



**City of Elk Grove  
Proposed Sphere of Influence Amendment  
Draft Environmental Impact Report (LAFC # 09-10)**

**SCH No. 2010092076**

**APPENDICES**



**Sacramento LAFCo ■ September 29, 2011**



Michael Brandman Associates  
2000 "O" Street, Suite 200  
Sacramento, CA 95811



**DRAFT**  
**Environmental Impact Report**  
**City of Elk Grove**  
**Proposed Sphere of Influence Amendment (LAFC # 09-10)**  
**City of Elk Grove, Sacramento County, California**

**State Clearinghouse No. 2010092076**

**APPENDICES**

Prepared for:



**Sacramento Local Agency Formation Commission**  
1112 "I" Street, Suite 100  
Sacramento, CA 95814  
916.874.6458

Contact: Don Lockhart, AICP, Assistant Executive Officer

Prepared by:

**Michael Brandman Associates**  
2000 O Street, Suite 200  
Sacramento, CA 95811  
916.447.1100

Contact: Jason Brandman, Project Director  
Randy Chafin, Project Manager



September 29, 2011



## **APPENDICES**

**Appendix A: Notice of Preparation and Responses**

**Appendix B: Air Quality Supporting Data**

**Appendix C: Hazards**

**Appendix D: General Plan Policy Consistency Analysis**

**Appendix E: Environmental Noise Assessment**

**Appendix F: Transportation Impact Study**



## **Appendix A: Notice of Preparation and Responses**







## Sacramento Local Agency Formation Commission

### NOTICE OF PREPARATION

#### Proposed City of Elk Grove Sphere of Influence Amendment (LAFCo File No. 09-10)

**Date:** September 27, 2010

**To:** Public Agencies and Interested Parties

**From:** Sacramento Local Agency Formation Commission (LAFCo)

**Subject:** Notice of Preparation of a Draft Environmental Impact Report for the Elk Grove Sphere of Influence Amendment Project

Sacramento Local Agency Formation Commission (LAFCo) will be the Lead Agency and will prepare a Draft Environmental Impact Report (EIR) for the project identified below. The City of Elk Grove has submitted an application to LAFCo to amend its Sphere of Influence.

The project description, location, and probable environmental effects of the proposed City of Elk Grove Sphere of Influence Amendment (SOIA) are described in the attached materials. An Initial Study has not been prepared, and in accordance with the CEQA Guidelines Section 15060(d), Sacramento LAFCo has determined that an EIR will be required for the project. Therefore, Sacramento LAFCo is soliciting comments regarding the scope and content of the environmental information, which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency may need to use the EIR when considering permitting or other approvals. Because of time limits mandated by state law, your response must be sent at the earliest possible date but not later than **30 days** after receipt of this notice.

Please provide your written response to the address shown below by **4:00 p.m., October 27, 2010**. In addition, kindly provide the name of a contact person in your agency.

Sacramento Local Agency Formation Commission  
1112 I Street, Suite 100  
Sacramento, CA 95814-2836  
Attn: Mr. Don Lockhart, AICP, Assistant Executive Officer  
Phone: (916) 874.6458  
Fax: (916) 874.2939  
Email: Don.Lockhart@saclafco.org

## ELK GROVE SPHERE OF INFLUENCE AMENDMENT

### 1.1 - Project Location

The project area is generally located south-southwest of the existing City of Elk Grove boundaries (Exhibit 1). More specifically, the area to be included in the City's Sphere of Influence (SOI) is generally described as the areas south of Bilby Road, Kammerer Road, and Grant Line Road, extending south to Eschinger Road and Cosumnes River; east towards Cosumnes River and just past Freeman Road; and west towards Interstate 5 (I-5) and the Union Pacific Railroad tracks (Exhibit 2). The proposed boundary does not reach the Cosumnes River east of State Route 99 but follows the 100-year FEMA floodplain. The proposed SOIA area is located on the Elk Grove, California, United States Geological Survey 7.5-minute topographic quadrangle map,<sup>1</sup> Township 6 North, Range 5 East, Section 13 (Latitude 38°21'37" North; Longitude 121°23'02" West).

### 1.2 - Existing Conditions

Currently, the project area within the proposed Sphere of Influence Amendment (SOIA) boundaries is largely developed with agricultural uses. The existing land uses for the proposed SOI area are primarily agricultural and are determined by the Sacramento County (County) General Plan. The current land use and zoning designations, as defined by the County's General Plan and Zoning Ordinance, are described in Table 1 and Table 2.

**Table 1: Existing Land Use**

County General Plan Land Use	Acreage
Agricultural Cropland	5,645
Agricultural Cropland-RCA	463
Agricultural Residential	27
Commercial/Office	14
General Agriculture (20 acre)	1,521
Intensive Industrial	34
Low Density Residential	87
Natural Preserve	78
<b>Total</b>	<b>7,869</b>
Source: City of Elk Grove, Sphere of Influence Amendment Application, 2010.	

<sup>1</sup> The SOIA area is located in four different quadrants and various townships and ranges. This topographic description is a general representation of the project site.

**Table 2: Existing Zoning**

<b>County Zoning</b>	<b>Acreage</b>
A2 <sup>a</sup>	53
Agricultural-20 acres (AG20)	302
Agricultural-40 acres (AG40)	53
Agricultural-80 acres (AG80)	7,328
Agricultural Residential-2 acres (AR2)	18
Agricultural Residential-10 acres (AR10)	50
Limited Commercial zone (LC)	8
Heavy Industrial (M2)	20
Single Family Zone (R-1-A)	35
RR	2
<b>Total</b>	<b>7,869</b>
Notes: <sup>a</sup> Multiple zoning designations: Agricultural-40 acres (AG40), Agricultural-80 acres (AG80) Source: City of Elk Grove, Sphere of Influence Amendment Application, 2010.	

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### 1.3 - Project Description

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The proposed project consists of an application to Sacramento Local Agency Formation Commission (LAFCo) to amend the City of Elk Grove's SOI. The current SOI is coterminous with the City boundary. The amended SOI would include an additional 7,869 acres generally described as the areas south of Bilby Road/Kammerer Road and Grant Line Road, as shown in Exhibit 2. Current land use projections indicate that future growth will require additional lands outside of the city boundary.<sup>2</sup> The City's available residential, industrial, and commercial land inventory is in the process of building out and may be unable to accommodate all anticipated growth within the City. As a result, the City needs to establish a direction to accommodate its anticipated future growth by defining the area for long-term planning. No specific land use developments are proposed at this time in conjunction with this proposed SOIA. The City may begin comprehensive planning of the area after the approval of the SOIA.

Nearby communities of interest include the communities of Bruceville, Old Town Franklin, Point Pleasant, and Wilton. Bruceville and Point Pleasant are south of the proposed SOIA area. Old Town Franklin is immediately adjacent to the City and is included within the proposed SOIA area. Wilton is located across the Cosumnes River outside of the proposed SOIA area.

The City of Elk Grove and the County of Sacramento are working collaboratively to establish a Memorandum of Understanding (MOU) that would incorporate the "joint vision" shared between the

<sup>2</sup> City of Elk Grove, Sphere of Influence Amendment Application. Please reference 8/26/10 application LAFC No. 09-10.

City and County regarding the future planning and preservation activities within the City’s proposed SOI area.

**1.3.1 - Proposed General Plan and Zoning**

The City’s General Plan designates the proposed area as the Urban Study Area. The Urban Study Area designation envisions the areas in which future growth, to some extent, could occur. The General Plan does not identify a formal land use plan for these areas but lays out policies to guide the study of future development in cooperation with the public and other agencies and parties. No specific land use designation or rezoning is proposed or required at this point. Current land uses are anticipated to remain the same until such land planning occurs, and a prezone and annexation application is approved.

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**1.4 - Project Background**

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Over the course of 2007, the City Council initiated the process of comprehensively planning the Urban Study Areas as outlined in the City’s General Plan. The initially identified boundary for the City’s SOI was the same as the Urban Study Area boundary extending south of the existing City limits to the edge of the 100-year flood plain boundary. However, prior to submitting its application to LAFCo, the City discussed the proposed boundaries, development standards, and planning and zoning requirements with the County, pursuant to Government Code Section 56425(b). The City complied with this requirement by meeting with County staff during four city–county meetings between December 2007 and February 2008. During the meetings, the City and County staff discussed a number of mutual concerns, including lands needed to accommodate projected growth, drainage and flooding issues, future growth outside of the 100-year floodplain, infrastructure and municipal services, open space, agricultural users, and coordination with the South Sacramento Habitat Conservation Plan (SSHCP). Based on the discussions, the SOI boundaries were then amended to the proposed SOIA boundaries extending only as far as Eschinger Road to the south.

The proposed SOIA includes the area that connects to I-5 at the Hood-Franklin interchange. This area was not included in the Urban Study Area, but it is included in the proposed SOIA because it will serve as a logical gateway from I-5 to the City, with portions of this area likely to urbanize.

A draft MOU was previewed by the City Council on November 18, 2009 and by the Board of Supervisors on December 2, 2009. The draft MOU and Joint Vision documents were presented to the public through four public outreach meetings in March 2010. The Final MOU is still in the process and will be available at a later date.

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**1.5 - Required Approvals and Intended Uses**

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The proposed project would require the following discretionary approvals and actions:

- Sphere of Influence Amendment –Sacramento Local Agency Formation Commission

In the event of various subsequent land use entitlements, various local, state, or federal approvals or permits may be necessary, pursuant to applicable laws and regulations.

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## 1.6 - Environmental Review

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### 1.6.1 - Potential Environmental Effects

Sacramento LAFCo has reviewed the proposed project, as described in Section 15060 of the CEQA Guidelines, and determined that an EIR should be prepared. Based on this preliminary review, Sacramento LAFCo has identified that the EIR will analyze the potentially significant adverse environmental effects of the proposed SOIA. The following environmental issues will be evaluated in the EIR:

**Aesthetics** – The EIR will evaluate the existing aesthetics, light, and glare conditions within the proposed SOIA boundaries and evaluate potential impacts that may occur from future development and land use activities contemplated by the City of Elk Grove.

**Agriculture** – The EIR will evaluate the conversion of agricultural land to urban uses and will identify any indirect impacts on surrounding agricultural lands, such as potential land use conflicts and the potential to induce future conversion of surrounding agricultural land to urban uses.

**Air Quality** – The EIR will include a discussion of the regional and local air quality setting, and current air quality management efforts such as the City’s Climate Action Plan. The setting will include the environmental and regulatory setting for air quality, including state and regional emissions inventories, legislation, guidance, and programs.

**Greenhouse Gas Emissions** – The EIR will include a discussion of the potential for increased greenhouse gas emissions within the context of AB 32 and SB 375, which require the California Air Resources Board (ARB) to set regional targets for the purpose of reducing greenhouse gas emissions from passenger vehicles for target years 2020 and 2035. In addition, the discussion would include the Climate Change Scoping Plan adopted by ARB, which provides sector-specific, emission reduction measures and goals.

**Biological Resources** – The EIR will evaluate the proposed SOIA and its relationship with the South Sacramento Habitat Conservation Plan (SSHCP), and determine what species will need to be managed and how those resources will be monitored within the confines of the proposed SSHCP. Given the proximity of Preserve and Refuge lands, agricultural lands within the proposed SOIA provide foraging habitat for a number of species, including the State-listed as threatened Swainson’s hawk, which nests in mature riparian habitat along the Cosumnes River and forages in grasslands and row crop habitats. The potential for occurrence of special-status plant or wildlife species will be evaluated, based on existing information, and the presence of any habitats considered sensitive and/or tracked by the California Natural Diversity Database (CNDDB), such as riparian and oak woodland, or by the U.S. Army Corps of Engineers will be documented.

**Cultural Resources** – The EIR will include a cultural resource impact assessment. The EIR will describe the existing cultural resources on the project site and affected offsite areas, and will evaluate the potential impacts on these cultural resources, including the potential to affect undiscovered resources. The EIR will also include consultation with California Native American tribes to assess potential impacts that could result from the proposed SOIA.

**Geology and Soils** – The EIR will evaluate the geologic, soil, and seismic conditions within the proposed SOIA and evaluate potential impacts that may occur from future development and land use activities contemplated by the City of Elk Grove.

**Hazards and Hazardous Materials** – The EIR will identify potential hazards and hazardous materials on properties within the proposed SOIA boundaries, review agency hazardous materials databases, and conduct limited site reconnaissance if necessary. The EIR will evaluate the proposed SOIA's potential hazards and hazardous materials impacts and recommend mitigation measures where necessary.

**Hydrology and Water Quality** – The EIR will evaluate the hydrologic and water quality conditions within the proposed SOIA boundaries and evaluate potential impacts that may occur from future development and land use activities contemplated by the SOIA. The proposed SOIA boundary does not include lands located within the 100-year floodplain east of State Route 99 and along the Cosumnes River.

**Land Use and Planning** – The EIR will evaluate the consistency of the Sacramento County General Plan land use designations with the land use designations of the City of Elk Grove General Plan for the proposed SOIA. Additionally, the EIR will evaluate other adopted land use plans and policies, such as habitat conservation plans, agricultural preservation plans, specific plans, community plans, and any other relevant planning and land use documents that have a bearing on the proposed SOIA.

**Mineral Resources** – The EIR will evaluate the potential for development and land use activities contemplated by the City of Elk Grove to interfere or restrict mineral extraction operations or the availability of such resources.

**Noise** – The EIR will describe the potential construction and operational noise impacts and will compare these impacts with applicable noise thresholds.

**Population, Employment, and Housing** – The EIR will evaluate impacts on population and housing. Of particular concern is the potential for future development within the proposed SOIA to induce substantial direct population growth that exceeds the projections of either the Sacramento County General Plan or the Sacramento Area Council of Government's population forecasts.

**Public Services and Recreation** – The EIR will incorporate the determinations of the concurrently prepared Municipal Services Review for the proposed SOIA Area that was submitted with the City's 8/26/10 application (LAFC No. 09-10). The EIR will also evaluate

existing public service and recreation facilities and service levels within the SOIA boundaries and evaluate potential impacts that may occur from future development and land use activities contemplated by the SOIA Application. This review will include potential impacts to any affected special districts.

**Utilities** – The EIR will evaluate existing utility systems within the proposed SOIA boundaries and evaluate potential impacts that may occur. Of particular concern is the availability of potable water (Sacramento County Water Agency Zone 41, Elk Grove Water Works, and Omochumne-Hartnell Water District, and private wells) and wastewater services, collection and treatment (Sacramento Regional County Sanitation District) and Sacramento Area Sewer District (SASD) to the General Plan area.

**Transportation** – The EIR will evaluate potential impacts on local and regional transportation facilities, including several freeway segments and ramps. Issues of concern will include impacts on intersection and roadway operations, parking, public transit, bicycles, and pedestrians.

The EIR will analyze all of these issues and provide a determination of impact significance. At present, Sacramento LAFCo lacks sufficient information to make conclusive determinations on significance. Sacramento LAFCo will consider the written comments received in response to this Notice of Preparation in determining the topics and scope to be assessed in the Draft EIR.

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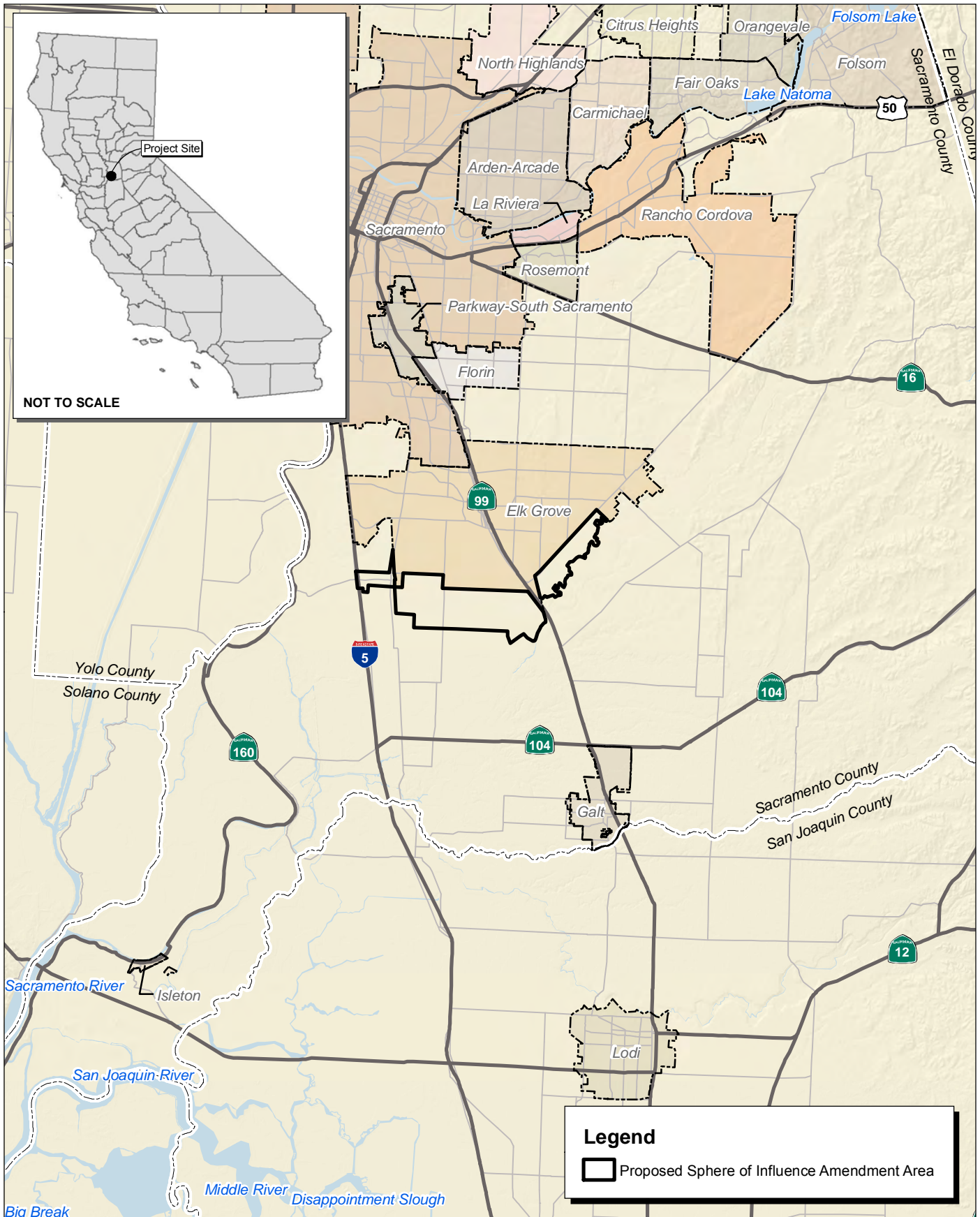
### **1.7 - Scoping Meeting**

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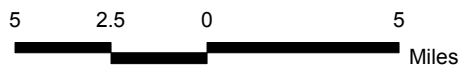
A public scoping meeting will be held at **6:30 p.m., Tuesday, October 26, 2010**, at the following location:

City of Elk Grove  
City Council Chambers  
8400 Laguna Palms Way  
Elk Grove, CA, 95758

At this meeting, agencies, organizations, and members of the public will be able to review the proposed project and provide comments on the scope of the environmental review process.

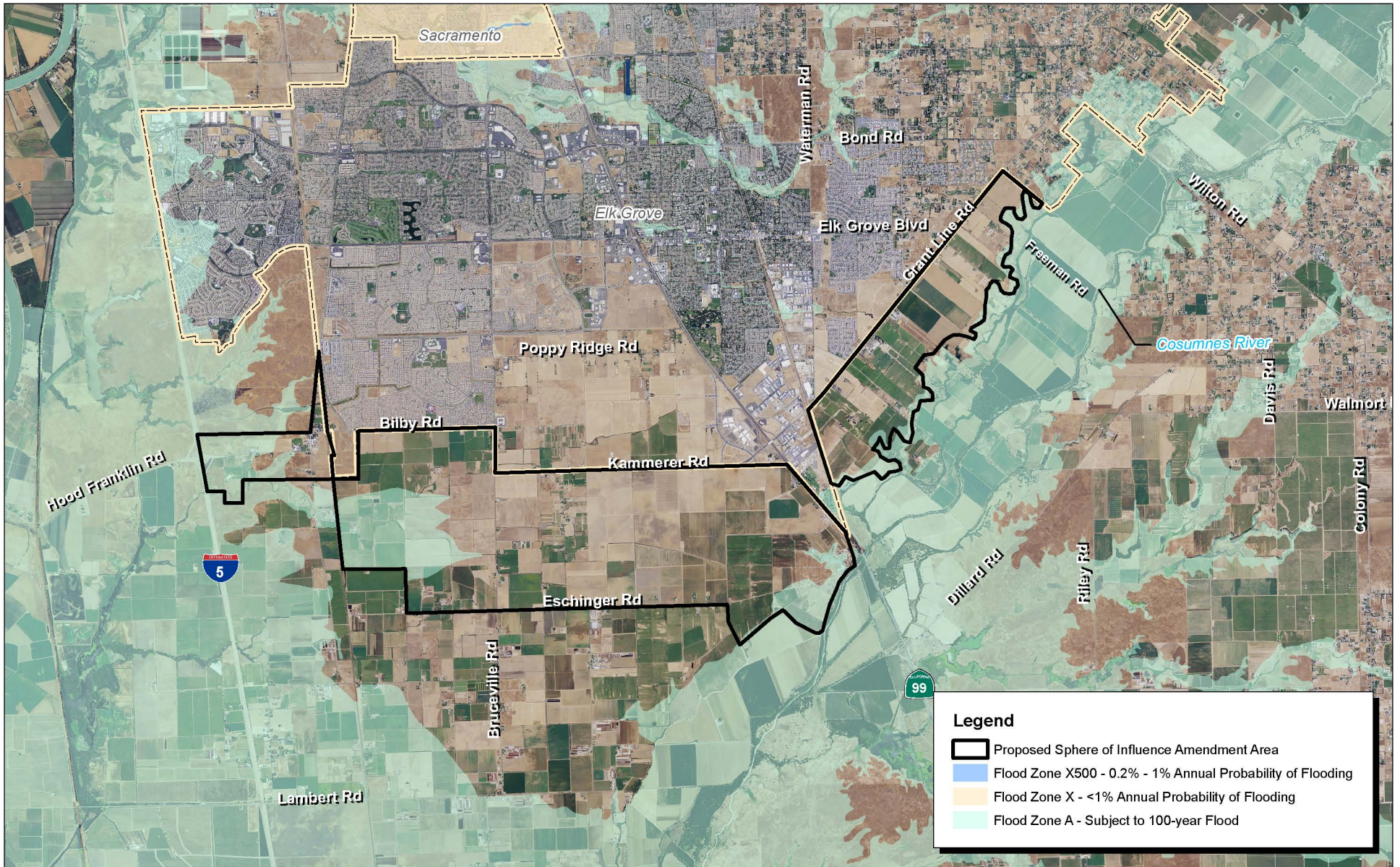


Source: Census 2000 Data, The CaSIL, MBA GIS 2010.

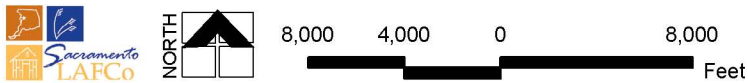


# Exhibit 1 Regional Location Map





Source: Sacramento County NAIP, 2009, County of Sacramento, City of Elk Grove, 2009. FEMA MSC and Q3 Data.



## Exhibit 2 Local Vicinity Map Aerial Base

Municipal Services Agency

Department of Waste  
Management & Recycling  
Paul Philleo, Director



**County of  
Sacramento**

Terry Schutten, County Executive  
Paul J. Hahn, Administrator

**RECEIVED**

**JUL 14 2010**

SACRAMENTO LOCAL AGENCY  
FORMATION COMMISSION

Date: July 30, 2008

**To:** Bob Davison, Infrastructure Finance Section  
**From:** Paul Philleo, Director, Department of Waste Management and Recycling  
**Subject:** City of Elk Grove Sphere of Influence Amendment Request (L AFC 04-08)

Sacramento County Waste Management and Recycling staff have reviewed the July 1, 2008 memorandum from the Sacramento Local Agency Formation Commission (L AFCo) for this request. Staff has also reviewed the accompanying material submitted by the City of Elk Grove to L AFCo in support of its request. Our Department has the following comments.

The Department of Waste Management and Recycling provides residential solid waste collection services in the area through a South Area Collections Contract. The contractor is Central Valley Waste Services, based in Lodi. The requested Sphere of Influence lies within this South Area. Billing of residential customers is conducted through the Coordinated Utility Billing Service.

While the number of customers in the area currently is relatively small, numbering only about 100, it is an area of the unincorporated County planned for growth from which the department would see a loss of business. The provision of residential solid waste collection service, for which our Departmental customer service has been highly commended, currently generates \$18.24 to \$28.16 in revenue for the County per household per month, depending on level of service.

The County is also a partner with the City of Sacramento in a Joint Powers Authority, the Sacramento Regional Solid Waste Authority, or SWA. The SWA administers a franchised system of commercial solid waste collection. Franchisees are charged a fee of 8% of gross collection revenue. Currently SWA franchise system revenues are approximately \$3.9 million, out of which approximately \$1.5 million is contributed to the County General Fund, after administrative expenses and equitable sharing with our City partners. The number of commercial accounts in the area is similarly small now but commercial growth is very likely along the Highway 99 corridor and the SWA, and thus the County, would be impacted in the event that the area is ultimately annexed.

