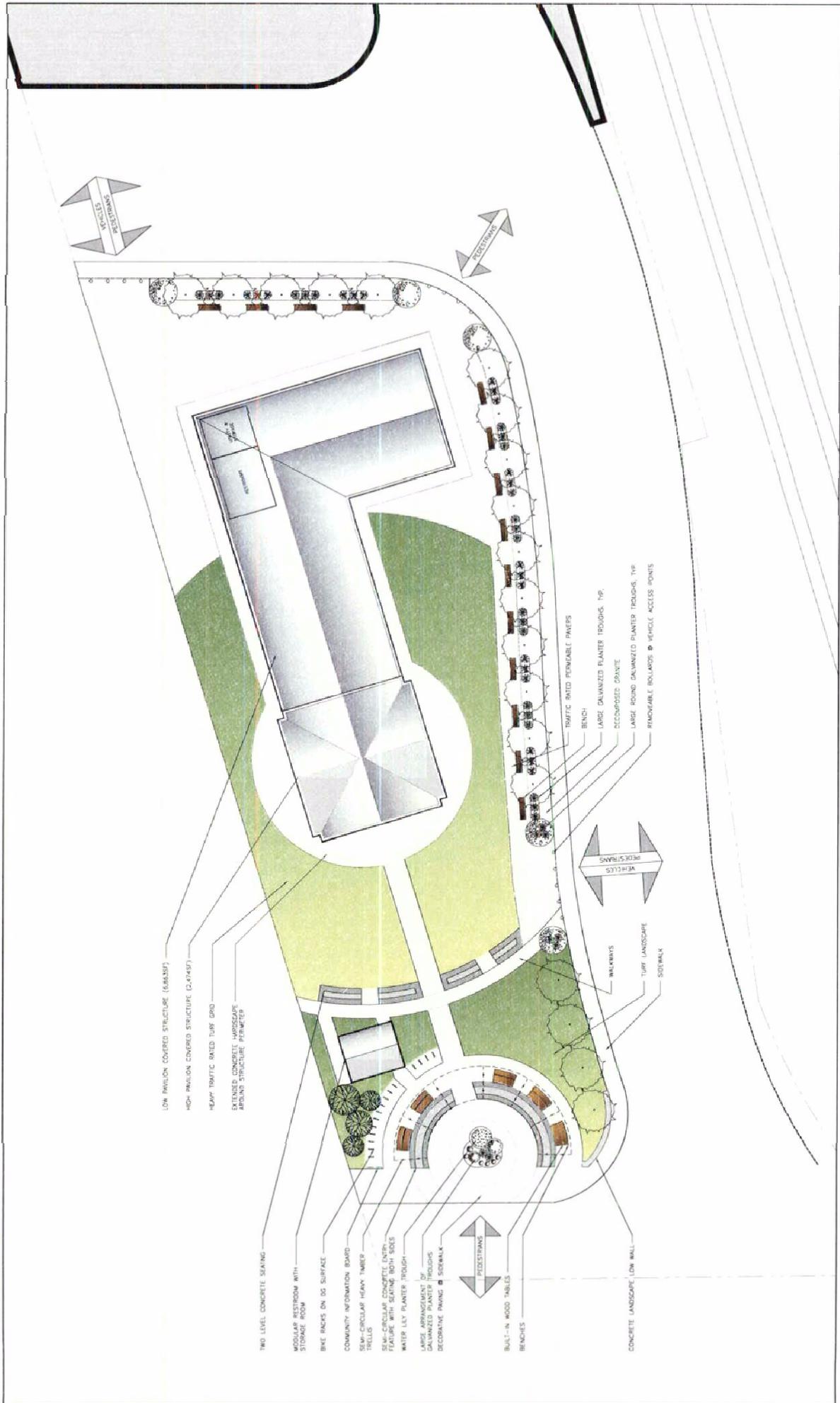


EXHIBIT C-2

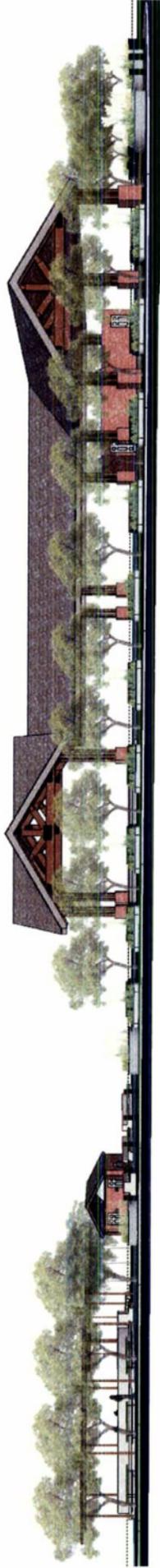