Projections of the revenues are premature and likely to be inaccurate but the financial impact will be significant.

Please let me know if you need additional information.

**DEPARTMENT OF TRANSPORTATION**  
DISTRICT 3 – SACRAMENTO AREA OFFICE  
VENTURE OAKS, MS 15  
P. O. BOX 942874  
SACRAMENTO, CA 94274-0001  
PHONE (916) 274-0635  
FAX (916) 274-0648  
TTY (530) 741-4509



*Flex your power!  
Be energy efficient!*

August 22, 2008

08SAC0152  
03 SAC-5/99 P.M. 8.493/8.960  
City of Elk Grove Sphere of Influence Amendment  
South of Kammerer Road (LAFC #04-08)  
Early Consultation/Application

Mr. Peter Brundage, Executive Officer  
Sacramento Local Agency Formation Commission  
1112 I Street, Suite 100  
Sacramento, CA 95814

Dear Mr. Brundage:

Thank you for the opportunity to review and comment on the City of Elk Grove Sphere of Influence (SOI) Amendment application. The SOI amendment includes 10,536 acres south of Bilby Road/Kammerer Road and Grantline Road, extending south to Eschinger Road and the Cosumnes River, east towards the Cosumnes River and just past Freeman Road, and west towards Interstate 5 and the Union Pacific Railroad tracks. Our comments are as follows:

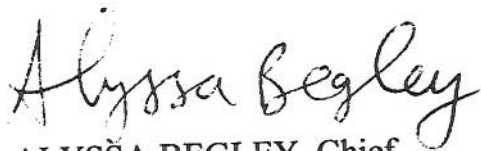
- Caltrans primary concern involving the proposed SOI is ensuring that transportation mobility is maintain, especially within the Interstate 5, State Route 99, and State Route 16 corridors which may be most directly affected by future development in the SOI area. An appropriately timed analysis of what highway, bus, rail, bicycle and pedestrian infrastructure improvements are necessary to serve the larger SOI area is needed.
- Funding structures for transportation improvements should be developed to make certain that the necessary transportation infrastructure can be built in concert with the future proposed land uses.
- When future land use decisions are made in the SOI area, the development should incorporate mixed-use design, a jobs-housing balance, and smart growth tenets which balances the use of transportation modes and reduces reliance on single occupant vehicle trips.

Mr. Peter Brundage  
August 22, 2008  
Page 2

- Caltrans can assist with the identification of potential impacts to the State Highway System resulting from future development proposals in the area and work in concert with the appropriate jurisdiction, agency, or transportation provider to develop and implement transportation projects that will assure mobility for travelers.

If you have any questions regarding these comments, please contact Ken Champion at (916) 274-0615.

Sincerely,



ALYSSA BEGLEY, Chief  
Office of Transportation Planning – South

cc: Christine Crawford, City of Elk Grove Planning

DEPARTMENT OF CALIFORNIA HIGHWAY PATROL

South Sacramento Area - 252  
6 Massie Court  
Sacramento, CA 95823  
916-681-2300  
(800) 735-2929 (TT/TDD)  
(800) 735-2922 (Voice)



September 23, 2010

File No.: 252.011718.SacLAFCO

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SEP 27 2010

SACRAMENTO LOCAL AGENCY  
FORMATION COMMISSION

Sacramento Local Agency Formation Commission  
1112 I Street, Suite 100  
Sacramento, CA 95814  
Attention: Mr. Peter Brundage, Executive Officer

RE: Elk Grove Sphere of Influence Amendment – 2010 Revised Application

Dear Mr. Brundage:

I am writing in response to your September 13, 2010 *Affected Agency/Interested Party* letter, regarding the Elk Grove Sphere of Influence Amendment – 2010 Revised Application. Included below are the responses you requested, supplied on behalf of the California Highway Patrol's South Sacramento Area Office:

1. *What official position, if any, has your agency taken on this proposal?*

**None.**

2. *If the proposal includes the detachment of territory from your agency:*

*How will the proposal affect the ability of your agency to continue to provide services in the territory not included in the proposed change of the organization?*

**No affect.**

*How will the proposal affect the financing and operation of your agency?*

**No affect.**

Thank you for soliciting our input on this matter. Please continue to include us on your parties of interest list for future contact. If you have any question, please feel free to contact me or Lieutenant Michael Richard of my staff at (916) 681-2300.

Sincerely,

A. R. Jones, CAPTAIN  
Commander



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SEP 27 2010

SACRAMENTO LOCAL AGENCY  
FORMATION COMMISSION

September 24, 2010

Sacramento Local Agency Formation Commission  
1112 I Street, Suite 100  
Sacramento, CA 95814

RE: Elk Grove Sphere of Influence Amendment – 2010 (09-10)

This proposal will not affect our organization.

Regards,

Thomas S. Bartlett, CPA, Finance Manager



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OCT 07 2010

SACRAMENTO LOCAL AGENCY  
FORMATION COMMISSION

October 1, 2010

Peter Brundage, Executive Officer  
Sacramento Local Agency Formation Commission  
1112 I Street, Suite 100  
Sacramento, CA 95814

**Subject: Elk Grove Sphere of Influence Amendment – 2010 (09-10) Revised Application**

Dear Mr. Brundage:

The Sacramento Regional County Sanitation District (SRCSD) and the Sacramento Area Sewer District (SASD) have reviewed the City of Elk Grove Sphere of Influence Amendment Revised Application and have the following comments:

Sewer Service

Local sewer service for the City of Elk Grove is provided by SASD. Conveyance from the local SASD trunk lines to the Sacramento Regional Wastewater Treatment Plant (SRWTP) is provided by SRCSD through large pipelines called interceptors.

The SASD sewerage facilities Master Plan Update 2006 provides information regarding sewer trunk lines for both relief and expansion projects and is the only master planning document for SASD. Currently, SASD is in the process of creating the SASD 2010 Sewer System Capacity Plan Update which will update the previous 2006 Master Plan Update. This 2010 Update is anticipated to be completed in Fall 2011.

In general (with the exception of Folsom and West Sacramento), both the SASD and SRCSD Spheres of Influence (the service area officially defined for future planning purposes) correspond to the Sacramento County Urban Services Boundary (USB). The SRCSD ISS, along with the SASD 2010 Sewer System Capacity Plan Update are studying the areas that lie outside the USB (and therefore outside it's SOI) to determine potential impacts areas such as these may have should the appropriate land use authorities allow for future development; however, neither SASD nor SRCSD can actively plan for these areas until annexation occurs. The areas of the Elk Grove SOI expansion that are located outside the SASD and SRCSD service areas will need to be annexed

Technology in balance with nature

**Main Office**

10060 Goethe Road  
Sacramento, CA 95827-3553  
Tele: [916] 876-6000  
Fax: [916] 876-6160

**Sacramento Regional Wastewater Treatment Plant**

8521 Laguna Station Road  
Elk Grove, CA 95758-9550  
Tele: [916] 875-9000  
Fax: [916] 875-9068

**Board of Directors Representing:**

County of Sacramento

County of Yolo

City of Citrus Heights

City of Elk Grove

City of Folsom

City of Rancho Cordova

City of Sacramento

City of West Sacramento

Stan R. Dean  
District Engineer

Prabhakar Somavarapu  
Director of Policy and Planning

Ruben R. Robles  
Director of Operations

Marcia Maurer  
Chief Financial Officer

Claudia Goss  
Director of Communications

through LAFCo to receive sewer service. This process should be initiated by the City of Elk Grove, not SASD or SRCSD.

The following areas are currently located in the SASD service area and identified within the 2006 SASD Master Plan Update:

The portion of the area Southeast of Grant Line Blvd. that is located within the USB will be served by the EG Elk Grove East Trunk Sheds. The EGO-1 trunk shed in this area is scheduled to be evaluated for possible construction between 2011 – 2020, with the EGO-2 Trunk Shed to be evaluated for possible construction after 2020.

The area North of Bilby Road will be served by the SO East Franklin Trunk Shed. The trunk line that will serve this area is tentatively scheduled to be evaluated for possible construction prior to 2011.

#### Financial

A certificate of compliance must be obtained from the Sacramento Area Sewer District and Sacramento Regional County Sanitation District before permit issuance. This certification must include a payment receipt for the sewer impact fees paid or a letter indicating the reason for exemption. Any additions or corrections to the project will require an amendment to the Certificate of Compliance.

#### Recycled Water Service

SRCSD and SCWA have a joint water recycling program to produce, wholesale, and retail recycled water to select areas. Recycled water is produced by the SRCSD and wholesaled to SCWA and used for non-potable purposes (such as irrigation and landscaping). Recycled water is used in portions of Laguna West, Lakeside, and Stone Lakes communities located within the City of Elk Grove. Water demand is met by groundwater and surface water supplies and a small amount of recycled water.

#### Municipal Services Review Comments

On page 4.0-11, it states that the SASD service area is divided into ten trunk sheds. This should be revised to state that *within the City of Elk Grove, the SASD service area is divided into ten trunk sheds.*

Page 4.0-12, paragraph 3 states that SRCSD is currently implementing large scale improvements of the regional interceptor system to correct existing deficiencies. Please revise to state that *SRCSD is in the process of completing an Interceptor Sequencing Study that will provide general information about the best way to serve this region.*

On page 4.0-12, Wastewater Treatment, it states that SRCSD is in the process of expanding the Sacramento Regional Wastewater Treatment Plant (SRWTP) to accommodate 250 MGD of ADWF. Please remove this statement as SRCSD has withdrawn the previous request to increase flow capacity to 218 MGD; therefore this statement is no longer valid.



Page 4.0-12, Wastewater Treatment, also states that current ADWF for the SRTWP is 165 MGD. Please revise to state *current ADWF for the SRWTP is 145 MGD.*

Page 4.0-12, Wastewater Treatment, second paragraph states that water recycling is a compliance strategy currently being used by SRCSD. Please revise to state *water recycling is a potential effluent management option for the SRCSD.*

Page 4.0-15, The Sacramento Regional County Sanitation District: Please add to the list of documents used to guide wastewater facilities in Sacramento county the *Water Recycling Opportunities Study (WROS), February 2007. The WROS explores potential opportunities for the possible implementation of recycled water projects within different areas of the Sacramento Region, including the Elk Grove Area.*

Page 4.0-16, Sacramento Area Sewer District, Second bullet discusses the Sacramento Area Sewer District Rehabilitation Master Plan. Please remove this bullet as this document does not exist.

If you have any questions regarding these comments, please contact me at (916) 876-9994.

Sincerely,

A handwritten signature in black ink that reads "Sarena Deeble". The signature is fluid and cursive, with a long horizontal stroke at the end.

Sarena Deeble

SRCSO/SASD

Policy and Planning

CC: Michael Meyer, SRCSD Development Services, SASD Development Services, Jim Edwards, Prabhakar Somavarapu, Robert Seyfried, Jose Ramirez



Unified School District

**Members of the Board:**

Jeanette J. Amavisca  
Pollyanna Cooper-LeVangie  
Priscilla S. Cox  
Pamela A. Irely  
William H. Lugg, Jr.  
Chet Madison, Sr.  
Al Rowlett

Robert L. Trigg Education Center, Room 206  
9510 Elk Grove-Florin Road, Elk Grove, CA 95624

**Robert Pierce**  
Associate Superintendent  
Facilities and Planning

(916) 686-7711  
FAX: (916) 686-7754

RECEIVED

OCT 13 2010

SACRAMENTO LOCAL AGENCY  
FORMATION COMMISSION

October 8, 2010

Mr. Peter Brundage, Executive Officer  
Sacramento Local Agency Formation Commission  
1112 I Street, Suite 100  
Sacramento, CA 95814

**Subject: City of Elk Grove Sphere of Influence Amendment Request**

Dear Mr. Brundage,

Please accept this letter as the Elk Grove Unified School District's response to your September 13, 2010 letter regarding the Elk Grove Sphere of Influence Amendment (SOIA).

This matter was discussed by our Governing Board on October 5, 2010. During the discussion the Governing Board chose to take no action on the matter and is therefore neither opposed nor supportive of the project.

Although approval of the SOIA project would not change the District's boundaries, mission, or obligations it is clear that any future actions leading to modifications of the subject area's land use designations would have a direct impact on the District. However, it is the District's understanding that the SOIA does not include any proposal for land use designations or development changes. As a result we are unable to quantify or comment on how any land use changes occurring after the potential SOIA would impact the District.

It is critical to note that any future residential development in the subject area has not been considered in the District's long range facilities master plan and would therefore have a negative effect on the district's existing school facilities. Therefore it is imperative, no matter whose influence the area is under, that the District be included in any future discussions regarding land use changes and development in the area. This will ensure that proper school sites, facilities, and education are provided to future families that may reside in the area.

If you have any questions, please call me at 916-686-7711. Thank you.

Sincerely,

Robert Pierce  
Associate Superintendent, Facilities and Planning

**Thorpe. Diane**

---

**From:** Winter. Mike (MSA)  
**Sent:** Wednesday, October 13, 2010 2:57 PM  
**To:** Thorpe. Diane  
**Subject:** Elk Grove SOI Information Request  
**Attachments:** Responses to LAFCO survey on the Revised Elk Grove SOI Application.docx

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SACRAMENTO LOCAL AGENCY  
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Diane,

I have attached a list with the answers to the information requested related to the Elk Grove SOI. We didn't have easily available population numbers, but can generate them if necessary. Also, I have yet to contact our staff person working on the South Sacramento HCP. I may send a brief statement tonight related to the HCP.

I am leaving the office for the day in a few minutes, but I will be in tomorrow should you have any questions.

Mike

**Michael Winter, Planner III**

Planning and Community Development Department  
827 7th Street, Room 230, Sacramento, CA 95814 | Office: (916) 874-6141 | Desk: (916) 874-5849 | Fax: (916) 874-7499 | E-mail: [Winterm@SacCounty.net](mailto:Winterm@SacCounty.net) | [www.planning.saccounty.net](http://www.planning.saccounty.net)

***Please note that the Planning Department Public Information Counter is open part-time. Please see our website for new hours***

10/14/2010

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OCT 13 2010

Responses to LAFCO Information request on the Revised Elk Grove SOI Application

October 13, 2010

SACRAMENTO LOCAL AGENCY  
FORMATION COMMISSION

**I. General Data**

- A. Current Population *Mostly low density agriculture. Can provide a value based on census tract data, upon request.*
- B. Projected 5-year pop *No significant change anticipated.*
- C. General Plan LU category *Mostly agricultural with small amounts of commercial/office, Intensive Industrial, low density residential & natural preserve.*
- D. Comm/Sp Plan LU Desig? *None*
- E. Land Use Zone *Primarily Ag, with small amounts of Limited Commercial, Heavy Industrial, Single Family & RR.*
- F. Community Location *N/A*
- G. Potentially affected, or Adjacent communities. *Franklin and Wilton*
- H. Pending Applications
- 1. On-site *None*
  - 2. Project Vicinity *None*
- I. Recent or significant Approved Projects
- 1. On-site *None*
  - 2. Project Vicinity *None*
- J. Other significant projects, Studies or Project Denials
- 1. On-site *Sunset Sky Ranch Airport (Denial)*
  - 2. Project Vicinity *None*
- K. Significant site problems *Potential farmland and habitat losses*

## II. PROJECT CHARACTERISTICS AND IMPACT

- |  |   |
|--|---|
| 1. SOI consistent with GP, etc.?                       | <i>No, to the extent that urbanization would occur under the SOI.</i> |
| SOI inconsistent with other plans?                     | <i>N/A</i>  |
| 2. Previous project controversy?                       | <i>N/A</i>  |
| 3. SOI to alter population?                            | <i>Significant increase in population density.</i>                    |
| 4. Current vacant non-prime avail. for urbanization?   | <i>Yes</i>  |
| 5. Will Proposal encourage non-contiguous development? | <i>No</i>   |
| 6. Is vacant land available for infill.                | <i>Yes</i>  |
| 7. Is there prime Ag land on site?                     | <i>Minor amounts</i>  |
| 8. Are there areas of "open space"?                    | <i>No preserve areas.</i>   |
| Area in Gen./Sp Plans as OS or Rec?                    | <i>No. Western portion in Resource Conservation Area.</i>             |
| 9. Reduction of SOI area appropriate?                  | <i>No</i>   |
| 10. Any important conditions from previous approvals?  | <i>None</i>   |
| 11. Previous approvals with FFSOC?                     | <i>None</i>   |

**Lockhart. Don**

---

**From:** Brundage. Peter  
**Sent:** Monday, October 18, 2010 1:31 PM  
**To:** Lockhart. Don  
**Subject:** FW: Elk Grove SOI DEIR NOP - Sac Co DWMR comments  
**Attachments:** ElkGrove SOLamend 080408.pdf

---

**From:** Ghirardelli. David (MSA)  
**Sent:** Monday, October 18, 2010 1:01 PM  
**To:** Brundage. Peter  
**Subject:** Elk Grove SOI DEIR NOP - Sac Co DWMR comments

Hello Peter -- Sacramento County Department of Waste Management and Recycling has no further comment on the revised application for this project other than to refer you to our previous comments dated July 30, 2008. Those comments are also attached for your reference.

Thanks and please contact me if you need any more information.

Dave Ghirardelli  
Sacramento County DWMR  
875-4557

October 26, 2010

SENT VIA EMAIL

Mr. Don Lockhart  
Assistant Executive Officer  
Sacramento Local Agency Formation Commission  
1112 I Street, Suite 100  
Sacramento, CA 95814

**RE: City of Elk Grove Sphere of Influence Amendment Notice of Preparation  
(LAFCo No. 09-10)**

Dear Mr. Lockhart:

The Sacramento Metropolitan Air Quality Management District (District) appreciates the opportunity to provide the following comments on the City of Elk Grove Sphere of Influence Amendment Notice of Preparation (NOP).

The outline of potential environmental effects in the NOP that are to be evaluated in the Draft Environmental Impact Report touches on the topics that are important for the District and the air quality of the region. The District supports and strongly encourages a close look at all aspects of air quality and greenhouse gases as outlined with particular attention to the legislative mandates that are currently undergoing development at the state level. In addition, I want to emphasize the importance of looking at these environmental effects in the context of the current SACOG 2035 Metropolitan Transportation Plan and the 8-hour Ozone State Implementation Plan (SIP).

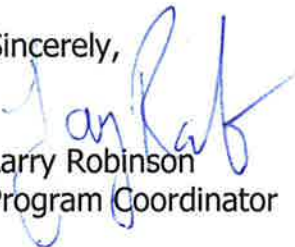
The 8-hour Ozone SIP, completed in December 2008, incorporates all transportation and growth projections found in the current 2035 MTP which assumed that all growth in the time horizon could be accommodated within the existing Elk Grove boundaries. As previously commented (August 14, 2008), the importance of this growth projection is that the proposed growth to Elk Grove represented by the proposed SOI area is not included as a component of the land use assumptions underlying those plans. With that in mind, we look forward to the Draft Environmental Impact Report (DEIR) and the mitigation measures that will address this important concern.

In addition to other mitigation measures being vetted through the Elk Grove SOI environmental process I urge the Commission to consider a 35% operational performance standard. This standard has been proposed and/or required in other

growth areas of Sacramento County, including North Natomas, Folsom and Galt. The measure will require a 35% reduction of operational emissions for all projects in the proposed expansion area; however, it will not fully mitigate the air quality impacts of this SOI expansion but will only partially offset them.

Thank you for your consideration of these comments and I look forward to receiving the DEIR for review. Any questions regarding these comments can be directed to my Charlene McGhee of my staff at [cmcghee@airquality.org](mailto:cmcghee@airquality.org) or 916.874.4883.

Sincerely,



Larry Robinson  
Program Coordinator

- c: Taro Echiburu, Interim Planning Director, City of Elk Grove  
Charlene McGhee, Associate Air Quality Planner, Sacramento Metropolitan AQMD



Municipal Services Agency

Department of Environmental  
Review and Assessment

Joyce Horizumi, Director



Steven C. Szalay, Interim County Executive  
Nav Gil, Chief Operations Manager

October 26, 2010

Donald J. Lockhart, AICP  
Assistant Executive Officer  
Sacramento Local Agency Formation Commission  
1112 "I" Street, Suite 100  
Sacramento, CA 95814

**Subject: Notice of Preparation of a Draft Environmental Impact Report for the Elk Grove Sphere of Influence Amendment**

Dear Mr. Lockhart:

Sacramento County has reviewed the subject NOP and provides the following responses.

*Teresa Mack, Senior Civil Engineer, Infrastructure Finance Section, Development and Surveyor Services Division, Department of County Engineering:*

The territory proposed for the Elk Grove SOI is within the Cosumnes Community Services District (CCSD). The CCSD includes territory in both the City of Elk Grove and the County. The CCSD implemented a development impact fee to fund capital improvements for Fire Services. The County collects the CCSD Fire Fee in the unincorporated area of the County and the City of Elk Grove collects the CCSD Fire Fee in the City. In the event that territory within the CCSD is annexed into the City, the CCSD and the City would have to make arrangements for the collection of the Fire Fee in the annexed territory.

There are no other districts administered by the Infrastructure Finance Section that are within the proposed Elk Grove SOI territory.

*Matt Darrow, Senior Civil Engineer, Department of Transportation:*

The Department of Transportation has reviewed the NOP for the SOI Amendment. We previously submitted a letter dated July 30, 2008. Some of the contents of that letter are reiterated here.

We would request that the traffic impacts be studied and mitigation identified on all affected County roadway and intersection facilities. The impacts should not be determined to be

significant and unavoidable because of newly formed jurisdiction lines.

It is not clear at this time if the maintenance and operations of any County roadway facilities would be affected by this proposal. If so, the County would request that any financial impact to its roadway programs be rectified.

If any joint roadway maintenance facilities exist that will be affected by this proposal then agreements as to who will be financially responsible for maintenance and operations of the roadways should be made. This should be coordinated with the Maintenance and Operations Division of the Department of Transportation.

Please coordinate these efforts regarding the functionality and access of the future connector with Tom Zlotkowski, the Executive Director of the Elk Gove-Rancho Cordova-El Dorado Connector JPA.

We appreciate the opportunity to review this document. If you have any questions, please call me at 874-6291.

*Mike Peterson, Principal Civil Engineer, Department of Water Resources:*

The amended SOI area is proposed to remain outside of the 100-year floodplain south of Grant Line Road. Exhibit 2 of the Notice of Preparation depicts a 100-year floodplain (shaded green) which is incorrect. However the proposed boundary of the SOI area along the Cosumnes River floodplain appears to coincide with the current FEMA 100-year floodplain. Current 100-year floodplain map information is available from the County Department of Water Resources and should be reflected in the DEIR.

#### County - Drainage

Approval of the SOI would not result in a change in services provided by the County to the SOI area and would not significantly affect the financing of County drainage services. The SOI area is outside of the County Stormwater Utility. However, should this area be annexed to the City of Elk Grove in the future, the County would no longer review development projects in the SOI area for conformance with County development and floodplain standards and would no longer be responsible for administering the requirements of the joint NPDES permit in the SOI area. Additionally, the County would not provide flood control, drainage maintenance, flood response, floodplain management, improvement plan review or other County drainage related services to the SOI area.

#### Sacramento County Water Agency - Drainage

Approval of the SOI would not result in a change in drainage services provided by the Sacramento County Water Agency and would not significantly affect the financing of SCWA drainage services provided by SCWA Zone 11A and Zone 13. The majority of the SOI area is outside of SCWA Zone 11A. The entire SOI area is within SCWA Zone 13. Should the SOI area be annexed to the City of Elk Grove in the future, SCWA would continue to administer the Zone 11A drainage developer fee program for the funding of development trunk drainage facilities within the Zone and the SCWA Beach Stone Lake Flood Mitigation Fund, but would no longer provide drainage plan review or floodplain management services. The SCWA would continue to provide Zone 13 drainage services.

The SCWA currently collects the Beach Stone Lake Flood Mitigation Fund from developments within Zone 11A to provide funding for a future project(s) to mitigate flood volume impacts in the Beach Stone Lake-Point Pleasant area. If the SOI area is to annex to the City of Elk Grove in the future, the City should be required to establish a similar program to fund or contribute to this mitigation. The DEIR should address this issue in conjunction with future development and land use activities contemplated in the SOI amendment.

Please contact me if you have any questions at 874-8913.

*Terry Kociemba, Environmental Health Specialist, Environmental Management Department:*

#### Septic Systems

Existing agricultural and rural residential land uses are served by individual septic systems. Major portions of the SOI Amendment area not served by a public wastewater service are served by private septic systems. The Sacramento County Environmental Management Department (EMD) provides mandated regulatory services in food service, hazardous materials, solid waste facilities and septic service. Conventional septic systems use seepage pits of varying depths. The standard pit depth in the area is 35 feet.

*Planning and Environmental Issues (Antonia Barry, Principal Environmental Analyst, DERA and Leighann Moffitt, Interim Planning Manager, Planning Department*

The EIR should provide a discussion of the following land use issues:

- Evaluation of land uses in the floodplain
- Impacts to properties with conservation easements
- Relationship of the SOI in regard to the South Sacramento Habitat Conservation Plan. What SOI projects would be mitigated by the SSHCP? How will resources be mitigated should the SSHCP be delayed indefinitely?
- Relationship of future land uses to agricultural uses to the south. Will there be transitional land uses to protect agriculture?
- Mitigation for the loss of agricultural lands
- Impacts on the GHG emission inventories for the City and County

Thank you for the opportunity to comment on this Notice of Preparation. We look forward to the Draft Environmental Impact Report.

Sincerely,

Antonia Barry  
Principal Environmental Analyst

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 3 – SACRAMENTO AREA OFFICE

2379 GATEWAY OAKS DRIVE, SUITE 150

SACRAMENTO, CA 95833

PHONE (916) 274-0635

FAX (916) 272-0602

TTY 711

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October 27, 2010

032010-SAC0052

03-SAC-VAR

Proposed City of Elk Grove Sphere of Influence Amendment

Notice of Preparation

SCH #2010092076

Mr. Don Lockhart

Sacramento Local Agency Formation Commission (LAFCo)

1112 I Street #100

Sacramento, CA 95814-2836

Dear Mr. Lockhart,

Thank you for the opportunity to review the Notice of Preparation (NOP) for the Proposed City of Elk Grove Sphere of Influence (SOI) Amendment. The SOI includes 7,869 acres south of Bilby Road, Kammerer Road, and Grant Line Road, extending south to Eschinger Road and the Cosumnes River; east towards Cosumnes River and just past Freeman Road; and west towards Interstate 5 (I-5) and the Union Pacific Railroad tracks. Our comments are as follows:

- A Traffic Impact Study (TIS) should be completed and include an analysis of impacts to the State Highway System (SHS). The TIS should include the main line segments on SR 99 from Elk Grove Boulevard to Dillard Road and on I-5 from Elk Grove Boulevard to Twin Cities Road and all interchanges within those segments. The TIS should consider all possible traffic impacts to all ramps, ramp intersections, and mainline segments. The "Guide for Preparation of Traffic Impact Studies" can be found on our website at: <http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/>. The TIS should use a Select Zone Analysis to identify trip distribution of the proposed project on the SHS. A queuing analysis and merge/diverge analysis should be completed, especially where the highway facility is already at Level of Service F. We would appreciate the opportunity to review and comment on the scope of the TIS before the Study begins.
- If the Traffic Impact Study identifies any significant traffic impacts, please coordinate with Caltrans to investigate feasible mitigation measures. Potential mitigation measures could include ramp widening and ramp metering, ramp intersection improvements, signalization modification, auxiliary lanes, mainline improvements, off-highway projects as well as fair share funding.

Mr. Don Lockhart  
October 27, 2010  
Page 2

- Caltrans looks forward to continuing work with the City of Elk Grove to improve mobility through the I-5 and SR 99 corridors. We request a meeting with the City prior to the draft environmental document's release to discuss the scope, timing, and funding of transportation improvements, with an emphasis on creating a multi-modal transportation system that provides mode choice to Elk Grove residents, employees and visitors.
- Future transit service to the area should be identified and options for funding capital and operations should be identified in the financing plan.

A Drainage Report needs to be prepared and submitted to the District 3 Caltrans Hydraulics Branch for review. Please provide a report with the following information to Mr. Gurdeep Bhattal for review prior to final project approval. Mr. Bhattal can be contacted at (530) 740-4830.

- Alteration of drainage patterns, erosion, storm-water discharges, and flooding.
- The comprehensive 100-year event plan detailing how storm-water will be handled, and increases in water run-off and water quality.
- An Encroachment Permit will be required for any work conducted in the State's right of way such as sign placement, traffic control, light installation, culvert maintenance, drainage pattern changes, or sidewalk installation. For more information on Encroachment Permit requirements or to secure an application contact the Encroachment Permits Central Office at (530) 741-4403.
- Any proposed advertising signs or billboards that would be directed towards travelers on I-5 or SR 99, and located within 500 feet of State right of way, would need to be reviewed by our Outdoor Advertising Branch in the Office of Traffic Operations. Please contact James Arbis at (916) 654-6413.

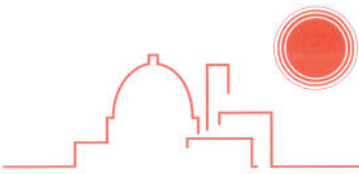
If you have any questions regarding these comments, please contact Sadie Smith at (530) 741-4004 or [sadie\\_smith@dot.ca.gov](mailto:sadie_smith@dot.ca.gov).

Sincerely,



ALYSSA BEGLEY, Chief  
Office of Transportation Planning – South

cc: State Clearinghouse



**SMUD**

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P.O. Box 15830, Sacramento, CA 95852-1830; 1-888-742-SMUD (7683)

**Date:** November 2, 2010

**To:** Sacramento Local Agency Formation Commission  
1112 I Street #100  
Sacramento, Ca 95814

**Subject:** Response to Notice of Preparation of a Draft Environmental Impact Report for the Elk Grove Sphere of Influence Amendment Project

(LAFCo File No. 09-10)

**To:** Don Lockhart, AICP, Assistant Executive Officer

If the land use designations in the Sphere of Influence were to stay consistent with what presently exist there would be little to no effect to SMUD.

It is reasonable to assume that the large area between Kammerer and Eschinger Roads and the Hood-Franklin Road interchange at I-5 will ultimately be developed similar to the East Franklin /Laguna Ridge area. Therefore, it is estimated that no less than four neighborhood substations would be required. The typically substation has 2- 69kV to 12kV transformers and 6 to 8 feeders per substation. The source for the neighborhood substations is the 69KV sub-transmission system, thus overhead 69kV lines are required.

We have purchased a site for a future Franklin Bulk substation. The site is located along Franklin Boulevard north of Kammerer Road's future extension. Franklin Bulk substation will be the source for the 69kV circuits required to serve existing growth and will have the ability to serve the SOI.

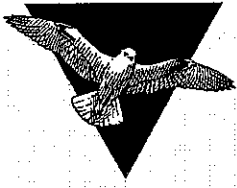
The SOI east of HWY 99 has existing 69KV along Grant Line and East Stockton that emanate from Elk Grove Bulk substation. There is potential growth in this area to warrant multiple neighborhood substations.

In summary the Sphere of Influence will require major infrastructure expansion if the land use designations were to change to match the typical land uses within Elk Grove's City limits.

Thank you,

Jerry Clark  
Land Agent-Real Estate Services  
SMUD  
6201 S Street, B304  
Sacramento, CA 95817  
(916) 732-5246  
[Jclark2@smud.org](mailto:Jclark2@smud.org)

CC: Gilbert Angeja  
Ray Ferraro  
Harry Mark III



# Sacramento Audubon Society

P. O. Box 160694, Sacramento, CA 95816-0694

July 26, 2006

Mayor Rick Soares and City Councilmembers  
City of Elk Grove  
8380 Laguna Palms Way  
Elk Grove, CA 95758

Re: Comments on the Initiation of a Study Process for Southward and Southeastward  
Expansion by the City of Elk Grove

Dear Mayor Soares and Council Members:

This letter comes on behalf of Sacramento Audubon Society. On January 18, 2006, Sacramento Audubon, in coalition with the Sierra Foothills Audubon Society, the San Joaquin Audubon Society, and Audubon California submitted a letter to the City of Galt categorically opposing any intrusion of urbanization into the landscape south of the City of Elk Grove and north and west of the City's of Galt's current northern boundary, whether by Galt, Elk Grove, or Sacramento County. The City of Elk Grove's proposal to now initiate a study to sprawl southward into this same landscape raises the same concerns. Southward sprawl by Elk Grove would be a serious mistake because of the global significance of this area's wildlife habitats. Sacramento Audubon urges the City to instead adhere to a growth strategy that is consistent with the Sacramento Area Council of Governments' ("SACOG") Blueprint principles.

Audubon's involvement in this landscape runs deep. The regional Audubon chapters and Audubon California have a long-standing history and demonstrated commitment to conserving and protecting the Cosumnes River corridor's critically important resident and migratory bird habitats. The following points, which were previously raised in our January 18, 2006 letter to the City of Galt, summarize Audubon's activist tradition, and the reasons for our willingness to fight to protect and conserve these lands for their vital wildlife and habitat values.

Audubon members and volunteers were among the first to document the avian resources of this area, with field trips beginning as early as the 1940's, along with volunteer activities in collaboration with private landowners, to monitor and enhance bird habitat. In the early 1970s, Audubon highlighted the natural resources of this area in a report entitled "Areas of Critical Environmental Concern." In the late 1980s, with the first purchases of property in the lower Cosumnes floodplain by The Nature Conservancy, Ducks Unlimited, and the US Bureau of Land Management, Audubon organized systematic bird surveys on the Cosumnes River Preserve, surveys which continue to this day and help provide an important science-based framework for

land management and restoration in this area. Most recently, based in large part on this knowledge base, Audubon California has designated the lower Cosumnes basin an "Important Bird Area" in recognition of its global importance for a wide range of bird species.

The grasslands and open agricultural fields of the area provide a primary winter roosting and foraging area for a significant percentage of California's sandhill cranes, which annually migrate from as far north as Alaska and Siberia, and whose seasonal return to the area sparks local festivals and visits by Audubon members from around the world to enjoy their singular grace and beauty. These same grasslands also provide essential foraging ground for the federally "threatened" Swainson's hawk, and many other resident and migratory raptor species.

The lower Cosumnes basin hosts one of the largest remaining valley oak riparian woodland complexes in California. These stands of oaks provide critical nesting habitat for migratory songbirds that winter in the tropics and return to California each spring to breed and raise their young. They also constitute nesting habitat for one of two remaining population clusters of Swainson's hawk in California.

The wetlands and stream courses west of the Cosumnes River host the largest remaining population of California's Giant Garter Snake, a species that is also presently listed as "threatened" under the Federal Endangered Species Act.

Due to urban expansion and sprawl, many of the species that depend on the lower Cosumnes River's unique mix of habitats have diminished in number to the point where they are classified by the state or federal government as threatened or endangered. Many other species that are not presently listed depend on the lower Cosumnes basin to maintain their current population numbers. If the remaining vestiges of these critically important habitats are further compromised by further urban encroachment and sprawl, many of these species would also likely diminish in number to the point that they, too, would need to be considered threatened or endangered.

The significance of California's Great Central Valley as habitat for a broad range of bird species is well documented by Audubon's Christmas Bird Count (CBC) database. Each year Christmas Bird Counts are conducted in nearly 2000 Count Circles (15 mile diameter) throughout North America. Rankings of these circles over the past several years, based on the total number of grassland-associated raptors found, reveal that the Central Valley of California is one of, if not *the*, most important wintering area in the entire continent for these species. In fact, four of the top five Count Circles are in the Central Valley (Lincoln, Benecia, Cosumnes, and Sacramento).

The bases for Audubon's ranking of the lower Cosumnes basin as an "Important Bird Area" are documented in Audubon California's book, Important Bird Areas of California, and include, in addition to the matters stated above, the global importance of the Cosumnes basin for migratory shorebirds (including the long-billed curlew), the Sandhill crane, 13 sensitive wetlands-, grasslands-, and forest-dependent species, and the thousands of waterfowl that winter in the area.



Audubon volunteers have participated in local government policy development for management of Sacramento County's important natural areas for several decades. Audubon, for example, helped develop and actively supported the strong conservation policies in Sacramento County's general plan – policies that explicitly call out the important resource and habitat values of the lower Cosumnes area.

More recently, Audubon volunteers have been actively involved in the development of a proposed habitat conservation plan for southern Sacramento County. This involvement has strengthened our belief that protection of the remaining habitats in the lower Cosumnes and associated agricultural areas is a *vital* component for the success of any habitat mitigation and conservation strategy for the greater Sacramento region.

The regional Audubon chapters also support the principles espoused in SACOG's "Blueprint," a set of land use principles expressly designed to avoid the need for new development on sensitive habitats and important farmlands, to minimize traffic-generation and air pollution from new development, and to meet our increasingly-urgent obligation to grow in ways that are energy-efficient and climate-friendly.

As part of these activities and their long-running involvement in conserving and preserving this critical landscape, Sacramento Audubon has been working with the regional chapters and Audubon California to track the future planning activities of local governments in the area. While we were initially encouraged by Elk Grove's leadership in habitat mitigation and expressed desire to protect and enhance existing populations of Swainson's hawk and other migratory species, we have been increasingly concerned about the lack of transparency in that habitat mitigation program and the City's failure to collaborate effectively with existing conservation organizations. We are now deeply concerned that the City has even suggested that it might authorize the consideration of a growth scenario that would allow southward sprawl onto the highly sensitive landscape described above and further encroachment into the Deer Creek-Cosumnes River corridor upstream of Highway 99. Our concerns are heightened by language in the City's staff report that appears to frame the habitat and agricultural land protection issue for this landscape in a misleading manner, specifically by suggesting that just the areas at the southern edge of the "planning area" have significant habitat values. In fact, as the City of Elk Grove is well aware, the *entire* planning area is critically important habitat for the Swainson's hawk and a broad range of other species. You may also recall that the Environmental Impact Report for your General Plan was viewed by the state and federal resource agencies as presenting an embarrassingly inadequate assessment of habitat values in this area.

We understand that the City of Elk Grove must comply with CEQA prior to making any final decision about future growth, and that we will have the opportunity to review and comment on the City's environmental documents. However, we take this opportunity to provide our preliminary comments in order leave no misimpression regarding our resolve to do whatever is necessary to protect these critically important habitats, and to ensure that the City is fully aware of the depth and basis of our concern.

**Mayor Soares & Elk Grove City Councilmembers**

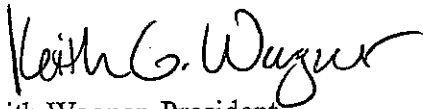
July 26, 2006

Page 4 of 4

Southward sprawl by Elk Grove would be a serious mistake. We urge you to categorically reject from consideration any proposal that would encroach on the critically important habitats to the south and southeast of the City's current boundaries. Instead, the City should focus on developing a future growth plan that is consistent with the Blueprint's principles by continuing to develop effective and coordinated mitigation programs, and by designing a plan that will allow the City to benefit as much as possible from the *existing* open space resources at its *existing* southern edge and, in turn, be a good neighbor to the conservation and agricultural lands to the south.

We look forward to working with you in this process.

Sincerely,

A handwritten signature in black ink that reads "Keith G. Wagner". The signature is written in a cursive style with a large, prominent "K" and "W".

Keith Wagner, President  
Sacramento Audubon Society

-----Original Message-----

From: Marilyn Armbruster <mailto:maa57@surewest.net>

Sent: Sunday, October 24, 2010 8:06 PM

To: Lockhart, Don

Subject: Elk Grove proposal for expansion

Good evening Mr. Lockhart:

It has been brought to my attention that lands used by the Swainson's Hawks for breeding and nesting are at risk with the proposed expansion of Elk Grove. Please consider these native species have no voice other than those of us who are interested in the habitats for birds and other species. I live in Sacramento and appreciate the awareness for open spaces to preserve animals, birds and plants of our area. Please take this into serious consideration at the hearing this Tuesday. I am unable to attend but do not hesitate to contact me if needed. Thank you. Marilyn Armbruster, M.S., OTR/L, CHT

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October 26, 2010

Donald J. Lockhart, AICP  
Assistant Executive Officer  
Sacramento LAFCo  
1112 I Street, Suite 100  
Sacramento, CA 95814

**Re: Notice of Preparation for a Draft Environmental Impact Report for the Elk Grove (City) Sphere of Influence Amendment (SOIA), LAFCo #09-10**

Dear Mr. Lockhart:

Thank you for the opportunity to provide recommendations regarding the scope of LAFCO's draft environmental impact report (DEIR) that will be prepared for the City of Elk Grove's proposed Sphere of Influence Amendment ("SOIA"). The Nature Conservancy recommends that the DEIR address the following issue areas:

### **1. Aesthetics**

Development within the proposed SOIA will have a substantial adverse effect on the rural character of the existing environment, substantially degrading the existing farmland and open space visual character and quality. Urbanized development will also create a new source of glare during the day and substantial light at night which will adversely affect day and nighttime views in the area.

### **2. Agricultural Resources**

The conversion of farmland to non-agricultural uses is a significant adverse impact of the proposed SOIA. Approximately 90% of the land in the proposed SOIA is prime farmland, unique farmland, or farmland of statewide or local importance. Aside from the impacts within the proposed SOIA, it should also be recognized that without some instrument that maintains the viability of existing land uses at the outside edge of the new proposed boundary, the establishment of a new Sphere of Influence (SOI) boundary inevitably leads to speculation and development pressure on those lands immediately adjacent to the new SOI boundary.

Our staff has witnessed the impact of these economic pressures that drive the conversion of agricultural land first-hand. Lands south of the current city limits at Kammerer Road have a much higher land value expectation than lands farther from the urban boundary.

### **3. Air Quality**

The effect of more suburban sprawl in the SOIA will increase vehicle miles travelled per household, which will cumulatively add more air contaminants to the region's already poor existing air quality conditions. Increased vehicle miles travelled per household will also increase greenhouse gas ("GHG") generation frustrating the region's ability to meet recently established GHG targets established by the California Air Resources Board. (See Climate Change/Global Warming and Land Use & Planning Issue Areas, below.)

### **4. Biological Resources**

The proposed SOIA includes a variety of habitat types that support several sensitive plant and animal species. These include winter roosting and foraging areas for the greater Sandhill crane and foraging ground and nesting trees for the Swainson's hawk, both of which are threatened species under the California Endangered Species Act. The proposed SOIA area also hosts other resident and migratory raptor, shorebird, and grassland bird species. The lower Cosumnes River basin hosts one of the largest remaining valley oak riparian woodland complexes in California, which provides critical nesting habitat for migratory songbirds. The wetlands and stream courses feeding into the Cosumnes River host the largest remaining population of California's giant garter snake, a threatened species under the Federal Endangered Species Act.

Many other species that are not presently listed depend on the lower Cosumnes River basin to maintain their current population numbers. If the remaining vestiges of these critically important habitats are further compromised by urban encroachment and sprawl, many of these species would likely diminish in number to the point that they, too, would need to be considered threatened with extinction. We encourage you to consider the regional significance of this area, in light of the considerable investment of public dollars represented by the Cosumnes River Preserve, Stone Lakes National Wildlife Refuge, and Sacramento County's Bufferlands Project—multi-agency projects that protect and encourage wildlife to use this area. South Sacramento County is one of the last areas of the County where wildlife thrives, and the increasing importance of this area as a wildlife resource, as other areas within this region (Natomas and western Placer and El Dorado Counties) are developed, cannot be over emphasized.

The DEIR must do the required surveys at the appropriate time, consistent with the required protocols for gathering information about the mosaic of existing species and habitats that inhabit the proposed SOIA and adjacent areas. The lead agency must also consult with the state and federal trustee agencies including, the California Department of Fish and Game, California State Lands Commission, U.S. Fish and Wildlife Service, and National Marine Fisheries Service (for anadromous fish species).

## **5. Climate Change/Global Warming**

One of the most significant irreversible impacts of this SOIA is its contribution to global warming. LAFCO should review recently revised CEQA Guidelines regarding climate change and greenhouse gas generation. The DEIR should do an inventory of the current generation of greenhouse gases in order to establish baseline conditions and then estimate, as accurately as possible, the quantity of CO<sub>2</sub> that would be added to the environment if the City grows into the proposed SOIA.

Two especially large sources of greenhouse gas emissions are the state's transportation system, insofar as vehicles using it consume greenhouse gas-generating fuels, and the electrical grid, insofar as greenhouse gas generating energy sources are used to create electricity. Land use decisions also give rise to increased emissions to the extent that such decisions affect the extent of power generation and vehicle miles traveled. Consistent with the California Global Warming Solutions Act of 2006 (Health & Safety Code § 38500 et seq.), the lead agency must consider the following, where applicable, in evaluating greenhouse gas emissions associated with the SOIA, potentially significant effects associated with such emissions, and mitigation measures to minimize any such potentially significant effects:

- 1) The extent to which the project could help or hinder attainment of the state's goals of reducing greenhouse gas emissions to 1990 levels by the year 2020, and achieving further reductions thereafter;
- 2) The extent to which the project could increase the demand for fuels or other energy resources, especially fossil fuels that contribute to global warming when consumed; and,
- 3) The extent to which the project would facilitate, or be consistent with, any applicable state, regional, or local plans intended to reduce greenhouse gas emissions.

## **6. Hydrology & Water Quality**

The EIR cannot ignore or assume a solution to the problem of supplying water to a proposed development project. The water needs of this area at full build-out, as well as the source of that water, and the environmental impacts of the use of that water, must be evaluated. The Global Warming Solutions Act identifies specific categories of environmental effects that are consequences of global warming, including a reduction in the quality and supply of water to the state from the Sierra snowpack. The lead agency's EIR needs to address global warming's effect on long term water supplies.

The area targeted by the City for expansion of its current Sphere of Influence (SOI) poses a number of important sensitivities from the standpoints of water supply, floodwater management, and urban discharge. The SOIA is outside of the American River Place of Use and thus poses particular, and complex, challenges for water service; this area is not currently

eligible for water service from Sacramento's Zone 40 program or the Freeport Diversion. It is a critically important area for groundwater recharge in an area where groundwater levels are severely lowered by groundwater pumping as compared with historic levels. In addition, no other area within the County offers similar potential for the agricultural reuse of treated effluent from the Regional Sanitation plant in a manner that bolsters Sacramento County's conjunctive groundwater management program.

While TNC is pleased that the city has removed areas within the 100-year flood plain east of Highway 99 from the proposed SOIA, the DEIR must evaluate the impact that expansion into the 100-year floodplain west of Highway 99 will have on flooding, agriculture, groundwater recharge and habitat.

## **7. Land Use & Planning**

The proposed SOIA conflicts with both the Sacramento Area Council of Governments' (SACOG) 2035 Metropolitan Transportation Plan and the City's General Plan. Both of these plans show capacity for employment and housing growth within the current city limits through 2035. Additionally, SACOG's 2050 Blueprint growth pattern projects capacity for another 19,000 employees and 1,500 housing units from 2035 to 2050. These projections, pointing to a sufficient land inventory for the next 42 years, bring into question the need for bringing additional land into the City's SOL at this time.

We urge LAFCO to consult with SACOG staff about SACOG's update of the regional transportation plan and compliance with Senate Bill 375 – Sustainable Communities Strategies Act. The issue is whether the City of Elk Grove's proposed SOIA is consistent with the regional GHG reduction targets that SACOG must meet when preparing a sustainable community strategy for the region.

## **8. Utilities & Service Delivery Systems**

At full build-out, what will the energy needs of this area be? How will that energy be produced? What effect will this project have on peak and base period demands? These questions should all be addressed in order to determine the need for new services as well as to evaluate their contribution to global warming. This proposed project poses significant, irreversible adverse impacts to the environment resulting from the eventual loss of farmlands, floodplains, habitat, and open space. The commitment of these nonrenewable resources to uses that future generations will be unable to reverse should be carefully weighed and considered.

Thank you again for the opportunity to comment on the scope of an EIR for the SOIA.

Donald J. Lockhart, AICP  
Sacramento LAFCo  
October 26, 2010  
Page 5 of 5

Sincerely,



Michael Conner, Project Director  
Cosumnes River Preserve

CC: Beatrix Treiterer, Stones Lakes National Wildlife Refuge  
Charlotte Mitchell, Sacramento County Farm Bureau  
Todd Gardner, California Department of Fish and Game  
Dan Taylor, Audubon  
Harry McQuillen, U.S. Bureau of Land Management  
Jill Ritzman, County of Sacramento Department of Regional Parks  
Jim Pachl, Friends of the Swainson's Hawk  
Jude Lamare, Friends of the Swainson's Hawk  
Mark Biddlecomb, Ducks Unlimited  
Matt Reeve, California Department of Water Resources  
Mike McKeever, Sacramento Area Council of Governments  
Steven Szalay, County of Sacramento  
Don Nottoli, Supervisor, 5<sup>th</sup> District  
Eric Milstein, State Lands Commission  
Taro Echiburu, City of Elk Grove



**To:** Sacramento Local Agency Formation Commission(LAFCo)

**Attention:** Mr. Don Lockhart AICP Assistant Executive Officer

**Subject:** Comments regarding the Notice of Preparation of a DEIR for the Elk Grove Sphere of Influence Amendment Project (LAFCo File No 09-10)

In response to Elk Grove's application I want it to be known that as a resident of Elk Grove I am against the proposed SOI and expansion. However as the Draft Environmental Impact Report moves forward I want and request the following be addressed within this report.

**Hazards and Hazardous Materials:**

- Rail lines that extend through the SOI and potential for hazardous waste spills and or risk of explosion.
- The proximity of the propane tanks and identifying a safe distance for development based on fire safety industry standards.
- The potential risk of the propane tanks in relationship to homeland security and terrorist threats.

**Noise**

- Identify and address existing noise and future sources including rail lines, freeway, and widened roadways including the JPA connector.
- There are two general aviation airports located within the city and SOI that have the potential for expansion so the DEIR should address realistic expansion potential and its corresponding impacts on noise and safety.

**Land Use and Planning**

- The study needs to include a specific analysis related to the revised SACOG (Sacramento Area Council of Government) Blue Print Growth Projection for the region as well as the City of Elk Grove.

**Population, Employment, and Housing**

- The City of Elk Grove has done a Market Study and the results of this report need to be included in the DEIR.

**Transportation**

- The environmental impact of new transportation networks (bus routes, light rail infrastructure, bike lanes, roadways for cars) that will be required as a result of urbanization of the SOI.

Sincerely,

  
Lynn Wheat

9136 Quail Terrace Ct Elk Grove 95624

**From:** Dempseys [<mailto:dempseys123@gmail.com>]  
**Sent:** Tuesday, October 26, 2010 4:44 PM  
**To:** Lockhart, Don  
**Subject:** Elk Grove Expansion

Dear Mr. Lockhart,

I've looked over the proposed Elk Grove Expansion, and it appears to be the prelude to developing even more outlying land. Believe it or not, I actually want to encourage the right kind of development. This proposal is less-than-optimum in several ways.