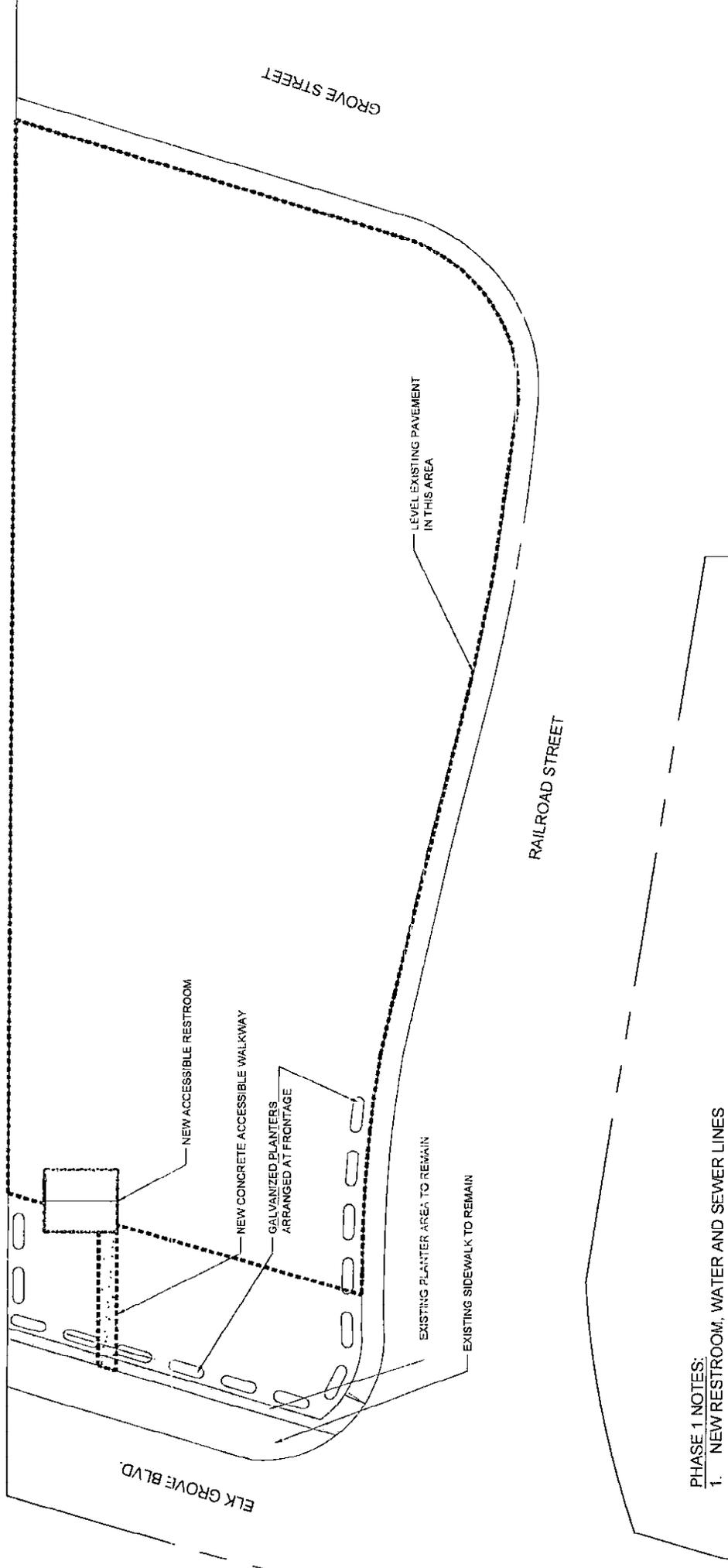


EXHIBIT D-1



PHASE 1 NOTES:

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

RAILROAD STREET PLAZA - PHASE 1
ESTIMATED PROJECT COST: \$550,000
COST INCLUDES ESCALATION & ASSUMES 2016 YEAR BID

EXHIBIT D-2

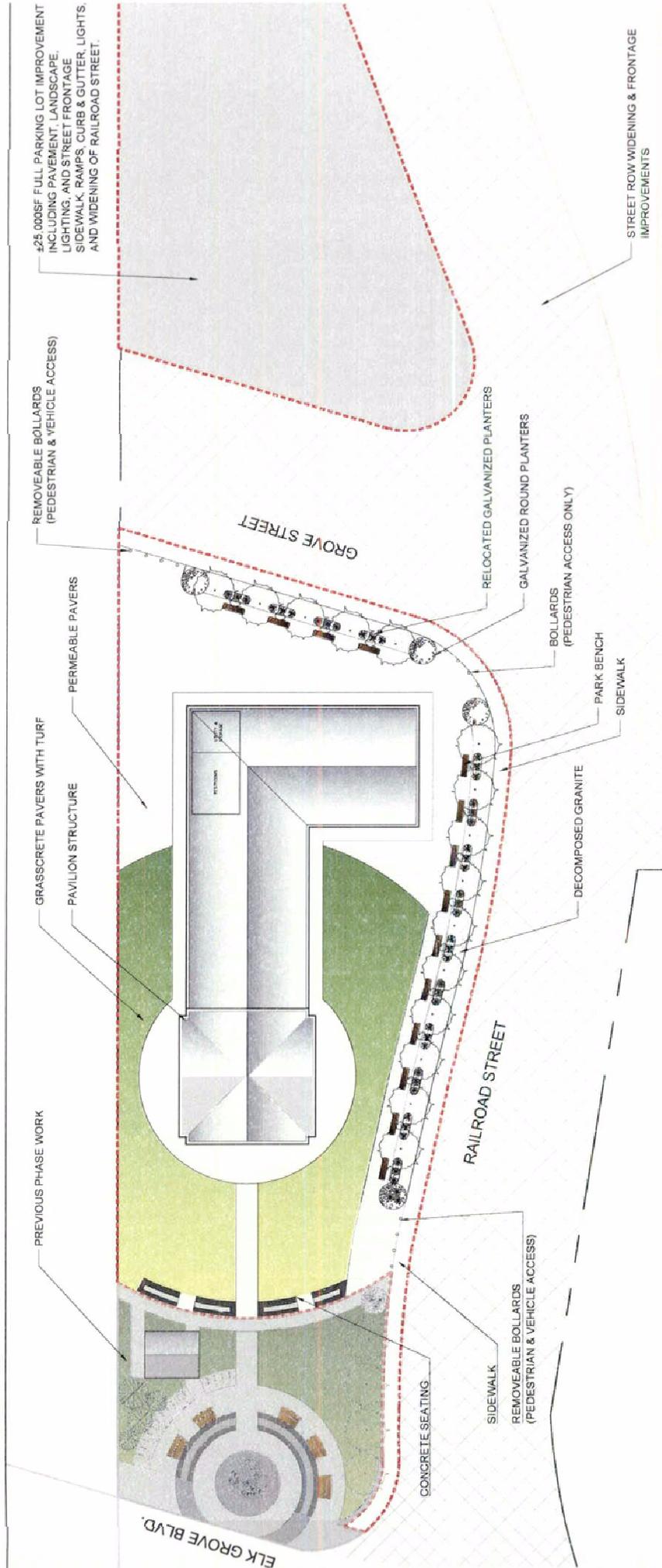


PHASE 2 NOTES:

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

RAILROAD STREET PLAZA - PHASE 2
ESTIMATED PROJECT COST: \$1,000,000
 COST INCLUDES ESCALATION & ASSUMES 2018 YEAR BID

EXHIBIT D-3



PHASE 3

ALL COSTS INCLUDES ESCALATION & ASSUMES 2020 YEAR BID

**RAILROAD STREET PLAZA ON-SITE
ESTIMATED PROJECT COST: \$6,000,000**

**RAILROAD STREET PARKING ON-SITE
ESTIMATED PROJECT COST: \$900,000**

**RAILROAD & GROVE STREET WIDENING & FRONTAGES OFF-SITE
ESTIMATED PROJECT COST: \$1,200,000**

PHASE 3 NOTES:

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

Exhibit E
Conditions of Approval – Railroad (Old Town) Plaza Capital Improvement Program Design Review