1. Sacramento has 20 years worth of development land already within the boundaries of existing communities. There's no need for more development (certainly not now, given the market), unless our communities are in the business of encouraging land speculation. The land speculators would really be the only ones to profit from this proposal.
2. Removing farmland from production is not desirable, given the enormous amount we've already removed.
3. Development even farther out on the edge of the community means we will be literally casting our petroleum dependence in concrete for all those new, and even more distant, commuters.

U.S. domestic oil production peaked in 1971 (at less than \$2/bbl, with only 30% imports), and no matter how much drilling onshore or offshore, we will never return to that peak--or so says the American Petroleum Institute (the oil lobby). We currently import nearly 70% of the oil we burn at roughly \$80/bbl, are waging two wars overseas for oil, and have over 500 military bases to protect pipelines and trade routes for this critical commodity.

Aren't we supposed to be getting off of the oil? Approving this application to develop even more long commutes seems counter-productive, unless we really need some more resource wars.

What do you think?

--Regards,  
--Mark Dempsey

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COUNTY OF SACRAMENTO  
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October 27,2010

Sacramento LAFCo  
ATTN: Don Lockhart, AICP  
Assistant Executive Officer  
1112 "I" Street, Suite 100  
Sacramento, CA 95814

RE: Comments of Friends of the Swainson's Hawk on the Notice of Preparation for DEIR for proposed Elk Grove SOI amendment

Dear Mr. Lockhart,

I represent Friends of the Swainson's Hawk, a nonprofit California corporation. The following are the comments of my client regarding the NOP for the DEIR for the proposed Elk Grove SOI amendment. The EIR will analyze the probable impacts of future urban development that may occur in that area.

The EIR should include disclosure and analyze the following:

**Impacts on Swainson's Hawk:**

The NOP, p. 5, states that Swainson's Hawks ("SWH") nest in mature riparian habitat along the Cosumnes river. In fact, there are a number of documents SWH nest sites throughout the area between Elk Grove and the Cosumnes River, and within Elk Grove, with one of the highest densities of SWH nests being within and close to the proposed SOI area. Jude Lamare e-mailed maps of SWH nest sites to you yesterday for the use of LAFCo's consultant who is preparing the EIR.

We are particularly concerned about Elk Grove's proposed urban expansion because Elk Grove is located within a dense and significant nesting area for the SWH, listed as threatened under the California Endangered Species Act. Nesting sites both within the City and the proposed SOI area, and southward, depend upon foraging habitat within the nearly 8000 acres proposed for eventual urbanization. The loss of foraging and nesting habitat will be significant. The EIR's analysis should recognize that the density of nesting in the Elk Grove area is among the highest densities recorded for the species.

The EIR analysis should include all the data available from studies conducted by Jim Estep for the City and the South Sacramento County HCP effort, and the California Department of Fish and Game over the last six years. Information in the NDDB is often incomplete and outdated, and thus cannot be relied upon.

The success of SWH reproductive activity and survival of SWH young is directly dependent upon availability of food supply (small rodents) which is reasonably available to nesting SWH during the breeding and nesting season. Destruction of foraging habitat (low-growing vegetation which harbors small rodents) by development eliminates this food supply and forces SWH to travel greater distances to find prey, resulting in less food for the nest and a greater likelihood of nest failure and nestling mortality.

Potential direct and cumulative impacts on the species range and reproductive activity should be identified, including but not limited to the following:

- a) potential impacts on reproductive activity in nesting sites within the City of Elk Grove;
- b) potential impacts on reproductive activity in nesting sites within the SOI area;
- c) potential impacts on reproductive activity of other nesting sites within 2 - 5 miles;
- d) potential impacts on survivability of fledged juveniles from these nesting sites;
- e) potential impacts on the adequacy of nourishment of SWH needed to provide the strength and energy required to survive the annual SWH Fall migration. Undernourished birds, especially undernourished first-year birds, are unlikely to survive the rigors of long-distance migration to central Mexico and southward.
- f) discuss other reasonably foreseeable projects that would eliminate SWH foraging and nesting habitat, as part of the EIR's discussion of cumulative impacts. These would include but are not limited to the proposed Bay Delta Conservation Plan, which proposes to convert large areas of agricultural land in Yolo County and the Yolo Bypass, which is SWH foraging habitat, with managed marshes for fish habitat, eventual build-out of Rancho Cordova and of the Florin-Vineyard area, all of which are SWH foraging habitat, and predicted sea-level rise which will inundate low-lying areas west of Elk Grove which are currently agricultural land that serve as SWH foraging habitat.

**Inconsistencies with LAFCo policies IV.C.3.b and c.**

The EIR must disclose the project's inconsistencies with applicable plans and policies, and analyze the environmental effects of such inconsistencies.

The part of the SOI between Franklin Boulevard and I-5 would be inconsistent with LAFCo Policy IV.C.3.b. which states that LAFCo will not approve applications with boundaries which result in peninsulas of incorporated territory or otherwise cause distortion of existing boundaries. That portion of the SOI between Franklin Boulevard and I-5 is a peninsula bounded on the north by the USFWS Stone Lake Refuge (land owned by AKT, with perpetual easement to USFWS for management as part of the Refuge); and on the south by agricultural land in a 100-year floodplain.

The SOI peninsula between Franklin Boulevard and I-5 would also be inconsistent with LAFCo Policy IV.C.3.c. which states that LAFCo will not approve applications with boundaries drawn for the exclusive purpose of encompassing revenue-producing territories. The Connector expressway will run the length of the peninsula from I-5 to Franklin Blvd, to Hwy 99, and ultimately to Hwy 50 in El Dorado County, and will attract many more times traffic onto the Connector than presently use the existing Hood-Franklin Road. Elk Grove included the peninsula SOI within the proposed SOI so that Elk Grove may later annex it and line the Connector and/or Hood-Franklin Road with intense revenue-producing retail and commercial development between I-5 and Franklin Blvd. Otherwise, developing the peninsula makes no sense due to infrastructure costs, constrained area, the 100-year floodplain, and incompatibility with the neighboring Refuge and agricultural uses.

**Inconsistencies with Government Code §§ 56001, 56300(a).**

The Legislature has charged LAFCo's with encouraging orderly growth and development, discouraging urban sprawl, and preserving open space and prime agricultural lands. (Government Code §§ 56001). LAFCo's shall adopt policies which encourage and provide well-ordered and efficient urban development patterns with appropriate consideration for preserving open space and agricultural lands. (Government Code 56300(a)). See LAFCo Policy Manual (pg. 3).

The EIR must disclose inconsistencies between LAFCo's statutory charge and the proposed SOI, and analyze the environmental impacts of such inconsistencies. There are 8000 acres of undeveloped land within the Elk Grove City limit (per Mayor Hume) which could be developed but are not. This includes properties that have been permitted for new development which has not occurred and properties where development started but then stalled or was abandoned. The 2000-acre Laguna Ridge project is one example; another is Lent Ranch Mall. The EIR must disclose the undeveloped areas (including project starts which have stalled) within Elk Grove that could be developed, and the status of development efforts on each such property. The EIR must disclose the environmental impacts of LAFCo approval of an 8000-acre SOI while substantial areas of developable land within Elk Grove remain undeveloped, and the consistency or inconsistency with Government Code §§ 56001, and 56300(a) and LAFCo policies of the proposed approval of the proposed SOI while large tracts within Elk Grove remain undeveloped.

### **Elk Grove's growth projections should be scrutinized**

The City's application asserts that the SOI area will be needed to accommodate future urban growth predicted by unidentified studies. These studies have been discredited by the current reality and were contradicted by SACOG's earlier growth projections. The EIR must evaluate the the studies relied upon by Elk Grove to determine if they are currently credible and show a need for future urban development of the proposed SOI area.

### **Environmental effects of potential urban decay**

CEQA requires an EIR to disclose and analyze the potential environmental effects of potential urban decay that could result from approval of a project, including an SOI. See *Bakersfield citizens for Local Control v City of Bakersfield* (2004) 124 Cal. App. 4th 1184, and discussion below regarding effects of prematurely committing more land to urbanization than can be absorbed by the market, which could lead to urban decay as land within the City remains undeveloped and thousands of foreclosed homes remain unsold due, in part, to competition from new development within the SOI area.

### **Detrimental effects of prematurely committing more land to urbanization than can be absorbed.**

For the reasons stated above, there is a good likelihood that approval of the SOI, in combination with the existence of 8000 acres of undeveloped but developable land within the City and thousands of foreclosed homes needing a market, would result in the premature commitment of more land to urbanization than can be absorbed. The EIR needs to analyze and disclose the environmental impacts of such a scenario.

Sacramento County staff, in response to proposals to greatly expand the County Urban Policy Area in its General Plan Update, addressed that issue in a staff report which recommended against the oversized expansion of the County Urban Policy Area. The County staff listed potential undesirable outcomes as follows:

1. Leapfrog development pressure;
2. Imbalance in focus between revitalizing the existing mature communities creating and serving new neighborhoods;
3. Unintended consequences to the partially built-out planned communities and if newer areas out-compete for buyers;
4. Inefficient extension of infrastructure and public services resulting in higher operating costs.
5. Pressure to approve uses that provide near term economic benefits to the developer over a long-term economically sustainable mix of land uses;
6. Impacts to the proposed SSCHCP and to the Connector expressway;
7. Difficulty in meeting State mandates related to climate change initiatives.

A copy of the County's staff report, with relevant pages 6 - 11, is attached as **EXHIBIT A.**

The EIR needs to consider the likelihood of occurrence of each of these potential scenarios and the potential environmental consequences, including the effects of potential urban decay that may result from prematurely committing more land to urbanization than can be absorbed.

### **Alternatives**

An EIR must discuss alternatives to the proposed project. Certain City Councilpersons and staff have stated that the purpose of the SOI is to provide locations for unspecified employment centers, to remedy Elk Grove's unfavorable jobs-housing balance. An 8000-acre SOI is much larger than any foreseeable need for job centers. Therefore the EIR should consider the alternative of a smaller SOI amendment of 500 - 600 acres, at Highway 99 and Kammerer Road, that would be limited exclusively to development of office and industrial parks.

### **South Sacramento County HCP ("SSCHCP")**

The environmental analysis cannot rely upon the purported benefits of the SSCHCP nor can it rely on the SSCHCP to mitigate for the impacts of development, because the SSCHCP is a changing draft document which will undergo more changes, and may never be adopted or approved by local government and the Federal and State wildlife agencies.

However, the EIR also needs to consider the possibility that the SSCHCP will in fact be adopted, and the effects of the SOI upon the proposed SSCHCP. One effect will be the removal of 8000 acres of farmland that could otherwise be considered for inclusion within the conservation program of the SSCHCP by conservation easement, and the effect of 8000 acres of new development within the SOI area upon the viability of the SSCHCP conservation plan.

At the request of Elk Grove, the draft SSCHCP includes a provision which prohibits the SSCHCP conservation program from acquiring conservation easements ("CE") or land title within the proposed SOI area. The EIR must disclose and analyze the environmental effects of preventing landowners in the SOI area from selling CE's or fee title to the SSCHCP conservation program. One obvious effect is to eliminate the option for landowners to earn sizable sums by selling conservation easements as an alternative to optioning or selling to developers. This prohibition on acquisition by SSCHCP of land or CE's within the SOI area would be a strong growth-inducing impact of the SOI.

### **Flooding Impacts**

The EIR must delineate the 200-year floodplain, disclose which portions of the SOI area are within the 200-year floodplain, and disclose and analyze the impacts of potential for flooding at the FEMA 200-year flood level.

Water Code §9600(e) says: "The Legislature recognizes that the current federal flood standard [100-year standard] is not sufficient in protecting urban and urbanizing areas

within flood prone areas throughout the Central Valley." Water Code §9602(i) and Govt. Code § 65007(k) say: "Urban level of flood protection means the level of protection that is necessary to withstand flooding that has a 1-in- 200 chance of occurring in any given year." (Water Code §9602(h), Govt. Code §§5096.805(j), 65007(i).) Government Code §§ 65865.5(a)(b), 65962(a), (b), and 66474.5(a), (b), prohibit development approvals after certain dates in urban or urbanizing areas which lack 200-year flood protection.

Thank you for the opportunity to comment.

Very Truly Yours,

James P. Pachl



October 27, 2010

Don Lockhart, Assistant Executive Officer  
Sacramento Local Agency Formation Commission  
1112 "I" Street, Suite 100  
Sacramento, CA 95814

RE: Notice of Preparation for DEIR for proposed Elk Grove SOI amendment

Dear Don:

On behalf of the Cosumnes Basin Habitat Defense Project, a collaboration of Audubon California and Defenders of Wildlife, I am providing these comments on the Notice of Preparation. The Project will be preparing formal comments on the Draft EIR when available.

We make these general observations:

1. Preparation of a Draft EIR for this project is premature. The NOP notes the relevance to the DEIR of two documents not yet available, the MOU with Sacramento County and the South Sacramento Habitat Conservation Plan (SSHCP), and logically will need to rely on both, and in particular the latter. Proceeding without those documents, or using draft versions of either document, risks the waste of significant amounts of public dollars. Given the obvious lack of urgency (i.e. the acknowledged enormous amount of unbuilt land and unoccupied commercial and residential properties within the current boundaries of Elk Grove), it is perplexing that LAFCO would deem it appropriate to move forward with an EIR at this time.
2. The NOP's summary characterization of the potential impacts on biological resources is inadequate in several respects, including its implication that the lands within the proposed SOIA have habitat value only because of their proximity to "Preserve and Refuge lands." This gets the relationship backwards – the large investment in conservation in the south county (most of which protects and assures continuing agricultural operations) reflects the global significance of the habitats south of Elk Grove, including the proposed SOIA. I attach a 2006 letter from Sacramento Audubon that provides a brief overview of the biological values of the SOIA. For additional background, the Project's comment letter on the draft SSHCP is at <http://www.cosumnesdefense.com/> (and includes important additional

background information on water supply and hydrology as well).

3. Similarly, the NOP's brief characterization of hydrology fails to mention some key issues. These include the question of the appropriateness of relying upon the current FEMA floodplain delineation, the major issue of water supply (the SOIA is outside the American River place of use), the severe groundwater overdraft condition of the lower Cosumnes River area, and the potential for downstream water quality or flood elevation impacts on Stone Lakes and the Delta.
4. Finally, the NOP proposes an inappropriately narrow consideration of climate issues ("Greenhouse Gas Emission," page 5). In addition to AB 32 and AB 375, the EIR must consider predicted effects of climate change (more severe storm sequences impacting larger floodplain areas, more extended drought periods, substantial sea level rise) on the project. See, for example, <http://e360.yale.edu/content/feature.msp?id=2230> and <http://www.arctic.noaa.gov/reportcard/>.

Assuring that urban forms evolve in a manner that is both sensitive to climate impacts and resilient in light of predicted changes in climate and hydrology is an essential element of LAFCO's statutory obligation under both LAFCO law and CEQA.

Thank you for this opportunity to comment.

Mike Eaton  
Cosumnes Basin Habitat Defense Project  
PO Box 336  
Galt, CA 95632

**From:** [rmburness@comcast.net](mailto:rmburness@comcast.net) [mailto:rmburness@comcast.net]

**Sent:** Wednesday, October 27, 2010 4:09 PM

**To:** Lockhart, Don

**Cc:** Sean Wirth

**Subject:** Habitat 2020 Comments on Elk Grove SOI Amendment NOP for EIR

Don,

I wanted to follow up with at least an email to provide written support for my comments at Sacramento LAFCo's meeting on the Notice of Preparation for the Elk Grove SOI Application EIR.

My comments pertaining to water supply were on behalf of Habitat 2020. Habitat 2020 is a committee of environmental organizations collaborating on common issues in and affecting Sacramento County. The mission of Habitat 2020 is to protect the lands and waters where our wildlife and native plants live in Sacramento County. The member organizations are Sacramento Audubon, Save the American River Association, Sacramento Urban Creeks Council, California Native Plant Society- Sacramento Valley Chapter, Environmental Council of Sacramento, Sierra Club- Mother Lode Chapter, Friends of Swainson's Hawk, Save Our Sandhill Cranes, and Stone Lake National Wildlife Association. Habitat 2020 also serves as an advisory committee to the Environmental Council of Sacramento, with diverse member organizations supporting smart development and the protection of environmental resources in the Sacramento Region.

The Environmental Document for the Sacramento County General Plan update evaluated water demand and supply for proposed growth within the unincorporated South County area and found that the water required to provide for that growth together with adopted city and county plans exceeds the combined available surface water supply and safe groundwater yield established by the Water Forum Agreement by approximately 20,000 AF/year. The area within the proposed SOI was not included in this analysis. Therefore, it is reasonable to assume that development within the EG SOI could add to the shortfall of safe yield groundwater and surface water supplies to meet combined demand for new development in the south Sacramento area.

The EIR on the EG SOI Request needs to carefully evaluate the water impacts of urban development within the SOI. To do this it must consider the potential water demand from a reasonably likely development scenario that would have a high demand for water, such as low-density residential use throughout the proposed SOI. Assumptions regarding water conservation should be in line with targets established by the Water Forum Agreement.

The potential demand for water needs to be compared with the historic pumping of groundwater and any diversion of any Cosumnes River water for irrigation within the SOI. The EIR must look at the range of irrigated acreage over the last 20-30 years, crops grown on that acreage and their associated water demand, and pumping data to arrive at a reasonable estimate of average or typical consumption of water within the SOI for agricultural purposes.

This data should be used to assess the ability of the Sacramento County Water Agency to implement the provisions of the water forum agreement if the EG SOI is approved to allow eventual urban development.

This analysis is important to determine if any mitigation measures are appropriate with respect to additional demand for water. The Sacramento LAFCo established a precedent with its condition pertaining to water supply in the Folsom SOI Approval. The Environmental Document must provide the basis for assisting LAFCo in determining whether similar conditions are warranted.

Thank you for the opportunity to comment

Rob Burness  
Habitat 2020

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COUNTY OF SACRAMENTO  
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*Dedicated to the appreciation of wildlife*

October 27, 2010

Sacramento Local Agency Formation Commission

1112 I Street, Suite 100

Sacramento, CA 95814

Attn: Don Lockhart

RE: Notice of Preparation for Proposed City of Elk Grove Sphere of Influence Amendment (LAFCo File No. 09-10)

Dear Mr. Lockhart:

This letter provides the comments of the Stone Lakes National Wildlife Refuge Association (Association) on the Notice of Preparation (NOP) for the Environmental Impact Report (EIR) for the Proposed City of Elk Grove Sphere of Influence Amendment (EG SOI Request). The Association is a nonprofit organization dedicated to preserving and protecting the Stone Lakes National Wildlife Refuge (Stone Lakes NWR). Among other activities, the Association has worked to ensure that Stone Lakes NWR is protected from adverse impacts relating to changes in flows and water quality due to surrounding development in coordination with local, state and federal agencies.

The Refuge is the single largest complex of natural wetlands, lakes and riparian areas remaining in the Sacramento-San Joaquin Delta, and provides critical habitat for waterfowl and other migratory birds of international concern, as well as a number of endangered plant and animal species. Stone Lakes NWR and its surrounding agricultural areas are home to several special status species, including the tri-colored blackbird, greater sandhill crane, white-face ibis, long-billed curlew, Swainson's hawk, burrowing owl, giant garter snake and valley elderberry longhorn beetle.

Please consult the "Draft Comprehensive Conservation Plan and Environmental Assessment for the Stone Lakes National Wildlife Refuge", available at [http://library.fws.gov/CCPs/stonelakes\\_draft.pdf](http://library.fws.gov/CCPs/stonelakes_draft.pdf) for specific information regarding Stone Lakes NWR resources and as a potential resource in developing the content of the EIR/EIS.

#### Impacts on Stone Lakes NWR from Land Use Changes Resulting from the SOI Request

The EG SOI Request extends west of Franklin Road to include both sides of Hood Franklin Road as far west as Interstate 5. Despite Sacramento LAFCo policy, the City of Elk Grove has declined to provide any specific information about potential urban development within this area



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or any portion of the EG SOI Request. Nevertheless, the environmental document must consider the impact of the ultimate annexation and development of the area on the Stone Lakes NWR. Specifically, the planned Capitol SouthEast Connector, a major expressway between Interstate 5 and Highway 50 linking Elk Grove and Rancho Cordova, is proposed to pass through this area. The approval of the EG SOI Request would lead to urbanization of the land around this interchange. It would be the first interchange entering the Sacramento urban area for northbound traffic on Interstate 5, and as such, there is a high probability for intensive development of travel commercial uses, including 4 to 8 story hotels, truck stops and related travel commercial facilities.

The Project Boundary of the Stone Lakes NWR is directly north, west and south of this area. Hood Franklin Road west of I-5 is the gateway to the NWR. The headquarters office and visitor center of the refuge is located approximately ¾-mile west of I-5 on this road.

The environmental document for the SOI Expansion should examine the impact of intensive travel commercial development on the Stone Lakes NWR and its habitat areas. This evaluation should include, but not necessarily be limited to, the potential increased avoidance of the refuge by migratory waterfowl due to adjacent urban development and the potential increase in bird strikes on multi-story buildings.

The environmental document also should examine the potential growth inducing impacts of the EG SOI Request on the ability of the Stone Lakes NWR to realize the full potential for wildlife habitat protection and enhancement within its project boundary. Among the likely impacts are the location of ancillary urban uses, such as truck parking areas, on lands outside the expanded city limits but within the Stone Lakes NWR Project Boundary, the increase in development potential and corresponding increase in land values for adjacent lands within the Stone Lakes NWR boundary, and the reduced opportunity for habitat enhancements for waterfowl resting and feeding areas due to the immediate proximity of urban uses.

In addition to the impacts on the Stone Lakes NWR, the environmental document should examine the impacts of urban development on maintaining the rural character of the historic town of Franklin.

Finally, the environmental document needs to identify and evaluate an alternative project boundary that would exclude the area west of Franklin Road from the EG SOI Request, thereby protecting Stone Lakes NWR from the adverse impacts described above.



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| Water Quality and Flooding Impacts

The annexation and development of additional land within Watershed C draining into the Stone Lakes NWR could impact flood flow patterns and water quality of water entering the Refuge. The environmental document needs to identify these potential impacts and recommend mitigation measures that could be incorporated as a requirement for project annexation. An example would be a requirement that Elk Grove demonstrate prior to annexation that its proposed development plan will not change the amount, timing and quality of water entering the Refuge from Shed C.

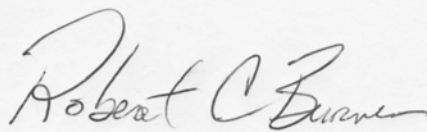
| Growth Inducing Impacts

Under CEQA, the environmental document must look at the growth inducing impacts of the project. The proposed Memorandum of Understanding between Sacramento County and Elk Grove City suggests that growth be mitigated by providing a buffer of agricultural residential land south of Kammerer Road. The environmental document should consider an environmentally superior alternative or mitigation measure that would require that any annexation proposal include provisions for securing the acquisition of development rights for a ½ to 1 mile buffer south of Kammerer Road.

\* \* \*

We urge that the preparers of the environmental document work with Refuge and Association staff to examine these and other potential impacts on the Stone Lakes NWR. Thank you for the opportunity to provide these comments.

Sincerely,



Robert Burness  
Chair, Watershed Committee  
Stone Lakes NWR Association

-----Original Message-----

From: tinasm@surewest.net [mailto:tinasm@surewest.net]

Sent: Wednesday, October 27, 2010 12:52 AM

To: Lockhart, Don

Subject: Elk Grove SOI

Mr. Lockhart-

I went to the Scoping Session this evening to see what would be discussed. I know that only environmental issues can be considered in the EIR, but I wanted to find out when economic issues are considered.

Economics also shape land use and land use affects natural resources. Natural Resources are the basis for economic development, especially in the context of trading and markets. Since they are all related, I find it disappointing that environmental and economic impacts are considered separately in the LAFCO process. I fear that isolating the components means their impacts are evaluated independently and not cumulatively. The result could defeat the LAFCO purpose, if we end up with a sprawled county that wastes land and despoils resources. So, I have series of questions that should be answered thoughtfully and fairly.

I am a resident of unincorporated Sacramento County. Our services are being cut, slowly and steadily. Is it because we don't have enough retail revenue? Is that what everyone is scrambling for? Is there a fair share of revenue opportunities for each of the incorporated areas and the unincorporated area of Sacramento County now? Will that continue into the future? If the stated (or unstated) reason for Elk Grove's proposed SOI expansion is to capture control of what will presumably be high value land at the intersections of both Route 99 and I-5 with a potential connecting highway to Route 50, then is that land use control a justifiably fair thing for the unincorporated area of the County to suffer losing?

Another fair share question: Is everyone outside of Elk Grove giving up limited water resources for Elk Grove's benefit? Does Elk Grove need the potential revenue from the potential interchanges to pay for extension of utilities and services to the land (and interchanges) it wants to control?

Looking into the future, I fear to see a County paved over and filled with vacant, boarded-up structures sheltering homeless (perhaps a good thing) or housing untaxable illegal economies (not a good thing). I wonder who has the guts to say "Is this what we really mean to create?" Does this orderly, step-by-inevitable-step of expanding incorporated borders result in a complete carving up Sacramento County into warring units of revenue grabbing neighbors?