	<u>Conditions of Approval</u>	<u>Timing / Implementation</u>	<u>Enforcement / Monitoring</u>	<u>Verification (date and signature)</u>
On-Going				
1.	Development and operation of the proposed Project shall be consistent with the Project Description and Project Plans as provided in Exhibits F and G, incorporated herein by this reference. Deviations from the approved plans shall be reviewed by the City for substantial compliance and may require amendment by the appropriate hearing body.	On Going	Planning	
2.	This action does not relieve the Applicant of the obligation to comply with all Codes, statutes, regulations, and procedures.	On Going	Planning	
3.	The CEQA mitigation measures adopted with the CEQA findings approved for this Project are hereby incorporated herein by reference, and the Applicant shall implement and comply with all such mitigation measures.	On-Going	Planning	
4.	<p>Except as otherwise specified or provided for in the Project plans or in these conditions, the Project shall conform to the development standards and design requirements adopted by the City of Elk Grove, specifically including but not limited to the following:</p> <ul style="list-style-type: none"> • The Elk Grove Zoning Code (Title 23 of the EGMC) • EGMC Chapter 19.12 (Tree Preservation and Protection) • EGMC Chapter 14.10 (Water Efficient Landscape Requirements) • EGMC Title 16 (Building and Construction) • Old Town Special Planning Area 	On Going	Planning Engineering	

<u>Conditions of Approval</u>	<u>Timing / Implementation</u>	<u>Enforcement / Monitoring</u>	<u>Verification (date and signature)</u>
<p>5. The Applicant shall design and construct all improvements in accordance with the City of Elk Grove Improvement Standards, as further conditioned herein, and to the satisfaction of Public Works. All street improvements shall include vertical curb and gutter unless otherwise specified by the Public Works Director. Specific locations on median(s) that require emergency vehicle access will be evaluated during review and acceptance of the Improvement Plans.</p> <p>Public sewer, water, and other utility infrastructure shall be designed and constructed in accordance with the standards of the appropriate utility.</p>	On Going	Engineering Public Works SCWA SASD SMUD PG&E	
<p>6. The Applicant shall pay all plan check fees, impact fees, or other costs as required by the City, the Cosumnes Community Services District (CCSD), Sacramento Area Sewer District (SASD), Sacramento County Water Agency (SCWA), or other agencies or services providers as established by law.</p>	On-Going	Planning Engineering Building CCSD SCWA SASD	
<p>7. Approval of this Project does not relieve the Applicant from the requirements of subsequent permits and approvals, including but not limited to the following as may be applicable:</p> <ul style="list-style-type: none"> • Grading Permit and Improvement Plan • Building Permit and Certificate of Occupancy • Requirements of the Sacramento Metropolitan Air Quality Management District • Fire permit 	On-Going	Planning Engineering Building CCSD SCWA SASD	

<u>Conditions of Approval</u>	<u>Timing / Implementation</u>	<u>Enforcement / Monitoring</u>	<u>Verification (date and signature)</u>
Prior to or In Conjunction with Building Permit Submittal or Issuance/Approval			
8. The Planning Division shall be notified immediately if any prehistoric, archaeological, or paleontological artifact is uncovered during construction. All construction must stop and an archaeologist that meets the Secretary of the Interior's Professional Qualifications Standards in prehistoric or historical archaeology shall be retained to evaluate the finds and recommend appropriate action. A note stating the above shall be placed on the Building Permits.	Building Permit	Planning	
9. All construction must stop if any human remains are uncovered, and the County Coroner must be notified according to Section 7050.5 of California's Health and Safety Code. If the remains are determined to be Native American, the procedures outlined in CEQA Section 15064.5 (d) and (e) shall be followed. A note stating the above shall be placed on the Building Permits.	Building Permit	Planning	
10. Improvement Plans for each phase of the Project shall be approved prior to issuance of the Building Permit(s) for the respective phases.	Building Permit	Engineering	

#

CERTIFICATION
ELK GROVE CITY COUNCIL RESOLUTION NO. 2017-009

STATE OF CALIFORNIA)
COUNTY OF SACRAMENTO) ss
CITY OF ELK GROVE)

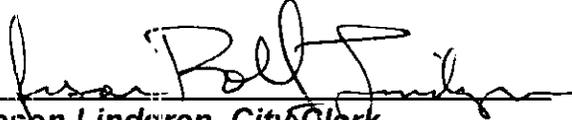
I, Jason Lindgren, City Clerk of the City of Elk Grove, California, do hereby certify that the foregoing resolution was duly introduced, approved, and adopted by the City Council of the City of Elk Grove at a regular meeting of said Council held on January 11, 2017 by the following vote:

AYES : **COUNCILMEMBERS:** *Ly, Detrick, Hume, Suen*

NOES: **COUNCILMEMBERS:** *None*

ABSTAIN : **COUNCILMEMBERS:** *None*

ABSENT: **COUNCILMEMBERS:** *None*



Jason Lindgren, City Clerk
City of Elk Grove, California