I am relieved that Elk Grove is stepping back from the 100-year floodplain, letting the County care for this highly functional land and water resource. But we also need to be mindful that paving anything outside the floodplain changes the hydrologic balance so as to increase flood stage, flood frequency, and/or the floodplain extent, not to mention impeding groundwater recharge. Now, imagine that we consider only the 100-year floodplain and in the future allow all the incorporated areas in the County to expand just as far as the 100-year floodplain. The County would be a series of paved islands with wildlife, natural areas, and farms relegated to floodplain corridors winding around them. All are valuable resources, but can they function effectively piled on top of each other? By the way, dare I ask what a fair and judicious way of paying for the County's existing and future levees would be?

I just want LAFCO to be able to step back from the immediate situation and consider where the

County might be heading as a patchworked unit. From an environmental and economic perspective, what resources are we losing and what costs must we (who) now finance? I trust LAFCO and the LAFCO staff will make the time to answer these questions in the process of deliberating who benefits and who suffers if Elk Grove expands its SOI.

It is daunting to put into writing what I would rather hold as a conversation. But perhaps this way more people can be brought into the discussion of where this County is heading. Thank you for the opportunity.

Respectfully,  
Tina Suarez-Murias  
Antelope

---

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**Lockhart. Don**

---

**From:** Sean Wirth [wirthsoscranes@yahoo.com]  
**Sent:** Thursday, October 28, 2010 7:29 PM  
**To:** Lockhart. Don; rmburness@comcast.net  
**Cc:** Rob Burness  
**Subject:** Re: Habitat 2020 and Sierra Club Comments on Elk Grove SOI Amendment NOP for EIR  
 Don,

This is a brief effort to memorialize and capture verbal comments delivered in person at the October 26 NOP scoping hearing at Elk Grove city council chambers.

I am with the Sierra Club, as well as the chair of Habitat 2020 and my comments reflect concerns from both groups.

Since the SSHCP is an ongoing 15 year effort that is far from a done deal, and far from a certainty that it will ever be in effect, it is critical that it not be relied on as the conservation component of your analysis. The Sacramento County General Plan Update EIR had attempted to rely on the SSHCP in this way and in the end had to retract language that expressed anything other than the possibility of such a Plan being available in the future. In the absence of the SSHCP, your analysis will need to address impacts to the biological resources in the expansion area with the realization that a more regional approach to conservation is the only one likely to succeed, hence the need for the SSHCP in the first place.

Given that the SSHCP is not a reality, the impacts to Swainson's Hawks will be unlikely to be fully mitigated, as replacement of like habitat does not address the take of individuals who have been displaced from an area that has the greatest density of nesting and roosting habitat. A regional approach to conservation would have a greater likelihood of potentially assessing and addressing suitable mitigation for such dramatic "take," but the project by project mitigations with the Swainson's Hawk ordinance would be vastly inadequate.

In your analysis of impacts to Greater Sandhill Cranes, please note that in the event of a flood, the floodplain would be unusable habitat and the cranes would need uplands above the floodplain for foraging. This upland habitat would be the area that is proposed for development, with the floodplain being used as likeley mitigation.

Sincerely,

Sean Wirth

--- On Wed, 10/27/10, rmburness@comcast.net <rmburness@comcast.net> wrote:

From: rmburness@comcast.net <rmburness@comcast.net>  
 Subject: Habitat 2020 Comments on Elk Grove SOI Amendment NOP for EIR  
 To: Don.Lockhart@saclafco.org  
 Cc: "Sean Wirth" <wirthsoscranes@yahoo.com>

10/29/2010

appropriate with respect to additional demand for water. The Sacramento LAFCo established a precedent with its condition pertaining to water supply in the Folsom SOI Approval. The Environmental Document must provide the basis for assisting LAFCo in determining whether similar conditions are warranted.

Thank you for the opportunity to comment

Rob Burness  
Habitat 2020

COSUMNES



ADMINISTRATIVE SERVICES DEPARTMENT

8820 Elk Grove Blvd.  
Elk Grove, CA 95624

(916) 405-7150  
Fax (916) 405-5216  
www.egcsd.ca.gov

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SACRAMENTO LOCAL AGENCY  
FORMATION COMMISSION

October 13, 2010

Sacramento Local Agency Formation Commission  
1112 I Street, Suite 100  
Sacramento, CA 95814

Re: Elk Grove Sphere of Influence Amendment – 2010 Revised Application

Commissioners:

Thank you for the opportunity to comment on the City of Elk Grove's revised application to annex a portion of southern Sacramento County into its Sphere of Influence.

The Cosumnes Community Services District (CCSD) currently provides all parks, recreation, fire protection and emergency medical services within Elk Grove's current city limits as well as the proposed Sphere of Influence expansion area (SOI Amendment Area). Our comments will be limited to the impact such an expansion and possible future development would have on parks, recreation and fire services provided by the CCSD.

With respect to the provision of fire protection and emergency medical response services, we concur with the conclusions contained within the revised MSR that the CCSD would remain the most logical provider of these services.

The CCSD also wishes to comment on the proposed provision of parks and recreation services to the SOI Amendment Area, including, especially, the development of new parks and recreation facilities. Generally, the subject of the development of new parks and recreation facilities within the City of Elk Grove is addressed in a Memorandum of Understanding and Settlement Agreement executed in August 2007 between the City of Elk Grove and the CCSD (Settlement Agreement). The Settlement Agreement states generally that all new park and recreation facilities within the geographic limits of the City will be:

- 1) Jointly and cooperatively developed and constructed, including the acquisition of land, collection of fees and location of facilities;
- 2) Jointly owned by and/or dedicated to the City and CCSD; and
- 3) Maintained by the CCSD.

One exception to the above is the city's planned Civic Center and adjacent park, which the city would finance, build and manage independently of the CCSD.

The CCSD is pleased to report that the Settlement Agreement has been implemented and is in effect for several new parks in the Laguna Ridge Specific Plan Area. The CCSD, as well, has signed a maintenance agreement with the City of Elk Grove in which the CCSD is now maintaining all City-owned street median areas within the city limits.

When reviewing the MSR to ensure it provided an accurate description of the CCSD's responsibility for providing current and future parks and recreation services to the SOI Amendment Area, the CCSD found several inaccuracies and ambiguities that should be addressed:

- 1) Page 4.0-48, Section 4.10 Parks and Recreation – the MSR states "The Cosumnes Community Services District (CCSD) is the current authorized parks and recreation service provider in the proposed SOI Amendment area. However, there are no parks and recreation services provided within the SOI Amendment area, as there is little demand for such services."

While it is true that there currently are no parks or recreation facilities within the SOI Amendment Area, the CCSD does provide a myriad of leisure classes, before- and after-school programs, preschool classes, sports programs and community-wide special events that are offered to the residents of the SOI Amendment Area.

- 2) Page 4.0-48 – within the description of the Cosumnes Community Services District, the MSR states "The Cosumnes Community Services District (CCSD) provides park and recreation to the cities of Elk Grove and Galt, as well as unincorporated areas in the region."

This statement is incorrect in that the CCSD does not provide parks and recreation services to the City of Galt.

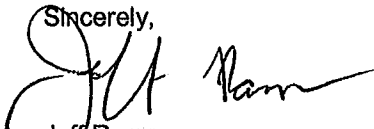
- 3) Page 4.0-55, Determination, Parks and Recreation – the MSR states "The City of Elk Grove and the Cosumnes Community Services District, Parks Department are both adequate parks and recreational service providers. Both the City and CCSD can be the logical parks and recreation service provider for the SOI Amendment area to adequately serve anticipated growth."

This statement is ambiguous as it does not take into account the existing Settlement Agreement which again states generally that all new park and recreation facilities within the geographic limits of the City will be jointly and cooperatively developed and constructed, including the acquisition of land, collection of fees and location of facilities; jointly owned by and/or dedicated to the City and CCSD; and maintained by the CCSD. The MSR should be revised to eliminate this ambiguity and clarify how parks and recreation facilities will be owned and managed if the SOI Amendment Area is annexed into the City of Elk Grove.

Once these concerns are addressed, the CCSD fully expects to adopt a position in support of the proposed amendment and work in cooperation with the City of Elk Grove to ensure that the current and future residents of the SOI Amendment Area receive exemplary parks and recreation services.

Again, thank you for the opportunity to comment on the City of Elk Grove's application to expand its Sphere of Influence.

Sincerely,



Jeff Ramos  
General Manager



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(29th St. Light Rail Station/  
Bus 36,38,50E,67,68)

**Light Rail Office:**  
2700 Academy Way  
Sacramento, CA 95815  
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October 13, 2010

**Peter Brundage**  
Executive Officer  
Sacramento Local Agency Formation Commission  
1112 I Street, Suite 100  
Sacramento, CA 95814

**RE: Elk Grove Sphere of Influence Amendment – 2010 (09-10) Revised  
Application**

This letter is in response to your request for information regarding the impact of the Elk Grove Sphere of Influence proposal on the Sacramento Regional Transit District (RT).

The proposed sphere of influence location is currently outside of RT's service area and therefore has no present impact upon the territory RT serves. The City of Elk Grove provides its own transit service adjacent to the sphere of influence location. However, RT's 2035 TransitAction Plan identifies either hi-bus service or light rail transit service south to Krammerer Road with a station at Krammerer and Highway 99 in the future.

With that in mind, an effective transit system is dependent upon land use patterns within ½ mile of bus stops and light rail stations. Transit supportive development densities need to be in the medium to high-density ranges and street configurations and lot patterns need to support the transit system. Physical barriers such as walls, cul-de-sacs, circuitous street patterns and speed bumps all impede access to transit. These items should be taken into consideration when the City develops new land uses for the sphere of influence area.

In addition, the provision of high-capacity regional transit service to this area will be dependant upon future funding opportunities to cover capital expenses to build the facility as well as operating costs. Therefore, the City may want to consider including transit fees for this purpose into any infrastructure financing plans being developed for the sphere of influence.


Thank you for the opportunity to comment. Please send any subsequent documents and hearing notices that pertain to this project as they become available. If you have further questions regarding these recommendations, please contact me at (916) 556-0340 or [rcovington@sacrt.com](mailto:rcovington@sacrt.com).

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OCT 14 2010

SACRAMENTO LOCAL AGENCY  
FORMATION COMMISSION

Sincerely,



Rosemary Covington

AGM Planning and Transit Service Development

## **Appendix B: Air Quality Supporting Data**





Title : Elk Grove SIOA Amendment  
 Version : Emfac2007 V2.3 Nov 1 2006 \*\* WIS Enabled \*\*  
 Run Date : 2011/07/21 14:19:13  
 Scen Year: 2020 -- All model years in the range 1976 to 2020 selected  
 Season : Annual  
 Area : Sacramento County  
 I/M Stat : Enhanced Interim (2005)  
 Emissions: Tons Per Day

	LDA-TOT	LD1-TOT	LD2-TOT	MDV-TOT	LHDT1-TOT	LHDT2-TOT	MHDT-TOT	HHDT-TOT	OBUS-TOT	SBUS-TOT	UB-TOT	MH-TOT	MCY-TOT	ALL-TOT
Vehicles	581085	121893	260323	116469	23930	9793	18116	4971	1301	967	420	9626	40403	1189300
VMT/1000	673	144	303	144	32	13	31	30	2	1	2	4	11	1389
Trips	94396	19665	41891	18728	17792	6146	15005	957	1143	101	44	25	2108	218000
Reactive Organic Gas Emissions														
Run Exh	0.03	0.01	0.02	0.12	0.48	0.13	0.42	1.16	0.04	0.09	0.08	0.04	0.06	2.67
Idle Exh	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Start Ex	0.2	0.04	0.13	0.09	0.45	0.13	0.21	0.14	0.03	0	0.01	0	0.01	1.45
Total Ex	0.23	0.05	0.15	0.21	0.93	0.26	0.63	1.31	0.07	0.09	0.08	0.04	0.07	4.12
Diurnal	0.17	0.04	0.12	0.06	0	0	0	0	0	0	0	0	0.09	0.48
Hot Soak	0.01	0	0.01	0	0	0	0	0	0	0	0	0	0	0.02
Running	0.06	0.02	0.04	0.03	0.06	0.01	0.04	0.02	0	0	0	0	0	0.29
Resting	0.14	0.03	0.1	0.05	0	0	0	0	0	0	0	0	0.04	0.36
Total	0.61	0.15	0.43	0.35	0.99	0.27	0.67	1.33	0.07	0.09	0.08	0.04	0.2	5.28
Carbon Monoxide Emissions														
Run Exh	17.82	4.55	13.35	9.5	3.41	1.04	4.93	6.38	0.49	0.42	0.66	0.39	0.53	63.47
Idle Exh	0	0	0	0	0	0	0	0.01	0	0	0	0	0	0.02
Start Ex	3.91	0.99	2.89	1.88	2.01	0.41	3.12	1.96	0.59	0.01	0.06	0	0.1	17.94
Total Ex	21.74	5.53	16.24	11.38	5.43	1.45	8.05	8.35	1.09	0.43	0.72	0.4	0.63	81.44
Oxides of Nitrogen Emissions														
Run Exh	0.07	0.02	0.07	0.04	0.78	0.32	1.86	7.59	0.17	0.18	0.23	0.13	0.05	11.52
Idle Exh	0	0	0	0	0	0	0	0.03	0	0	0	0	0	0.03
Start Ex	0.03	0.01	0.03	0.04	1.58	0.42	0.51	0.18	0.1	0	0.01	0	0	2.9
Total Ex	0.1	0.03	0.1	0.08	2.36	0.75	2.37	7.8	0.26	0.19	0.24	0.13	0.05	14.45
Carbon Dioxide Emissions (000)														
Run Exh	0.26	0.07	0.15	0.1	0.03	0.01	0.05	0.06	0	0	0	0	0	0.74
Idle Exh	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Start Ex	0.01	0	0	0	0	0	0	0	0	0	0	0	0	0.02
Total Ex	0.27	0.07	0.16	0.1	0.03	0.01	0.05	0.06	0	0	0	0	0	0.76
PM10 Emissions														
Run Exh	0.02	0	0.02	0.01	0.02	0.01	0.33	0.42	0.02	0.04	0	0	0	0.9
Idle Exh	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Start Ex	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Ex	0.02	0.01	0.02	0.01	0.02	0.01	0.33	0.42	0.02	0.04	0	0	0	0.9
TireWear	0.01	0	0	0	0	0	0	0	0	0	0	0	0	0.01
BrakeWr	0.01	0	0	0	0	0	0	0	0	0	0	0	0	0.02
Total	0.04	0.01	0.03	0.01	0.02	0.02	0.33	0.42	0.02	0.04	0	0	0	0.94
Lead	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOx	0	0	0	0	0	0	0	0	0	0	0	0	0	0.01
Fuel Consumption (000 gallons)														
Gasoline	31.33	8.23	18.56	12.16	3.85	1.04	1.26	0.77	0.2	0.04	0.21	0.35	0.33	78.34
Diesel	0.01	0.08	0.01	0.01	0.36	0.29	3.81	5.44	0.25	0.17	0.22	0.06	0	10.72

Title : Elk Grove SIOA Amendment  
 Version : Emfac2007 V2.3 Nov 1 2006 \*\* WIS Enabled \*\*  
 Run Date : 2011/07/21 14:19:13  
 Scen Year: 2025 -- All model years in the range 1981 to 2025 selected  
 Season : Annual  
 Area : Sacramento County  
 I/M Stat : Enhanced Interim (2005)  
 Emissions: Tons Per Day

	LDA-TOT	LD1-TOT	LD2-TOT	MDV-TOT	LHDT1-TOT	LHDT2-TOT	MHDT-TOT	HHDT-TOT	OBUS-TOT	SBUS-TOT	UB-TOT	MH-TOT	MCY-TOT	ALL-TOT
Vehicles	620122	130257	278297	123973	25409	10419	19321	5051	1387	1008	438	10167	42896	1268740
VMT/1000	673	144	304	144	32	13	31	29	2	1	2	4	11	1389
Trips	94482	19666	41854	18625	17922	6181	15047	829	1120	99	43	25	2106	218000
Reactive Organic Gas Emissions														
Run Exh	0.01	0	0.01	0.01	0.27	0.08	0.32	0.7	0.03	0.08	0.06	0.02	0.06	1.66
Idle Exh	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Start Ex	0.14	0.03	0.1	0.07	0.33	0.08	0.14	0.07	0.02	0	0.01	0	0.01	1
Total Ex	0.15	0.03	0.11	0.07	0.61	0.16	0.47	0.77	0.05	0.08	0.07	0.02	0.07	2.66
Diurnal	0.13	0.03	0.13	0.06	0	0	0	0	0	0	0	0	0.09	0.44
Hot Soak	0.01	0	0.01	0	0	0	0	0	0	0	0	0	0	0.02
Running	0.04	0.01	0.03	0.01	0.03	0	0.01	0.01	0	0	0	0	0	0.14
Resting	0.11	0.03	0.11	0.05	0	0	0	0	0	0	0	0	0.04	0.34
Total	0.43	0.11	0.38	0.2	0.64	0.16	0.48	0.78	0.05	0.08	0.07	0.02	0.21	3.61
Carbon Monoxide Emissions														
Run Exh	12.11	3.34	10.44	7.98	2.49	0.75	4.03	3.89	0.35	0.43	0.62	0.24	0.54	47.19
Idle Exh	0	0	0	0	0	0	0	0.01	0	0	0	0	0	0.02
Start Ex	2.63	0.7	2.19	1.43	1.47	0.22	1.95	0.89	0.38	0.01	0.05	0	0.12	12.04
Total Ex	14.74	4.04	12.63	9.41	3.97	0.97	5.97	4.79	0.73	0.44	0.67	0.24	0.65	59.24
Oxides of Nitrogen Emissions														
Run Exh	0.06	0.02	0.05	0.03	0.6	0.24	1.46	6.33	0.12	0.18	0.22	0.08	0.05	9.44
Idle Exh	0	0	0	0	0	0	0	0.03	0	0	0	0	0	0.03
Start Ex	0.02	0	0.02	0.03	1.32	0.31	0.34	0.11	0.07	0	0.01	0	0	2.24
Total Ex	0.08	0.02	0.08	0.06	1.92	0.55	1.8	6.47	0.18	0.18	0.23	0.08	0.05	11.71
Carbon Dioxide Emissions (000)														
Run Exh	0.26	0.07	0.15	0.1	0.03	0.01	0.05	0.06	0	0	0	0	0	0.74
Idle Exh	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Start Ex	0.01	0	0	0	0	0	0	0	0	0	0	0	0	0.02
Total Ex	0.27	0.07	0.16	0.1	0.03	0.01	0.05	0.06	0	0	0	0	0	0.76
PM10 Emissions														
Run Exh	0.02	0	0.02	0.01	0.02	0.01	0.32	0.27	0.02	0.04	0	0	0	0.73
Idle Exh	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Start Ex	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Ex	0.02	0.01	0.02	0.01	0.02	0.01	0.32	0.27	0.02	0.04	0	0	0	0.74
TireWear	0.01	0	0	0	0	0	0	0	0	0	0	0	0	0.01
BrakeWr	0.01	0	0	0	0	0	0	0	0	0	0	0	0	0.02
Total	0.04	0.01	0.03	0.01	0.02	0.01	0.32	0.27	0.02	0.04	0	0	0	0.77
Lead	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOx	0	0	0	0	0	0	0	0	0	0	0	0	0	0.01
Fuel Consumption (000 gallons)														
Gasoline	30.13	8.06	18.09	11.85	3.57	0.96	0.91	0.39	0.13	0.04	0.2	0.32	0.34	74.96
Diesel	0	0.04	0	0	0.34	0.29	3.81	5.26	0.26	0.17	0.22	0.06	0	10.47

Title : Elk Grove SIOA Amendment  
 Version : Emfac2007 V2.3 Nov 1 2006 \*\* WIS Enabled \*\*  
 Run Date : 2011/07/21 14:19:13  
 Scen Year: 2035 -- All model years in the range 1991 to 2035 selected  
 Season : Annual  
 Area : Sacramento County  
 I/M Stat : Enhanced Interim (2005)  
 Emissions: Tons Per Day

	LDA-TOT	LD1-TOT	LD2-TOT	MDV-TOT	LHDT1-TOT	LHDT2-TOT	MHDT-TOT	HHDT-TOT	OBUS-TOT	SBUS-TOT	UB-TOT	MH-TOT	MCY-TOT	ALL-TOT
Vehicles	669059	141234	302087	132981	27275	11191	20795	4915	1495	1017	442	10656	45659	1368810
VMT/1000	677	144	305	143	32	13	31	26	2	1	2	4	11	1389
Trips	94643	19646	41914	18321	18120	6230	15095	681	1102	93	40	24	2090	218000
Reactive Organic Gas Emissions														
Run Exh	0.01	0	0.01	0.01	0.09	0.04	0.27	0.43	0.02	0.04	0.05	0	0.06	1.03
Idle Exh	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Start Ex	0.06	0.01	0.06	0.04	0.2	0.04	0.08	0.03	0.01	0	0.01	0	0.01	0.56
Total Ex	0.07	0.02	0.07	0.05	0.29	0.08	0.36	0.46	0.03	0.04	0.06	0	0.08	1.59
Diurnal	0.08	0.03	0.13	0.07	0	0	0	0	0	0	0	0	0.1	0.41
Hot Soak	0.01	0	0.01	0	0	0	0	0	0	0	0	0	0	0.02
Running	0.02	0.01	0.02	0.01	0.01	0	0	0	0	0	0	0	0	0.07
Resting	0.08	0.03	0.12	0.06	0	0	0	0	0	0	0	0	0.05	0.34
Total	0.26	0.08	0.36	0.19	0.3	0.08	0.36	0.46	0.03	0.04	0.06	0	0.22	2.43
Carbon Monoxide Emissions														
Run Exh	6.66	2.02	7.24	5.94	1.25	0.53	3.55	2.46	0.27	0.35	0.7	0.05	0.55	31.57
Idle Exh	0	0	0	0	0	0	0	0.01	0	0	0	0	0	0.02
Start Ex	1.32	0.39	1.38	0.95	0.56	0.04	0.81	0.31	0.16	0.01	0.06	0	0.13	6.11
Total Ex	7.99	2.41	8.62	6.89	1.81	0.58	4.35	2.78	0.43	0.35	0.76	0.05	0.68	37.7
Oxides of Nitrogen Emissions														
Run Exh	0.05	0.01	0.04	0.02	0.39	0.16	1.24	5.21	0.09	0.14	0.25	0.03	0.05	7.69
Idle Exh	0	0	0	0	0	0	0	0.03	0	0	0	0	0	0.03
Start Ex	0.01	0	0.01	0.01	0.97	0.18	0.18	0.05	0.03	0	0.02	0	0	1.45
Total Ex	0.05	0.01	0.05	0.03	1.35	0.34	1.42	5.29	0.12	0.14	0.27	0.03	0.06	9.17
Carbon Dioxide Emissions (000)														
Run Exh	0.26	0.07	0.15	0.1	0.03	0.01	0.05	0.05	0	0	0	0	0	0.74
Idle Exh	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Start Ex	0.01	0	0	0	0	0	0	0	0	0	0	0	0	0.02
Total Ex	0.27	0.07	0.16	0.1	0.03	0.01	0.05	0.05	0	0	0	0	0	0.76
PM10 Emissions														
Run Exh	0.02	0	0.02	0.01	0.02	0.01	0.31	0.17	0.02	0.03	0	0	0	0.63
Idle Exh	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Start Ex	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Ex	0.02	0.01	0.02	0.01	0.02	0.01	0.31	0.17	0.02	0.03	0	0	0	0.64
TireWear	0.01	0	0	0	0	0	0	0	0	0	0	0	0	0.01
BrakeWr	0.01	0	0	0	0	0	0	0	0	0	0	0	0	0.02
Total	0.04	0.01	0.03	0.01	0.02	0.01	0.31	0.18	0.02	0.03	0	0	0	0.67
Lead	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOx	0	0	0	0	0	0	0	0	0	0	0	0	0	0.01
Fuel Consumption (000 gallons)														
Gasoline	29.04	7.8	17.51	11.34	3.18	0.88	0.63	0.18	0.07	0.02	0.21	0.28	0.34	71.47
Diesel	0	0.01	0	0	0.32	0.28	3.78	4.74	0.27	0.17	0.18	0.06	0	9.81



## **Appendix C: Hazards**



**Proposed City of Elk Grove Sphere of Influence Area**  
Elk Grove, CA 95758

Inquiry Number: 2895578.1s  
October 21, 2010

## EDR DataMap™ Area Study

***Thank you for your business.***  
Please contact EDR at 1-800-352-0050  
with any questions or comments.

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# EXECUTIVE SUMMARY

## TARGET PROPERTY INFORMATION

### ADDRESS

ELK GROVE, CA 95758  
ELK GROVE, CA 95758

## DATABASES WITH NO MAPPED SITES

No mapped sites were found in EDR's search of available ("reasonably ascertainable ") government records within the requested search area for the following databases:

### FEDERAL RECORDS

NPL	National Priority List
Proposed NPL	Proposed National Priority List Sites
Delisted NPL	National Priority List Deletions
NPL LIENS	Federal Superfund Liens
CERCLIS	Comprehensive Environmental Response, Compensation, and Liability Information System
CERC-NFRAP	CERCLIS No Further Remedial Action Planned
LIENS 2	CERCLA Lien Information
CORRACTS	Corrective Action Report
RCRA-TSDF	RCRA - Treatment, Storage and Disposal
RCRA-LQG	RCRA - Large Quantity Generators
RCRA-SQG	RCRA - Small Quantity Generators
RCRA-CESQG	RCRA - Conditionally Exempt Small Quantity Generator
RCRA-NonGen	RCRA - Non Generators
US ENG CONTROLS	Engineering Controls Sites List
US INST CONTROL	Sites with Institutional Controls
ERNS	Emergency Response Notification System
HMIRS	Hazardous Materials Information Reporting System
DOT OPS	Incident and Accident Data
US CDL	Clandestine Drug Labs
US BROWNFIELDS	A Listing of Brownfields Sites
DOD	Department of Defense Sites
FUDS	Formerly Used Defense Sites
LUCIS	Land Use Control Information System
CONSENT	Superfund (CERCLA) Consent Decrees
ROD	Records Of Decision
UMTRA	Uranium Mill Tailings Sites
ODI	Open Dump Inventory
DEBRIS REGION 9	Torres Martinez Reservation Illegal Dump Site Locations
MINES	Mines Master Index File
TRIS	Toxic Chemical Release Inventory System
TSCA	Toxic Substances Control Act
FTTS	FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
HIST FTTS	FIFRA/TSCA Tracking System Administrative Case Listing
PADS	PCB Activity Database System

## EXECUTIVE SUMMARY

MLTS.....	Material Licensing Tracking System
RADINFO.....	Radiation Information Database
RAATS.....	RCRA Administrative Action Tracking System
SCRD DRYCLEANERS.....	State Coalition for Remediation of Drycleaners Listing
COAL ASH EPA.....	Coal Combustion Residues Surface Impoundments List
PCB TRANSFORMER.....	PCB Transformer Registration Database
COAL ASH DOE.....	Sleam-Electric Plan Operation Data
FEDERAL FACILITY.....	Federal Facility Site Information listing
FEMA UST.....	Underground Storage Tank Listing
US HIST CDL.....	National Clandestine Laboratory Register

### **STATE AND LOCAL RECORDS**

HIST Cal-Sites.....	Historical Calsites Database
CA BOND EXP. PLAN.....	Bond Expenditure Plan
SCH.....	School Property Evaluation Program
Toxic Pits.....	Toxic Pits Cleanup Act Sites
SWF/LF.....	Solid Waste Information System
WDS.....	Waste Discharge System
WMUDS/SWAT.....	Waste Management Unit Database
Cortese.....	"Cortese" Hazardous Waste & Substances Sites List
SWRCY.....	Recycler Database
SLIC.....	Statewide SLIC Cases
UST.....	Active UST Facilities
LIENS.....	Environmental Liens Listing
LDS.....	Land Disposal Sites Listing
MCS.....	Military Cleanup Sites Listing
Notify 65.....	Proposition 65 Records
DEED.....	Deed Restriction Listing
VCP.....	Voluntary Cleanup Program Properties
DRYCLEANERS.....	Cleaner Facilities
WIP.....	Well Investigation Program Case List
RESPONSE.....	State Response Sites
ENVIROSTOR.....	EnviroStor Database
HAULERS.....	Registered Waste Tire Haulers Listing
HWT.....	Registered Hazardous Waste Transporter Database
HWP.....	EnviroStor Permitted Facilities Listing
MWMP.....	Medical Waste Management Program Listing
PROC.....	Certified Processors Database

### **TRIBAL RECORDS**

INDIAN RESERV.....	Indian Reservations
INDIAN ODI.....	Report on the Status of Open Dumps on Indian Lands
INDIAN LUST.....	Leaking Underground Storage Tanks on Indian Land
INDIAN UST.....	Underground Storage Tanks on Indian Land
INDIAN VCP.....	Voluntary Cleanup Priority Listing

### **EDR PROPRIETARY RECORDS**

Manufactured Gas Plants.....	EDR Proprietary Manufactured Gas Plants
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### **SURROUNDING SITES: SEARCH RESULTS**

Surrounding sites were identified.

## EXECUTIVE SUMMARY

Page numbers and map identification numbers refer to the EDR Radius Map report where detailed data on individual sites can be reviewed.

Sites listed in ***bold italics*** are in multiple databases.

Unmappable (orphan) sites are not considered in the foregoing analysis.

### FEDERAL RECORDS

SSTS: Section 7 of the Federal Insecticide, Fungicide and Rodenticide Act, as amended (92 Stat. 829) requires all registered pesticide-producing establishments to submit a report to the Environmental Protection Agency by March 1st each year. Each establishment must report the types and amounts of pesticides, active ingredients and devices being produced, and those having been produced and sold or distributed in the past year.

A review of the SSTS list, as provided by EDR, and dated 12/31/2008 has revealed that there are 2 SSTS sites within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>	<u>Page</u>
ELK GROVE MILLING, INC.	8320 ESCHINGER ROAD	18	29
ELK GROVE MILLING, INC	8320 ESCHINGER RD	18	31

ICIS: The Integrated Compliance Information System (ICIS) supports the information needs of the national enforcement and compliance program as well as the unique needs of the National Pollutant Discharge Elimination System (NPDES) program.

A review of the ICIS list, as provided by EDR, and dated 04/24/2010 has revealed that there is 1 ICIS site within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>	<u>Page</u>
ELK GROVE MILLING, INC.	8320 ESCHINGER ROAD	17	21

FINDS: The Facility Index System contains both facility information and "pointers" to other sources of information that contain more detail. These include: RCRIS; Permit Compliance System (PCS); Aerometric Information Retrieval System (AIRS); FATES (FIFRA [Federal Insecticide Fungicide Rodenticide Act] and TSCA Enforcement System, FTTS [FIFRA/TSCA Tracking System]; CERCLIS; DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes); Federal Underground Injection Control (FURS); Federal Reporting Data System (FRDS); Surface Impoundments (SIA); TSCA Chemicals in Commerce Information System (CICS); PADS; RCRA-J (medical waste transporters/disposers); TRIS; and TSCA. The source of this database is the U.S. EPA/NTIS.

A review of the FINDS list, as provided by EDR, and dated 04/14/2010 has revealed that there are 2 FINDS sites within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>	<u>Page</u>
FRANKLIN ELEMENTARY	4011 HOOD-FRANKLIN ROAD	12	17
ELK GROVE MILLING	8320 ESCHINGER ROAD	18	25

## EXECUTIVE SUMMARY

### STATE AND LOCAL RECORDS

NPDES: A listing of NPDES permits, including stormwater.

A review of the NPDES list, as provided by EDR, and dated 08/24/2010 has revealed that there is 1 NPDES site within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>	<u>Page</u>
<b>SHELDON BUSINESS PARK LLC</b>	<b>10240 GRANT LINE RD</b>	<b>7</b>	<b>8</b>

HIST CORTESE: The sites for the list are designated by the State Water Resource Control Board [LUST], the Integrated Waste Board [SWF/LS], and the Department of Toxic Substances Control [CALSTATES].

A review of the HIST CORTESE list, as provided by EDR, and dated 04/01/2001 has revealed that there are 3 HIST CORTESE sites within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>	<u>Page</u>
<b>GIL'S GARAGE</b>	<b>10413 FRANKLIN BLVD</b>	<b>9</b>	<b>12</b>
<b>FORMER SERVICE STATION AND APA</b>	<b>10464 FRANKLIN BLVD</b>	<b>10</b>	<b>13</b>
<b>ELK GROVE MILLING</b>	<b>8320 ESCHINGER RD</b>	<b>18</b>	<b>22</b>

LUST: The Leaking Underground Storage Tank Incident Reports contain an inventory of reported leaking underground storage tank incidents. The data come from the State Water Resources Control Board Leaking Underground Storage Tank Information System.

A review of the LUST list, as provided by EDR, and dated 09/20/2010 has revealed that there are 3 LUST sites within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>	<u>Page</u>
<b>GIL'S GARAGE</b> Status: Completed - Case Closed	<b>10413 FRANKLIN BLVD</b>	<b>9</b>	<b>12</b>
<b>FORMER SERVICE STATION AND APA</b> Status: Completed - Case Closed	<b>10464 FRANKLIN BLVD</b>	<b>10</b>	<b>13</b>
<b>ELK GROVE MILLING INC</b> Status: Completed - Case Closed	<b>8320 ESCHINGER RD</b>	<b>18</b>	<b>30</b>

CA FID UST: The Facility Inventory Database contains active and inactive underground storage tank locations. The source is the State Water Resource Control Board.

A review of the CA FID UST list, as provided by EDR, and dated 10/31/1994 has revealed that there are 3 CA FID UST sites within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>	<u>Page</u>
<b>GIL'S SERVICE</b>	<b>10413 FRANKLIN BLVD</b>	<b>9</b>	<b>11</b>
<b>FORMER SERVICE STATION AND</b>	<b>10464 FRANKLIN BLVD</b>	<b>10</b>	<b>15</b>
<b>ELK GROVE MILLING</b>	<b>8320 ESCHINGER RD</b>	<b>18</b>	<b>24</b>

## EXECUTIVE SUMMARY

HIST UST: Historical UST Registered Database.

A review of the HIST UST list, as provided by EDR, and dated 10/15/1990 has revealed that there are 3 HIST UST sites within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>	<u>Page</u>
<i>GIL'S SERVICE</i>	<i>10413 FRANKLIN BLVD</i>	<i>9</i>	<i>10</i>
<i>FRANKLIN ELEMENTARY SCHOOL</i>	<i>4011 HOOD FRANKLIN RD</i>	<i>12</i>	<i>16</i>
<i>ELK GROVE MILLING</i>	<i>8320 ESCHINGER RD</i>	<i>18</i>	<i>22</i>

SWEEPS UST: Statewide Environmental Evaluation and Planning System. This underground storage tank listing was updated and maintained by a company contacted by the SWRCB in the early 1990's. The listing is no longer updated or maintained. The local agency is the contact for more information on a site on the SWEEPS list.

A review of the SWEEPS UST list, as provided by EDR, and dated 06/01/1994 has revealed that there are 3 SWEEPS UST sites within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>	<u>Page</u>
<i>GIL'S SERVICE</i>	<i>10413 FRANKLIN BLVD</i>	<i>9</i>	<i>11</i>
<i>FORMER SERVICE STATION AND APA</i>	<i>10464 FRANKLIN BLVD</i>	<i>10</i>	<i>13</i>
<i>ELK GROVE MILLING</i>	<i>8320 ESCHINGER RD</i>	<i>18</i>	<i>24</i>

CHMIRS: The California Hazardous Material Incident Report System contains information on reported hazardous material incidents, i.e., accidental releases or spills. The source is the California Office of Emergency Services.

A review of the CHMIRS list, as provided by EDR, and dated 12/31/2009 has revealed that there are 2 CHMIRS sites within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>	<u>Page</u>
Not reported	9755 GRANT LINE RD	3	3
Not reported	INTERSECTION ESCHINGER	15	18

AST: The Aboveground Storage Tank database contains registered ASTs. The data come from the State Water Resources Control Board's Hazardous Substance Storage Container Database.

A review of the AST list, as provided by EDR, and dated 08/01/2009 has revealed that there is 1 AST site within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>	<u>Page</u>
ELK GROVE MILLING, INC	8320 ESCHINGER RD	17	20

## EXECUTIVE SUMMARY

CDL: A listing of drug lab locations. Listing of a location in this database does not indicate that any illegal drug lab materials were or were not present there, and does not constitute a determination that the location either requires or does not require additional cleanup work.

A review of the CDL list, as provided by EDR, and dated 08/19/2010 has revealed that there is 1 CDL site within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>	<u>Page</u>
Not reported	10010 GRANT LINE ROAD	5	6

HAZNET: The data is extracted from the copies of hazardous waste manifests received each year by the DTSC. The annual volume of manifests is typically 700,000-1,000,000 annually, representing approximately 350,000-500,000 shipments. Data from non-California manifests & continuation sheets are not included at the present time. Data are from the manifests submitted without correction, and therefore many contain some invalid values for data elements such as generator ID, TSD ID, waste category, & disposal method. The source is the Department of Toxic Substance Control is the agency

A review of the HAZNET list, as provided by EDR, and dated 12/31/2009 has revealed that there are 5 HAZNET sites within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>	<u>Page</u>
ELK GROVE HISORICAL SOCIETY	10170 FREEMAN RD	2	3
<b>SHELDON BUSINESS PARK LLC</b>	<b>10240 GRANT LINE RD</b>	<b>7</b>	<b>8</b>
ANTHONY L MACHADO DAIRY	6714 BILBY	8	8
REYNEN & BARDIS LLC	6717 BILBY RD	8	9
<b>ELK GROVE MILLING</b>	<b>8320 ESCHINGER RD</b>	<b>18</b>	<b>22</b>

EMI: Toxics and criteria pollutant emissions data collected by the ARB and local air pollution agencies

A review of the EMI list, as provided by EDR, and dated 12/31/2008 has revealed that there is 1 EMI site within the searched area.

<u>Site</u>	<u>Address</u>	<u>Map ID</u>	<u>Page</u>
ELK GROVE MILLING	8320 ESCHINGER ROAD	18	27

## **EXECUTIVE SUMMARY**

Please refer to the end of the findings report for unmapped orphan sites due to poor or inadequate address information.

## MAP FINDINGS SUMMARY

<u>Database</u>	<u>Total Plotted</u>
<b><u>FEDERAL RECORDS</u></b>	
NPL	0
Proposed NPL	0
Delisted NPL	0
NPL LIENS	0
CERCLIS	0
CERC-NFRAP	0
LIENS 2	0
CORRACTS	0
RCRA-TSDF	0
RCRA-LQG	0
RCRA-SQG	0
RCRA-CESQG	0
RCRA-NonGen	0
US ENG CONTROLS	0
US INST CONTROL	0
ERNS	0
HMIRS	0
DOT OPS	0
US CDL	0
US BROWNFIELDS	0
DOD	0
FUDS	0
LUCIS	0
CONSENT	0
ROD	0
UMTRA	0
ODI	0
DEBRIS REGION 9	0
MINES	0
TRIS	0
TSCA	0
FTTS	0
HIST FTTS	0
SSTS	2
ICIS	1
PADS	0
MLTS	0
RADINFO	0
FINDS	2
RAATS	0
SCRD DRYCLEANERS	0
COAL ASH EPA	0
PCB TRANSFORMER	0
COAL ASH DOE	0
FEDERAL FACILITY	0
FEMA UST	0
US HIST CDL	0
<b><u>STATE AND LOCAL RECORDS</u></b>	
HIST Cal-Sites	0



MAP FINDINGS SUMMARY

<u>Database</u>	<u>Total Plotted</u>
CA BOND EXP. PLAN	0
SCH	0
Toxic Pits	0
SWF/LF	0
WDS	0
NPDES	1
WMUDS/SWAT	0
Cortese	0
HIST CORTESE	3
SWRCY	0
LUST	3
CA FID UST	3
SLIC	0
UST	0
HIST UST	3
LIENS	0
SWEEPS UST	3
CHMIRS	2
LDS	0
MCS	0
AST	1
Notify 65	0
DEED	0
VCP	0
DRYCLEANERS	0
WIP	0
CDL	1
RESPONSE	0
HAZNET	5
EMI	1
ENVIROSTOR	0
HAULERS	0
HWT	0
HWP	0
MWMP	0
PROC	0
 <b><u>TRIBAL RECORDS</u></b>	
INDIAN RESERV	0
INDIAN ODI	0
INDIAN LUST	0
INDIAN UST	0
INDIAN VCP	0
 <b><u>EDR PROPRIETARY RECORDS</u></b>	
Manufactured Gas Plants	0

NOTES:

Sites may be listed in more than one database

MAP FINDINGS

Map ID  
 Direction  
 Distance  
 Distance (ft.)Site

EDR ID Number  
 Database(s) EPA ID Number

**1 JULIUS CARLI Sacramento Co. ML S105269560**  
**9585 GRANT LINE RD N/A**  
**ELK GROVE, CA 95624**

Sacramento Co. ML:  
 Facility Id: Not reported  
 Facility Status: Inactive. Included on a listing no longer updated.  
 FD: G  
 Billing Codes BP: Farm-No Fee  
 Billing Codes UST: Farm-No Fee  
 WG Bill Code: Farm-No Fee  
 Target Property Bill Cod: 50  
 Food Bill Code: 53  
 CUPA Permit Date: Not reported  
 HAZMAT Permit Date: Not reported  
 HAZMAT Inspection Date: Not reported  
 Hazmat Date BP Received: Not reported  
 UST Permit Dt: Not reported  
 UST Inspection Date: Not reported  
 UST Tank Test Date: Not reported  
 Number of Tanks: 0  
 UST Tank Test Date: Not reported  
 SIC Code: Not reported  
 Tier Permitting: Not reported  
 AST Bill Code: Not reported  
 CALARP Bill Code: Not reported

**2 ELK GROVE HISORICAL SOCIETY HAZNET S108746846**  
**10170 FREEMAN RD N/A**  
**ELK GROVE, CA 95624**

HAZNET:  
 Gepaid: CAC002609434  
 Contact: ANITA PETERS  
 Telephone: 9162071788  
 Facility Addr2: Not reported  
 Mailing Name: Not reported  
 Mailing Address: PO BOX 562  
 Mailing City,St,Zip: ELK GROVE, CA 957590562  
 Gen County: Sacramento  
 TSD EPA ID: CAD982042475  
 TSD County: Solano  
 Waste Category: Not reported  
 Disposal Method: H13  
 Tons: 1.68  
 Facility County: Sacramento

**3 9755 GRANT LINE RD CHMIRS S105675727**  
**UNINCORPORATED COUNTY AREA, CA N/A**

CHMIRS:  
 OES Incident Number: 01-2002  
 OES notification: 4/5/200107:49:30 AM  
 OES Date: Not reported  
 OES Time: Not reported  
 Incident Date: Not reported  
**Date Completed: Not reported**

MAP FINDINGS

Map ID  
 Direction  
 Distance  
 Distance (ft.)Site

EDR ID Number  
 EPA ID Number

Database(s)

(Continued)

S105675727

Property Use:	Not reported
Agency Id Number:	Not reported
Agency Incident Number:	Not reported
Time Notified:	Not reported
Time Completed:	Not reported
Surrounding Area:	Not reported
Estimated Temperature:	Not reported
Property Management:	Not reported
Special Studies 1:	Not reported
Special Studies 2:	Not reported
Special Studies 3:	Not reported
Special Studies 4:	Not reported
Special Studies 5:	Not reported
Special Studies 6:	Not reported
More Than Two Substances Involved?:	Not reported
Resp Agncy Personel # Of Decontaminated:	Not reported
Responding Agency Personel # Of Injuries:	Not reported
Responding Agency Personel # Of Fatalities:	Not reported
Others Number Of Decontaminated:	Not reported
Others Number Of Injuries:	Not reported
Others Number Of Fatalities:	Not reported
Vehicle Make/year:	Not reported
Vehicle License Number:	Not reported
Vehicle State:	Not reported
Vehicle Id Number:	Not reported
CA/DOT/PUC/ICC Number:	Not reported
Company Name:	Not reported
Reporting Officer Name/ID:	Not reported
Report Date:	Not reported
Comments:	Not reported
Facility Telephone:	Not reported
Waterway Involved:	No
Waterway:	Not reported
Spill Site:	Not reported
Cleanup By:	Unknown
Containment:	Not reported
What Happened:	Not reported
Type:	Not reported
Measure:	Not reported
Other:	Not reported
Date/Time:	Not reported
Year:	2001
Agency:	CHP
Incident Date:	4/5/200112:00:00 AM
Admin Agency:	Sacramento County Environmental Management
Amount:	Not reported
Contained:	Yes
Site Type:	Road
E Date:	Not reported
Substance:	Diesel
Quantity Released:	Not reported
BBLs:	0
Cups:	0
CUFT:	0
Gallons:	100
Grams:	0
Pounds:	0

MAP FINDINGS

Map ID  
 Direction  
 Distance  
 Distance (ft.)Site

EDR ID Number  
 EPA ID Number

Database(s)

(Continued)

S105675727

Liters: 0  
 Ounces: 0  
 Pints: 0  
 Quarts: 0  
 Sheen: 0  
 Tons: 0  
 Unknown: 0.000000  
 Evacuations: 0  
 Number of Injuries: 0  
 Number of Fatalities: 0  
 Description: Vehicle accident which ruptured the fuel tank

3

**GORDON KROOK  
 9755 GRANT LINE RD  
 ELK GROVE, CA 95624**

Sacramento Co. ML

S105269561  
 N/A

Sacramento Co. ML:  
 Facility Id: Not reported  
 Facility Status: Inactive. Included on a listing no longer updated.  
 FD: G  
 Billing Codes BP: Farm-No Fee  
 Billing Codes UST: Farm-No Fee  
 WG Bill Code: Farm-No Fee  
 Target Property Bill Cod: 50  
 Food Bill Code: 53  
 CUPA Permit Date: Not reported  
 HAZMAT Permit Date: Not reported  
 HAZMAT Inspection Date: Not reported  
 Hazmat Date BP Received: Not reported  
 UST Permit Dt: Not reported  
 UST Inspection Date: Not reported  
 UST Tank Test Date: Not reported  
 Number of Tanks: 0  
 UST Tank Test Date: Not reported  
 SIC Code: Not reported  
 Tier Permitting: Not reported  
 AST Bill Code: Not reported  
 CALARP Bill Code: Not reported

4

**ELK GROVE FLYING SERVICE  
 9925 GRANT LINE RD  
 ELK GROVE, CA 95624**

Sacramento Co. ML

S105269562  
 N/A

Sacramento Co. ML:  
 Facility Id: Not reported  
 Facility Status: Inactive. Included on a listing no longer updated.  
 FD: G  
 Billing Codes BP: Disclaimer  
 Billing Codes UST: No Tanks  
 WG Bill Code: Oil Changed by Outside Company-No Fee  
 Target Property Bill Cod: 50  
 Food Bill Code: 50  
 CUPA Permit Date: Not reported  
 HAZMAT Permit Date: Not reported  
 HAZMAT Inspection Date: Not reported  
 Hazmat Date BP Received: Not reported

MAP FINDINGS

Map ID  
 Direction  
 Distance  
 Distance (ft.)Site

EDR ID Number  
 EPA ID Number

Database(s)

**ELK GROVE FLYING SERVICE (Continued)**

**S105269562**

UST Permit Dt: Not reported  
 UST Inspection Date: Not reported  
 UST Tank Test Date: Not reported  
 Number of Tanks: 0  
 UST Tank Test Date: Not reported  
 SIC Code: Not reported  
 Tier Permitting: Not reported  
 AST Bill Code: Not reported  
 CALARP Bill Code: Not reported

5

**10010 GRANT LINE ROAD  
 ELK GROVE, CA 95624**

**CDL S107526700  
 N/A**

CDL:  
 Facility ID: 199901171  
 Lab Type: Illegal Drug Lab (L) - location where an illegal drug lab was operated  
 or drug lab equipment and/or materials were stored.

6

**GRANT LINE NURSERY  
 10077 GRANT LINE RD  
 ELK GROVE, CA 95624**

**Sacramento Co. ML S106152382  
 N/A**

Sacramento Co. ML:  
 Facility Id: Not reported  
 Facility Status: Not reported  
 FD: Not reported  
 Billing Codes BP: I  
 Billing Codes UST: Not reported  
 WG Bill Code: Not reported  
 Target Property Bill Cod: Not reported  
 Food Bill Code: Not reported  
 CUPA Permit Date: Not reported  
 HAZMAT Permit Date: Not reported  
 HAZMAT Inspection Date: Not reported  
 Hazmat Date BP Received: Not reported  
 UST Permit Dt: Not reported  
 UST Inspection Date: Not reported  
 UST Tank Test Date: Not reported  
 Number of Tanks: Not reported  
 UST Tank Test Date: Not reported  
 SIC Code: Not reported  
 Tier Permitting: Not reported  
 AST Bill Code: Not reported  
 CALARP Bill Code: Not reported

MAP FINDINGS

Map ID  
 Direction  
 Distance  
 Distance (ft.)Site

EDR ID Number  
 EPA ID Number

Database(s)

**6 BIG OAK NURSERY  
 10071 GRANT LINE RD  
 ELK GROVE, CA 95624**

**Sacramento Co. ML S106152381  
 N/A**

Sacramento Co. ML:  
 Facility Id: Not reported  
 Facility Status: Not reported  
 FD: Not reported  
 Billing Codes BP: I  
 Billing Codes UST: Not reported  
 WG Bill Code: Not reported  
 Target Property Bill Cod: Not reported  
 Food Bill Code: Not reported  
 CUPA Permit Date: Not reported  
 HAZMAT Permit Date: Not reported  
 HAZMAT Inspection Date: Not reported  
 Hazmat Date BP Received: Not reported  
 UST Permit Dt: Not reported  
 UST Inspection Date: Not reported  
 UST Tank Test Date: Not reported  
 Number of Tanks: Not reported  
 UST Tank Test Date: Not reported  
 SIC Code: Not reported  
 Tier Permitting: Not reported  
 AST Bill Code: I  
 CALARP Bill Code: Not reported

**6 JOE DAEHLING  
 10045 GRANT LINE RD  
 ELK GROVE, CA 95624**

**Sacramento Co. ML S105269563  
 N/A**

Sacramento Co. ML:  
 Facility Id: Not reported  
 Facility Status: Inactive. Included on a listing no longer updated.  
 FD: G  
 Billing Codes BP: Farm-No Fee  
 Billing Codes UST: Farm-No Fee  
 WG Bill Code: Farm-No Fee  
 Target Property Bill Cod: 50  
 Food Bill Code: 53  
 CUPA Permit Date: Not reported  
 HAZMAT Permit Date: Not reported  
 HAZMAT Inspection Date: Not reported  
 Hazmat Date BP Received: Not reported  
 UST Permit Dt: Not reported  
 UST Inspection Date: Not reported  
 UST Tank Test Date: Not reported  
 Number of Tanks: 0  
 UST Tank Test Date: Not reported  
 SIC Code: Not reported  
 Tier Permitting: Not reported  
 AST Bill Code: Not reported  
 CALARP Bill Code: Not reported

MAP FINDINGS

Map ID  
 Direction  
 Distance  
 Distance (ft.)Site

EDR ID Number  
 Database(s) EPA ID Number

7      **SHELDON BUSINESS PARK LLC**      **NPDES**      **S109464928**  
**10240 GRANT LINE RD**      **HAZNET**      **N/A**  
**ELK GROVE, CA 95624**

NPDES:  
 Npdes Number:                      Not reported  
 Facility Status:                      Active  
 Agency Id:                            395791  
 Region:                                5S  
 Regulatory Measure Id:              330987  
 Order No:                             99-08DWQ  
 Regulatory Measure Type:          Storm water construction  
 Place Id:                              656310  
 WDID:                                 5S34C348644  
 Program Type:                      CONSTW  
 Adoption Date Of Regulatory Measure: Not reported  
 Effective Date Of Regulatory Measure: 2007-08-30 08:58:40  
 Expiration Date Of Regulatory Measure: Not reported  
 Termination Date Of Regulatory Measure: Not reported  
 Discharge Name:                      CT Waterman Park LLC  
 Discharge Address:                   Not reported  
 Discharge City:                      Not reported  
 Discharge State:                      Not reported  
 Discharge Zip:                        Not reported

HAZNET:  
 Gepaid:                                CAC002627796  
 Contact:                                GYAN KALWANI  
 Telephone:                             9168707591  
 Facility Addr2:                        Not reported  
 Mailing Name:                        Not reported  
 Mailing Address:                      10401 GRANT LINE RD  
 Mailing City,St,Zip:                ELK GROVE, CA 956249404  
 Gen County:                            Sacramento  
 TSD EPA ID:                            CAD982042475  
 TSD County:                            Solano  
 Waste Category:                      Asbestos-containing waste  
 Disposal Method:                      H132  
 Tons:                                    10  
 Facility County:                        Sacramento

8      **ANTHONY L MACHADO DAIRY**      **HAZNET**      **S105092133**  
**6714 BILBY**      **N/A**  
**ELK GROVE, CA 95758**

HAZNET:  
 Gepaid:                                CAL000205182  
 Contact:                                TONY MACHADO/OWNER  
 Telephone:                             9166842344  
 Facility Addr2:                        Not reported  
 Mailing Name:                        Not reported  
 Mailing Address:                      10212 BRUCEVILLE RD  
 Mailing City,St,Zip:                ELK GROVE, CA 957580000  
 Gen County:                            Sacramento  
 TSD EPA ID:                            Not reported  
 TSD County:                            Sacramento  
 Waste Category:                      Liquids with halogenated organic compounds > 1000 mg/l  
 Disposal Method:                      Transfer Station  
 Tons:                                    0.06

MAP FINDINGS

Map ID  
 Direction  
 Distance  
 Distance (ft.)Site

EDR ID Number  
 EPA ID Number

Database(s)

**ANTHONY L MACHADO DAIRY (Continued)**

**S105092133**

Facility County: Not reported

Gepaid: CAL000205182  
 Contact: ANTHONY L MACHADO  
 Telephone: 9166842340  
 Facility Addr2: Not reported  
 Mailing Name: Not reported  
 Mailing Address: 10212 BRUCEVILLE RD  
 Mailing City,St,Zip: ELK GROVE, CA 957580000  
 Gen County: Sacramento  
 TSD EPA ID: CA0000084517  
 TSD County: Sacramento  
 Waste Category: Liquids with halogenated organic compounds > 1000 mg/l  
 Disposal Method: Transfer Station  
 Tons: .0708  
 Facility County: Sacramento

8

**REYNNEN & BARDIS LLC  
 6717 BILBY RD  
 ELK GROVE, CA 95758**

**HAZNET S107141657  
 N/A**

HAZNET:

Gepaid: CAC002566165  
 Contact: GARY GARAKIAN/PROJECT MGR  
 Telephone: 9163663665  
 Facility Addr2: Not reported  
 Mailing Name: Not reported  
 Mailing Address: 9848 BUSINESS PRK DR STE H  
 Mailing City,St,Zip: SACRAMENTO, CA 95827  
 Gen County: Sacramento  
 TSD EPA ID: CAD982042475  
 TSD County: Sacramento  
 Waste Category: Asbestos-containing waste  
 Disposal Method: Not reported  
 Tons: 3.37  
 Facility County: Sacramento

9

**LAGUNA AUTOMOTIVE SERVICE  
 10431 FRANKLIN BL  
 ELK GROVE, CA 95758**

**Sacramento Co. ML S105269340  
 N/A**

Sacramento Co. ML:

Facility Id: Not reported  
 Facility Status: Inactive. Included on a listing no longer updated.  
 FD: G  
 Billing Codes BP: Out of Business  
 Billing Codes UST: No Tanks  
 WG Bill Code: Oil Changed by Outside Company-No Fee  
 Target Property Bill Cod: 51  
 Food Bill Code: 51  
 CUPA Permit Date: Not reported  
 HAZMAT Permit Date: Not reported  
 HAZMAT Inspection Date: Not reported  
 Hazmat Date BP Received: Not reported  
 UST Permit Dt: Not reported  
 UST Inspection Date: Not reported



MAP FINDINGS

Map ID  
 Direction  
 Distance  
 Distance (ft.)Site

EDR ID Number  
 EPA ID Number

Database(s)

**LAGUNA AUTOMOTIVE SERVICE (Continued)**

**S105269340**

UST Tank Test Date: Not reported  
 Number of Tanks: 0  
 UST Tank Test Date: Not reported  
 SIC Code: 7538  
 Tier Permitting: Not reported  
 AST Bill Code: Not reported  
 CALARP Bill Code: Not reported

**9 VALLEY CONCRETE PUMPING  
 10426 FRANKLIN BLVD  
 ELK GROVE, CA 95757**

**Sacramento Co. ML S104654862  
 N/A**

Sacramento Co. ML:  
 Facility Id: Not reported  
 Facility Status: Not reported  
 FD: Not reported  
 Billing Codes BP: I  
 Billing Codes UST: Not reported  
 WG Bill Code: I  
 Target Property Bill Cod: Not reported  
 Food Bill Code: Not reported  
 CUPA Permit Date: Not reported  
 HAZMAT Permit Date: Not reported  
 HAZMAT Inspection Date: Not reported  
 Hazmat Date BP Received: Not reported  
 UST Permit Dt: Not reported  
 UST Inspection Date: Not reported  
 UST Tank Test Date: Not reported  
 Number of Tanks: Not reported  
 UST Tank Test Date: Not reported  
 SIC Code: Not reported  
 Tier Permitting: Not reported  
 AST Bill Code: Not reported  
 CALARP Bill Code: Not reported

**9 GIL'S SERVICE  
 10413 FRANKLIN BLVD  
 ELK GROVE, CA 95624**

**HIST UST U001612785  
 Sacramento Co. ML N/A**

HIST UST:  
 Region: STATE  
 Facility ID: 00000012153  
 Facility Type: Gas Station  
 Other Type: Not reported  
 Total Tanks: 0002  
 Contact Name: Not reported  
 Telephone: 9166853591  
 Owner Name: DENNIS FISCHER & HELEN FISCHER  
 Owner Address: 10413 FRANKLIN BLVD.  
 Owner City,St,Zip: ELK GROVE, CA 95624  
  
 Tank Num: 001  
 Container Num: 1  
 Year Installed: 1979  
 Tank Capacity: 00002000  
 Tank Used for: PRODUCT

MAP FINDINGS

Map ID  
 Direction  
 Distance  
 Distance (ft.)Site

EDR ID Number  
 EPA ID Number

Database(s)

**GIL'S SERVICE (Continued)**

**U001612785**

Type of Fuel: UNLEADED  
 Tank Construction: Not reported  
 Leak Detection: Stock Inventor

Tank Num: 002  
 Container Num: 2  
 Year Installed: 1979  
 Tank Capacity: 00002000  
 Tank Used for: PRODUCT  
 Type of Fuel: REGULAR  
 Tank Construction: Not reported  
 Leak Detection: Stock Inventor

Sacramento Co. ML:

Facility Id: G0005586  
 Facility Status: Inactive. Included on a listing no longer updated.  
 FD: G  
 Billing Codes BP: Disclaimer  
 Billing Codes UST: No Tanks  
 WG Bill Code: Oil Changed by Outside Company-No Fee  
 Target Property Bill Cod: 50  
 Food Bill Code: 50  
 CUPA Permit Date: Not reported  
 HAZMAT Permit Date: 12/01/91  
 HAZMAT Inspection Date: 05/16/97  
 Hazmat Date BP Received: Not reported  
 UST Permit Dt: 12/30/96  
 UST Inspection Date: 05/16/97  
 UST Tank Test Date: 11/26/96  
 Number of Tanks: 0  
 UST Tank Test Date: Not reported  
 SIC Code: 5541  
 Tier Permitting: Not reported  
 AST Bill Code: Not reported  
 CALARP Bill Code: Not reported

9

**GIL'S SERVICE  
 10413 FRANKLIN BLVD  
 ELK GROVE, CA 95624**

**CA FID UST S101627784  
 SWEEPS UST N/A**

CA FID UST:

Facility ID: 34006871  
 Regulated By: UTKA  
 Regulated ID: 00012153  
 Cortese Code: Not reported  
 SIC Code: Not reported  
 Facility Phone: 9166853591  
 Mail To: Not reported  
 Mailing Address: 10413 FRANKLIN BLVD  
 Mailing Address 2: Not reported  
 Mailing City,St,Zip: ELK GROVE 95624  
 Contact: Not reported  
 Contact Phone: Not reported  
 DUNs Number: Not reported  
 NPDES Number: Not reported  
 EPA ID: Not reported  
 Comments: Not reported

MAP FINDINGS

Map ID  
 Direction  
 Distance  
 Distance (ft.)Site

EDR ID Number  
 EPA ID Number

Database(s)

**GIL'S SERVICE (Continued)**

**S101627784**

Status: Active

**SWEEPS UST:**

Status: A  
 Comp Number: 12153  
 Number: 9  
 Board Of Equalization: 44-018930  
 Ref Date: 09-13-88  
 Act Date: 09-13-88  
 Created Date: 02-29-88  
 Tank Status: A  
 Owner Tank Id: 1  
 Swrcb Tank Id: 34-000-012153-000001  
 Actv Date: 07-01-85  
 Capacity: 2000  
 Tank Use: M.V. FUEL  
 Stg: P  
 Content: REG UNLEADED  
 Number Of Tanks: 2

Status: A  
 Comp Number: 12153  
 Number: 9  
 Board Of Equalization: 44-018930  
 Ref Date: 09-13-88  
 Act Date: 09-13-88  
 Created Date: 02-29-88  
 Tank Status: A  
 Owner Tank Id: 2  
 Swrcb Tank Id: 34-000-012153-000002  
 Actv Date: 07-01-85  
 Capacity: 2000  
 Tank Use: M.V. FUEL  
 Stg: P  
 Content: LEADED  
 Number Of Tanks: Not reported

9

**GIL'S GARAGE**  
**10413 FRANKLIN BLVD**  
**ELK GROVE, CA 95624**

**HIST CORTESE** **S104163467**  
**LUST** **N/A**  
**Sacramento Co. CS**

**CORTESE:**

Region: CORTESE  
 Facility County Code: 34  
 Reg By: LTNKA  
 Reg Id: 341176

**LUST:**

Region: STATE  
 Global Id: T0606701001  
 Latitude: 38.378697  
 Longitude: -121.454195  
 Case Type: LUST Cleanup Site  
 Status: Completed - Case Closed  
 Status Date: 2000-03-16 00:00:00  
 Lead Agency: SACRAMENTO COUNTY LOP  
 Case Worker: DNM

MAP FINDINGS

Map ID  
 Direction  
 Distance  
 Distance (ft.)Site

EDR ID Number  
 EPA ID Number

Database(s)

**GIL'S GARAGE (Continued)**

**S104163467**

Local Agency: Not reported  
 RB Case Number: 341176  
 LOC Case Number: D521  
 File Location: Not reported  
 Potential Media Affect: Under Investigation  
 Potential Contaminants of Concern: Gasoline  
 Site History: Not reported

[Click here to access the California GeoTracker records for this facility:](#)

**LUST REG 5:**

Region: 5  
 Status: Case Closed  
 Case Number: 341176  
 Case Type: Undefined  
 Substance: GASOLINE  
 Staff Initials: VJF  
 Lead Agency: Local  
 Program: LUST  
 MTBE Code: N/A

**Sacramento Co. CS:**

State Site Number: D521  
 Lead Staff: Moe, D.  
 Lead Agency: RW  
 Remedial Action Taken: NO  
 Substance: Automotive(motor gasoline and additives)  
 Date Reported: 11/18/1997  
 Facility Id: RO0001182  
 Case Type: Soil only  
 Case Closed: Y  
**Date Closed: 03/27/2000**

**10**

**FORMER SERVICE STATION AND APARTMENT BUILDING  
 10464 FRANKLIN BLVD  
 FRANKLIN, CA 95758**

**HIST CORTESE  
 LUST  
 Sacramento Co. CS  
 SWEEPS UST**

**S102424039  
 N/A**

**CORTESE:**

Region: CORTESE  
 Facility County Code: 34  
 Reg By: LTNKA  
 Reg Id: 340876

**LUST:**

Region: STATE  
 Global Id: T0606700723  
 Latitude: 38.377739  
 Longitude: -121.455505  
 Case Type: LUST Cleanup Site  
 Status: Completed - Case Closed  
 Status Date: 1996-03-19 00:00:00  
 Lead Agency: SACRAMENTO COUNTY LOP  
 Case Worker: DWB  
 Local Agency: SACRAMENTO COUNTY LOP  
 RB Case Number: 340876

MAP FINDINGS

Map ID  
 Direction  
 Distance  
 Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

**FORMER SERVICE STATION AND APARTMENT BUILDING (Continued)**

**S102424039**

LOC Case Number: A264  
 File Location: Not reported  
 Potential Media Affect: Soil  
 Potential Contaminants of Concern: Gasoline  
 Site History: Not reported

[Click here to access the California GeoTracker records for this facility:](#)

**LUST REG 5:**

Region: 5  
 Status: Case Closed  
 Case Number: 340876  
 Case Type: Soil only  
 Substance: REGULR GASOLINE  
 Staff Initials: VJF  
 Lead Agency: Local  
 Program: LUST  
 MTBE Code: N/A

**Sacramento Co. CS:**

State Site Number: A264  
 Lead Staff: Booth, D.  
 Lead Agency: HM  
 Remedial Action Taken: YE, S  
 Substance: Lead  
 Date Reported: 09/28/1992  
 Facility Id: RO0000523  
 Case Type: Soil only  
 Case Closed: Y  
**Date Closed: 09/01/1994**

**SWEEPS UST:**

Status: A  
 Comp Number: 92131  
 Number: 2  
 Board Of Equalization: Not reported  
 Ref Date: 10-20-92  
 Act Date: 01-13-93  
 Created Date: 01-13-93  
 Tank Status: A  
 Owner Tank Id: Not reported  
 Swrcb Tank Id: 34-000-092131-000001  
 Actv Date: 09-27-92  
 Capacity: 1000  
 Tank Use: M.V. FUEL  
 Stg: P  
 Content: LEADED  
 Number Of Tanks: 2

Status: A  
 Comp Number: 92131  
 Number: 2  
 Board Of Equalization: Not reported  
 Ref Date: 10-20-92  
 Act Date: 01-13-93  
 Created Date: 01-13-93

MAP FINDINGS

Map ID  
 Direction  
 Distance  
 Distance (ft.)Site

EDR ID Number  
 EPA ID Number

Database(s)

**FORMER SERVICE STATION AND APARTMENT BUILDING (Continued)**

**S102424039**

Tank Status: A  
 Owner Tank Id: Not reported  
 Swrcb Tank Id: 34-000-092131-000002  
 Actv Date: 08-27-92  
 Capacity: 1000  
 Tank Use: M.V. FUEL  
 Stg: P  
 Content: LEADED  
 Number Of Tanks: Not reported

10

**FORMER SERVICE STATION AND  
 10464 FRANKLIN BLVD  
 FRANKLIN, CA 95758**

CA FID UST

**S101590877  
 N/A**

CA FID UST:  
 Facility ID: 34007324  
 Regulated By: UTNKA  
 Regulated ID: Not reported  
 Cortese Code: Not reported  
 SIC Code: Not reported  
 Facility Phone: Not reported  
 Mail To: Not reported  
 Mailing Address: 642 CALVADOS AVE  
 Mailing Address 2: Not reported  
 Mailing City,St,Zip: FRANKLIN 95758  
 Contact: Not reported  
 Contact Phone: Not reported  
 DUNs Number: Not reported  
 NPDES Number: Not reported  
 EPA ID: Not reported  
 Comments: Not reported  
 Status: Active

11

**JOE PIMENTEL  
 10475 BRUCEVILLE RD  
 ELK GROVE, CA 95624**

Sacramento Co. ML

**S105268252  
 N/A**

Sacramento Co. ML:  
 Facility Id: Not reported  
 Facility Status: Inactive. Included on a listing no longer updated.  
 FD: G  
 Billing Codes BP: Farm-No Fee  
 Billing Codes UST: Farm-No Fee  
 WG Bill Code: Farm-No Fee  
 Target Property Bill Cod: 50  
 Food Bill Code: 53  
 CUPA Permit Date: Not reported  
 HAZMAT Permit Date: Not reported  
 HAZMAT Inspection Date: Not reported  
 Hazmat Date BP Received: Not reported  
 UST Permit Dt: Not reported  
 UST Inspection Date: Not reported  
 UST Tank Test Date: Not reported  
 Number of Tanks: 0  
 UST Tank Test Date: Not reported  
 SIC Code: Not reported

MAP FINDINGS

Map ID		EDR ID Number
Direction		
Distance		
Distance (ft.)Site	Database(s)	EPA ID Number

**JOE PIMENTEL (Continued)**

**S105268252**

Tier Permitting:	Not reported
AST Bill Code:	Not reported
CALARP Bill Code:	Not reported

12

**FRANKLIN ELEMENTARY SCHOOL  
4011 HOOD FRANKLIN RD  
ELK GROVE, CA 95624**

<b>HIST UST Sacramento Co. ML</b>	<b>U001612779 N/A</b>
---------------------------------------	---------------------------

HIST UST:

Region:	STATE
Facility ID:	00000053777
Facility Type:	Other
Other Type:	SCHOOL
Total Tanks:	0001
Contact Name:	TERRY FUGLSANG
Telephone:	9156854555
Owner Name:	ELK GROVE UNIFIED SCHOOL DISTR
Owner Address:	8820 ELK GROVE BLVD.
Owner City,St,Zip:	ELK GROVE, CA 95624

Tank Num:	001
Container Num:	3
Year Installed:	Not reported
Tank Capacity:	00000000
Tank Used for:	PRODUCT
Type of Fuel:	DIESEL
Tank Construction:	Not reported
Leak Detection:	None

Sacramento Co. ML:

Facility Id:	Not reported
Facility Status:	Inactive. Included on a listing no longer updated.
FD:	G
Billing Codes BP:	Disclaimer
Billing Codes UST:	No Tanks
WG Bill Code:	Oil Changed by Outside Company-No Fee
Target Property Bill Cod:	50
Food Bill Code:	50
CUPA Permit Date:	Not reported
HAZMAT Permit Date:	Not reported
HAZMAT Inspection Date:	Not reported
Hazmat Date BP Received:	Not reported
UST Permit Dt:	Not reported
UST Inspection Date:	Not reported
UST Tank Test Date:	Not reported
Number of Tanks:	0
UST Tank Test Date:	Not reported
SIC Code:	Not reported
Tier Permitting:	Not reported
AST Bill Code:	Not reported
CALARP Bill Code:	Not reported

MAP FINDINGS

Map ID  
 Direction  
 Distance  
 Distance (ft.)Site  
 Database(s)  
 EDR ID Number  
 EPA ID Number

12 **FRANKLIN ELEMENTARY** **FINDS** **1008313889**  
**4011 HOOD-FRANKLIN ROAD** **N/A**  
**ELK GROVE, CA 95758**

FINDS:

Registry ID: 110022015273

Environmental Interest/Information System

US Geographic Names Information System (GNIS) is the official vehicle for geographic names used by the federal government and the source for applying geographic names to federal maps and other printed and electronic documents.

NCES (National Center for Education Statistics) is the primary federal entity for collecting and analyzing data related to education in the United States and other nations and the institute of education sciences.

13 **AT&T MOBILITY-FRANKLIN (9723)** **Sacramento Co. ML** **S105455032**  
**3307 HOOD FRANKLIN RD** **N/A**  
**ELK GROVE, CA 95757**

Sacramento Co. ML:

Facility Id: Not reported  
 Facility Status: Not reported  
 FD: Not reported  
 Billing Codes BP: A  
 Billing Codes UST: Not reported  
 WG Bill Code: Not reported  
 Target Property Bill Cod: Not reported  
 Food Bill Code: Not reported  
 CUPA Permit Date: Not reported  
 HAZMAT Permit Date: Not reported  
 HAZMAT Inspection Date: Not reported  
 Hazmat Date BP Received: Not reported  
 UST Permit Dt: Not reported  
 UST Inspection Date: Not reported  
 UST Tank Test Date: Not reported  
 Number of Tanks: Not reported  
 UST Tank Test Date: Not reported  
 SIC Code: Not reported  
 Tier Permitting: Not reported  
 AST Bill Code: Not reported  
 CALARP Bill Code: Not reported

13 **VERIZON WIRELESS- HOOD FRANKLIN** **Sacramento Co. ML** **S107770133**  
**3307 HOOD FRANKLIN RD** **N/A**  
**HOOD, CA 95757**

Sacramento Co. ML:

Facility Id: Not reported  
 Facility Status: Not reported  
 FD: Not reported  
 Billing Codes BP: A  
 Billing Codes UST: Not reported  
 WG Bill Code: I



MAP FINDINGS

Map ID  
 Direction  
 Distance  
 Distance (ft.)Site

EDR ID Number  
 EPA ID Number

Database(s)

**VERIZON WIRELESS- HOOD FRANKLIN (Continued)**

**S107770133**

Target Property Bill Cod: Not reported  
 Food Bill Code: Not reported  
 CUPA Permit Date: Not reported  
 HAZMAT Permit Date: Not reported  
 HAZMAT Inspection Date: Not reported  
 Hazmat Date BP Received: Not reported  
 UST Permit Dt: Not reported  
 UST Inspection Date: Not reported  
 UST Tank Test Date: Not reported  
 Number of Tanks: Not reported  
 UST Tank Test Date: Not reported  
 SIC Code: Not reported  
 Tier Permitting: Not reported  
 AST Bill Code: Not reported  
 CALARP Bill Code: Not reported

14

**GRUNDMAN  
 10645 BRUCEVILLE RD  
 ELK GROVE, CA 95624**

**Sacramento Co. ML**

**S105268253  
 N/A**

Sacramento Co. ML:  
 Facility Id: Not reported  
 Facility Status: Inactive. Included on a listing no longer updated.  
 FD: G  
 Billing Codes BP: Farm-No Fee  
 Billing Codes UST: Farm-No Fee  
 WG Bill Code: Farm-No Fee  
 Target Property Bill Cod: 50  
 Food Bill Code: 53  
 CUPA Permit Date: Not reported  
 HAZMAT Permit Date: Not reported  
 HAZMAT Inspection Date: Not reported  
 Hazmat Date BP Received: Not reported  
 UST Permit Dt: Not reported  
 UST Inspection Date: Not reported  
 UST Tank Test Date: Not reported  
 Number of Tanks: 0  
 UST Tank Test Date: Not reported  
 SIC Code: Not reported  
 Tier Permitting: Not reported  
 AST Bill Code: Not reported  
 CALARP Bill Code: Not reported

15

**INTERSECTION ESCHINGER / WEST STOCKTON BLVD  
 ELK GROVE, CA**

**CHMIRS**

**S105645674  
 N/A**

CHMIRS:  
 OES Incident Number: 013979  
 OES notification: Not reported  
 OES Date: 5/30/1996  
 OES Time: 10:53:42 PM  
 Incident Date: Not reported  
**Date Completed: Not reported**  
 Property Use: Not reported  
 Agency Id Number: Not reported

MAP FINDINGS

Map ID  
 Direction  
 Distance  
 Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

(Continued)

S105645674

Agency Incident Number: Not reported  
 Time Notified: Not reported  
 Time Completed: Not reported  
 Surrounding Area: Not reported  
 Estimated Temperature: Not reported  
 Property Management: Not reported  
 Special Studies 1: Not reported  
 Special Studies 2: Not reported  
 Special Studies 3: Not reported  
 Special Studies 4: Not reported  
 Special Studies 5: Not reported  
 Special Studies 6: Not reported  
 More Than Two Substances Involved?: Not reported  
 Resp Agency Personel # Of Decontaminated: Not reported  
 Responding Agency Personel # Of Injuries: Not reported  
 Responding Agency Personel # Of Fatalities: Not reported  
 Others Number Of Decontaminated: Not reported  
 Others Number Of Injuries: Not reported  
 Others Number Of Fatalities: Not reported  
 Vehicle Make/year: Not reported  
 Vehicle License Number: Not reported  
 Vehicle State: Not reported  
 Vehicle Id Number: Not reported  
 CA/DOT/PUC/ICC Number: Not reported  
 Company Name: Not reported  
 Reporting Officer Name/ID: Not reported  
 Report Date: Not reported  
 Comments: Not reported  
 Facility Telephone: Not reported  
 Waterway Involved: YES  
 Waterway: Not reported  
 Spill Site: Not reported  
 Cleanup By: sacramento co  
 Containment: Not reported  
 What Happened: Not reported  
 Type: PETROLEUM  
 Measure: Not reported  
 Other: Not reported  
 Date/Time: Not reported  
 Year: 1996  
 Agency: sacramento city fd  
 Incident Date: 1810/30May96  
 Admin Agency: Not reported  
 Amount: 55gals  
 Contained: NO  
 Site Type: RD  
 E Date: Not reported  
 Substance: diesel fuel  
 Quantity Released: Not reported  
 BBLs: Not reported  
 Cups: Not reported  
 CUFT: Not reported  
 Gallons: Not reported  
 Grams: Not reported  
 Pounds: Not reported  
 Liters: Not reported  
 Ounces: Not reported

MAP FINDINGS

Map ID  
 Direction  
 Distance  
 Distance (ft.)Site

EDR ID Number  
 EPA ID Number

Database(s)

**(Continued)**

**S105645674**

Pints:	Not reported
Quarts:	Not reported
Sheen:	Not reported
Tons:	Not reported
Unknown:	Not reported
Evacuations:	NO
Number of Injuries:	NO
Number of Fatalities:	NO
Description:	drum fell off truck onto street

**16**

**FRED HOLTHOUSE  
 8925 ESCHINGER RD  
 ELK GROVE, CA 95758**

**Sacramento Co. ML**

**S105268916  
 N/A**

Sacramento Co. ML:	
Facility Id:	Not reported
Facility Status:	Inactive. Included on a listing no longer updated.
FD:	G
Billing Codes BP:	Farm-No Fee
Billing Codes UST:	Farm-No Fee
WG Bill Code:	Farm-No Fee
Target Property Bill Cod:	50
Food Bill Code:	53
CUPA Permit Date:	Not reported
HAZMAT Permit Date:	Not reported
HAZMAT Inspection Date:	Not reported
Hazmat Date BP Received:	Not reported
UST Permit Dt:	Not reported
UST Inspection Date:	Not reported
UST Tank Test Date:	Not reported
Number of Tanks:	0
UST Tank Test Date:	Not reported
SIC Code:	Not reported
Tier Permitting:	Not reported
AST Bill Code:	Not reported
CALARP Bill Code:	Not reported

**17**

**ELK GROVE MILLING, INC  
 8320 ESCHINGER RD  
 SACRAMENTO, CA**

**AST A100323683  
 N/A**

AST:	
Owner:	Not reported
Total Gallons:	1,425
Certified Unified Program Agencies:	Sacramento

MAP FINDINGS

Map ID Direction EDR ID Number  
 Distance Database(s) EPA ID Number  
 Distance (ft.)Site

17 ELK GROVE MILLING, INC. ICIS 1011609695  
 8320 ESCHINGER ROAD ELK GROVE CA 95624 N/A  
 ELK GROVE, CA 95624

ICIS:

Enforcement Action ID: 09-2007-0102  
 FRS ID: 110001170795  
 Program ID: NCDB C09#F-ADL-04-18  
 Action Name: ELK GROVE MILLING  
 Facility Name: ELK GROVE MILLING, INC.  
 Facility Address: 8320 ESCHINGER ROAD ELK GROVE CA 95624  
 ELK GROVE, California 95624  
 Enforcement Action Type: FIFRA 14A Action For Penalty  
 Facility County: Sacramento  
 EPA Region #: 10

Enforcement Action ID: 09-2007-0102  
 FRS ID: 110001170795  
 Program ID: NCDB C09#F-09-99-393-33  
 Action Name: ELK GROVE MILLING  
 Facility Name: ELK GROVE MILLING, INC  
 Facility Address: 8320 ESCHINGER ROAD ELK GROVE CA 95624  
 ELK GROVE, California 95624  
 Enforcement Action Type: FIFRA 14A Action For Penalty  
 Facility County: Sacramento  
 EPA Region #: 10

Enforcement Action ID: 09-2007-0102  
 FRS ID: 110001170795  
 Program ID: FRS 110001170795  
 Action Name: ELK GROVE MILLING  
 Facility Name: ELK GROVE MILLING  
 Facility Address: 8320 ESCHINGER ROAD ELK GROVE CA 95624  
 ELK GROVE, California 95624  
 Enforcement Action Type: FIFRA 14A Action For Penalty  
 Facility County: Sacramento  
 EPA Region #: 10

Enforcement Action ID: 09-2007-0102  
 FRS ID: 110001170795  
 Program ID: SSTS 067773CA001  
 Action Name: ELK GROVE MILLING  
 Facility Name: Not reported  
 Facility Address: 8320 ESCHINGER ROAD ELK GROVE CA 95624  
 ELK GROVE, California 95624  
 Enforcement Action Type: FIFRA 14A Action For Penalty  
 Facility County: Sacramento  
 EPA Region #: 10

Enforcement Action ID: 09-2007-0102  
 FRS ID: 110001170795  
 Program ID: NET 0606734162422  
 Action Name: ELK GROVE MILLING  
 Facility Name: ELK GROVE MILLING INC  
 Facility Address: 8320 ESCHINGER ROAD ELK GROVE CA 95624  
 ELK GROVE, California 95624  
 Enforcement Action Type: FIFRA 14A Action For Penalty  
 Facility County: Sacramento  
 EPA Region #: 10

MAP FINDINGS

Map ID  
 Direction  
 Distance  
 Distance (ft.)Site

EDR ID Number  
 EPA ID Number

Database(s)

**ELK GROVE MILLING, INC. (Continued)**

**1011609695**

Program ID:	FRS 110001170795
Facility Name:	ELK GROVE MILLING
Address:	8320 ESCHINGER ROAD
Tribal Indicator:	N
Fed Facility:	Not reported
NAIC Code:	Not reported
SIC Code:	5191
Program ID:	NCDB C09#F-09-99-393-33
Facility Name:	ELK GROVE MILLING
Address:	8320 ESCHINGER ROAD
Tribal Indicator:	N
Fed Facility:	Not reported
NAIC Code:	Not reported
SIC Code:	5191
Program ID:	NCDB C09#F-ADL-04-18
Facility Name:	ELK GROVE MILLING
Address:	8320 ESCHINGER ROAD
Tribal Indicator:	N
Fed Facility:	Not reported
NAIC Code:	Not reported
SIC Code:	5191
Program ID:	NET 0606734162422
Facility Name:	ELK GROVE MILLING
Address:	8320 ESCHINGER ROAD
Tribal Indicator:	N
Fed Facility:	Not reported
NAIC Code:	Not reported
SIC Code:	5191
Program ID:	SSTS 067773CA001
Facility Name:	ELK GROVE MILLING
Address:	8320 ESCHINGER ROAD
Tribal Indicator:	N
Fed Facility:	Not reported
NAIC Code:	Not reported
SIC Code:	5191

18

**ELK GROVE MILLING  
 8320 ESCHINGER RD  
 ELK GROVE, CA 95624**

**HIST CORTESE  
 HIST UST  
 Sacramento Co. ML  
 HAZNET**

**U001612771  
 N/A**

CORTESE:  
 Region: CORTESE  
 Facility County Code: 34  
 Reg By: LTNKA  
 Reg Id: 341189

HIST UST:  
 Region: STATE  
 Facility ID: 00000030210  
 Facility Type: Other  
 Other Type: PELLET MILL  
 Total Tanks: 0002

MAP FINDINGS

Map ID  
 Direction  
 Distance  
 Distance (ft.)Site

EDR ID Number  
 EPA ID Number

Database(s)

**ELK GROVE MILLING (Continued)**

**U001612771**

Contact Name: BETSY GRUNDMAN  
 Telephone: 9166859557  
 Owner Name: ELK GROVE MILLING  
 Owner Address: 8320 ESCHINGER ROAD  
 Owner City,St,Zip: ELK GROVE, CA 95624

Tank Num: 001  
 Container Num: 1  
 Year Installed: Not reported  
 Tank Capacity: 00001000  
 Tank Used for: PRODUCT  
 Type of Fuel: REGULAR  
 Tank Construction: Not reported  
 Leak Detection: Not reported

Tank Num: 002  
 Container Num: 2  
 Year Installed: Not reported  
 Tank Capacity: 00000000  
 Tank Used for: PRODUCT  
 Type of Fuel: DIESEL  
 Tank Construction: Not reported  
 Leak Detection: Stock Inventor

**Sacramento Co. ML:**

Facility Id: Not reported  
 Facility Status: Inactive. Included on a listing no longer updated.  
 FD: F  
 Billing Codes BP: Farm-No Fee  
 Billing Codes UST: Farm-No Fee  
 WG Bill Code: Farm-No Fee  
 Target Property Bill Cod: 50  
 Food Bill Code: 53  
 CUPA Permit Date: Not reported  
 HAZMAT Permit Date: Not reported  
 HAZMAT Inspection Date: Not reported  
 Hazmat Date BP Received: Not reported  
 UST Permit Dt: Not reported  
 UST Inspection Date: Not reported  
 UST Tank Test Date: Not reported  
 Number of Tanks: 1  
 UST Tank Test Date: Not reported  
 SIC Code: Not reported  
 Tier Permitting: Not reported  
 AST Bill Code: Not reported  
 CALARP Bill Code: Not reported

**HAZNET:**

Gepaid: CAC002243017  
 Contact: ROBERT LENT  
 Telephone: 9166842056  
 Facility Addr2: Not reported  
 Mailing Name: Not reported  
 Mailing Address: 8320 ESCHINGER RD  
 Mailing City,St,Zip: ELK GROVE, CA 957580000  
 Gen County: Sacramento

MAP FINDINGS

Map ID  
 Direction  
 Distance  
 Distance (ft.)Site

EDR ID Number  
 EPA ID Number

Database(s)

**ELK GROVE MILLING (Continued)**

**U001612771**

TSD EPA ID: CAD044003556  
 TSD County: Yolo  
 Waste Category: Unspecified oil-containing waste  
 Disposal Method: Transfer Station  
 Tons: 0.4587  
 Facility County: Sacramento

18

**ELK GROVE MILLING  
 8320 ESCHINGER RD  
 ELK GROVE, CA 95624**

**CA FID UST  
 SWEEPS UST  
 Sacramento Co. ML**

**S101627775  
 N/A**

CA FID UST:

Facility ID: 34007029  
 Regulated By: UTNKA  
 Regulated ID: 00030210  
 Cortese Code: Not reported  
 SIC Code: Not reported  
 Facility Phone: 9166859557  
 Mail To: Not reported  
 Mailing Address: 8320 ESCHINGER RD  
 Mailing Address 2: Not reported  
 Mailing City,St,Zip: ELK GROVE 95624  
 Contact: Not reported  
 Contact Phone: Not reported  
 DUNS Number: Not reported  
 NPDES Number: Not reported  
 EPA ID: Not reported  
 Comments: Not reported  
 Status: Active

SWEEPS UST:

Status: A  
 Comp Number: 30210  
 Number: 9  
 Board Of Equalization: Not reported  
 Ref Date: 07-01-85  
 Act Date: Not reported  
 Created Date: 02-29-88  
 Tank Status: A  
 Owner Tank Id: 1  
 Swrcb Tank Id: 34-000-030210-000001  
 Actv Date: 07-01-85  
 Capacity: 1000  
 Tank Use: M.V. FUEL  
 Stg: P  
 Content: LEADED  
 Number Of Tanks: 2

Status: A  
 Comp Number: 30210  
 Number: 9  
 Board Of Equalization: Not reported  
 Ref Date: 07-01-85  
 Act Date: Not reported  
 Created Date: 02-29-88  
 Tank Status: A  
 Owner Tank Id: 2

MAP FINDINGS

Map ID  
 Direction  
 Distance  
 Distance (ft.)Site

EDR ID Number  
 EPA ID Number

Database(s)

**ELK GROVE MILLING (Continued)**

**S101627775**

Swrcb Tank Id: 34-000-030210-000002  
 Actv Date: 07-01-85  
 Capacity: Not reported  
 Tank Use: M.V. FUEL  
 Stg: P  
 Content: DIESEL  
 Number Of Tanks: Not reported

Sacramento Co. ML:

Facility Id: Not reported  
 Facility Status: Not reported  
 FD: Not reported  
 Billing Codes BP: A  
 Billing Codes UST: Not reported  
 WG Bill Code: A  
 Target Property Bill Cod: Not reported  
 Food Bill Code: Not reported  
 CUPA Permit Date: Not reported  
 HAZMAT Permit Date: Not reported  
 HAZMAT Inspection Date: Not reported  
 Hazmat Date BP Received: Not reported  
 UST Permit Dt: Not reported  
 UST Inspection Date: Not reported  
 UST Tank Test Date: Not reported  
 Number of Tanks: Not reported  
 UST Tank Test Date: Not reported  
 SIC Code: Not reported  
 Tier Permitting: Not reported  
 AST Bill Code: Not reported  
 CALARP Bill Code: Not reported

18

**ELK GROVE MILLING  
 8320 ESCHINGER ROAD  
 ELK GROVE, CA 95624**

**FINDS 1004439658  
 N/A**

FINDS:

Registry ID: 110001170795

Environmental Interest/Information System

NCDB (National Compliance Data Base) supports implementation of the Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA) and the Toxic Substances Control Act (TSCA). The system tracks inspections in regions and states with cooperative agreements, enforcement actions, and settlements.

ICIS (Integrated Compliance Information System) is the Integrated Compliance Information System and provides a database that, when complete, will contain integrated Enforcement and Compliance information across most of EPA's programs. The vision for ICIS is to replace EPA's independent databases that contain Enforcement data with a single repository for that information. Currently, ICIS contains all Federal Administrative and Judicial enforcement actions. This information is maintained in ICIS by EPA in the Regional offices and it Headquarters. A future release of ICIS will replace the Permit Compliance System (PCS) which supports the NPDES and will integrate that information with Federal actions already in the system. ICIS also



MAP FINDINGS

Map ID  
 Direction  
 Distance  
 Distance (ft.)Site

EDR ID Number  
 EPA ID Number

Database(s)

**ELK GROVE MILLING (Continued)**

**1004439658**

has the capability to track other activities occurring in the Region that support Compliance and Enforcement programs. These include; Incident Tracking, Compliance Assistance, and Compliance Monitoring.

SSTS (Section Seven Tracking System ) evolved from the FIFRA and TSCA Enforcement System (FATES). SSTS tracks the registration of all pesticide-producing establishments and tracks annually the types and amounts of pesticides, active ingredients, and related devices that are produced, sold, or distributed each year.

**18 ELK GROVE MILLING, INC  
 8320 ESCHINGER RD  
 ELK GROVE, CA**

**Sacramento Co. CS 1000926070  
 N/A**

Sacramento Co. CS:  
 State Site Number: D513  
 Lead Staff: Erikson, S.  
 Lead Agency: HM  
 Remedial Action Taken: YE, S  
 Substance: Automotive(motor gasoline and additives)  
 Date Reported: 05/01/1998  
 Facility Id: RO0001187  
 Case Type: Soil only  
 Case Closed: Y  
**Date Closed: 10/16/2000**

**18 VERIZON WIRELESS - ELK GROVE  
 8320 ESCHINGER RD  
 ELK GROVE, CA 95757**

**Sacramento Co. ML S108195787  
 N/A**

Sacramento Co. ML:  
 Facility Id: Not reported  
 Facility Status: Not reported  
 FD: Not reported  
 Billing Codes BP: A  
 Billing Codes UST: Not reported  
 WG Bill Code: Not reported  
 Target Property Bill Cod: Not reported  
 Food Bill Code: Not reported  
 CUPA Permit Date: Not reported  
 HAZMAT Permit Date: Not reported  
 HAZMAT Inspection Date: Not reported  
 Hazmat Date BP Received: Not reported  
 UST Permit Dt: Not reported  
 UST Inspection Date: Not reported  
 UST Tank Test Date: Not reported  
 Number of Tanks: Not reported  
 UST Tank Test Date: Not reported  
 SIC Code: Not reported  
 Tier Permitting: Not reported  
 AST Bill Code: Not reported  
 CALARP Bill Code: Not reported

MAP FINDINGS

Map ID  
 Direction  
 Distance  
 Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

**18 ELK GROVE MILLING  
 8320 ESCHINGER ROAD  
 ELK GROVE, CA 95624**

**EMI S106830606  
 N/A**

EMI:

Year: 1987  
 County Code: 34  
 Air Basin: SV  
 Facility ID: 22  
 Air District Name: SAC  
 SIC Code: 2048  
 Air District Name: SACRAMENTO METROPOLITAN AQMD  
 Community Health Air Pollution Info System: Not reported  
 Consolidated Emission Reporting Rule: Not reported  
 Total Organic Hydrocarbon Gases Tons/Yr: 0  
 Reactive Organic Gases Tons/Yr: 0  
 Carbon Monoxide Emissions Tons/Yr: 0  
 NOX - Oxides of Nitrogen Tons/Yr: 0  
 SOX - Oxides of Sulphur Tons/Yr: 0  
 Particulate Matter Tons/Yr: 2  
 Part. Matter 10 Micrometers & Smlr Tons/Yr: 1

Year: 1990  
 County Code: 34  
 Air Basin: SV  
 Facility ID: 22  
 Air District Name: SAC  
 SIC Code: 2048  
 Air District Name: SACRAMENTO METROPOLITAN AQMD  
 Community Health Air Pollution Info System: Not reported  
 Consolidated Emission Reporting Rule: Not reported  
 Total Organic Hydrocarbon Gases Tons/Yr: 0  
 Reactive Organic Gases Tons/Yr: 0  
 Carbon Monoxide Emissions Tons/Yr: 0  
 NOX - Oxides of Nitrogen Tons/Yr: 0  
 SOX - Oxides of Sulphur Tons/Yr: 0  
 Particulate Matter Tons/Yr: 2  
 Part. Matter 10 Micrometers & Smlr Tons/Yr: 1

Year: 1993  
 County Code: 34  
 Air Basin: SV  
 Facility ID: 22  
 Air District Name: SAC  
 SIC Code: 2048  
 Air District Name: SACRAMENTO METROPOLITAN AQMD  
 Community Health Air Pollution Info System: Not reported  
 Consolidated Emission Reporting Rule: Not reported  
 Total Organic Hydrocarbon Gases Tons/Yr: 0  
 Reactive Organic Gases Tons/Yr: 0  
 Carbon Monoxide Emissions Tons/Yr: 0  
 NOX - Oxides of Nitrogen Tons/Yr: 0  
 SOX - Oxides of Sulphur Tons/Yr: 0  
 Particulate Matter Tons/Yr: 3  
 Part. Matter 10 Micrometers & Smlr Tons/Yr: 3

Year: 1995  
 County Code: 34  
 Air Basin: SV

MAP FINDINGS

Map ID  
 Direction  
 Distance  
 Distance (ft.)Site

EDR ID Number  
 EPA ID Number

Database(s)

**ELK GROVE MILLING (Continued)**

**S106830606**

Facility ID: 22  
 Air District Name: SAC  
 SIC Code: 2048  
 Air District Name: SACRAMENTO METROPOLITAN AQMD  
 Community Health Air Pollution Info System: Not reported  
 Consolidated Emission Reporting Rule: Not reported  
 Total Organic Hydrocarbon Gases Tons/Yr: 0  
 Reactive Organic Gases Tons/Yr: 0  
 Carbon Monoxide Emissions Tons/Yr: 0  
 NOX - Oxides of Nitrogen Tons/Yr: 0  
 SOX - Oxides of Sulphur Tons/Yr: 0  
 Particulate Matter Tons/Yr: 3  
 Part. Matter 10 Micrometers & Smlr Tons/Yr: 3

Year: 1996  
 County Code: 34  
 Air Basin: SV  
 Facility ID: 22  
 Air District Name: SAC  
 SIC Code: 2048  
 Air District Name: SACRAMENTO METROPOLITAN AQMD  
 Community Health Air Pollution Info System: Not reported  
 Consolidated Emission Reporting Rule: Not reported  
 Total Organic Hydrocarbon Gases Tons/Yr: 0  
 Reactive Organic Gases Tons/Yr: 0  
 Carbon Monoxide Emissions Tons/Yr: 0  
 NOX - Oxides of Nitrogen Tons/Yr: 0  
 SOX - Oxides of Sulphur Tons/Yr: 0  
 Particulate Matter Tons/Yr: 3  
 Part. Matter 10 Micrometers & Smlr Tons/Yr: 3

Year: 1997  
 County Code: 34  
 Air Basin: SV  
 Facility ID: 22  
 Air District Name: SAC  
 SIC Code: 2048  
 Air District Name: SACRAMENTO METROPOLITAN AQMD  
 Community Health Air Pollution Info System: Not reported  
 Consolidated Emission Reporting Rule: Not reported  
 Total Organic Hydrocarbon Gases Tons/Yr: 0  
 Reactive Organic Gases Tons/Yr: 0  
 Carbon Monoxide Emissions Tons/Yr: 0  
 NOX - Oxides of Nitrogen Tons/Yr: 0  
 SOX - Oxides of Sulphur Tons/Yr: 0  
 Particulate Matter Tons/Yr: 3  
 Part. Matter 10 Micrometers & Smlr Tons/Yr: 3

MAP FINDINGS

Map ID  
 Direction  
 Distance  
 Distance (ft.)Site

EDR ID Number

Database(s) EPA ID Number

**18 ELK GROVE MILLING, INC.  
 8320 ESCHINGER ROAD  
 ELK GROVE, CA 95758**

**SSTS 1005428443  
 N/A**

SSTS:

Product: SLUG & SNAIL KILLER PELLETS/MEAL  
 Contact: Not reported  
 Status: Active  
 Registration Number: 067773CA 001  
 Report Year: Not reported  
 Permit: Registered  
 Product Number: 05103600172  
 Product Type: End-use blend, formulation, or concentrate  
 Product Class: Insecticide  
 Product Use: All other products  
 UOM: Not reported  
 Market: Marketed in the United States  
 Region: Not reported  
 Zero product: Not reported  
 Pesticide RUP report: Not reported

Product: SLUG & SNAIL KILLER  
 Contact: Not reported  
 Status: Active  
 Registration Number: 067773CA 001  
 Report Year: 1996  
 Permit: Registered  
 Product Number: 05103600172  
 Product Type: End-use blend, formulation, or concentrate  
 Product Class: Not reported  
 Product Use: Restricted use only  
 UOM: T  
 Market: Marketed in the United States  
 Region: Not reported  
 Zero product: Not reported  
 Pesticide RUP report: Not reported

Product: SLUG & SNAIL KILLER  
 Contact: Not reported  
 Status: Active  
 Registration Number: 067773CA 001  
 Report Year: 1997  
 Permit: Registered  
 Product Number: 05103600172  
 Product Type: End-use blend, formulation, or concentrate  
 Product Class: Not reported  
 Product Use: Restricted use only  
 UOM: T  
 Market: Marketed in the United States  
 Region: Not reported  
 Zero product: Not reported  
 Pesticide RUP report: Not reported

Product: SLUG & SNAIL KILLER PELLETS/MEAL  
 Contact: Not reported  
 Status: Not reported  
 Registration Number: 067773CA 001  
 Report Year: 1999  
 Permit: Registered

MAP FINDINGS

Map ID  
 Direction  
 Distance  
 Distance (ft.)Site

EDR ID Number  
 EPA ID Number

Database(s)

**ELK GROVE MILLING, INC. (Continued)**

**1005428443**

Product Number: 05103600172  
 Product Type: End-use blend, formulation, or concentrate  
 Product Class: Insecticide  
 Product Use: All other products  
 UOM: Not reported  
 Market: Marketed in the United States  
 Region: Not reported  
 Zero product: Not reported  
 Pesticide RUP report: Not reported

Product: STABLE MIX PLUS  
 Contact: Not reported  
 Status: Not reported  
 Registration Number: 067773-CA-001  
 Report Year: 2006  
 Permit: Not reported  
 Product Number: 067773-R  
 Product Type: Not reported  
 Product Class: Not reported  
 Product Use: Not reported  
 UOM: Not reported  
 Market: Not reported  
 Region: Not reported  
 Zero product: Not reported  
 Pesticide RUP report: Not reported

18

**ELK GROVE MILLING INC  
 8320 ESCHINGER RD  
 ELK GROVE, CA 95624**

**LUST S105034386  
 N/A**

LUST:

Region: STATE  
 Global Id: T0606701014  
 Latitude: 38.350633  
 Longitude: -121.3970674  
 Case Type: LUST Cleanup Site  
 Status: Completed - Case Closed  
 Status Date: 2000-10-16 00:00:00  
 Lead Agency: SACRAMENTO COUNTY LOP  
 Case Worker: SJE  
 Local Agency: SACRAMENTO COUNTY LOP  
 RB Case Number: 341189  
 LOC Case Number: D513  
 File Location: Not reported  
 Potential Media Affect: Soil  
 Potential Contaminants of Concern: Gasoline  
 Site History: Not reported

Click here to access the California GeoTracker records for this facility:

LUST REG 5:

Region: 5  
 Status: Case Closed  
 Case Number: 341189  
 Case Type: Soil only  
 Substance: GASOLINE  
 Staff Initials: VJF

MAP FINDINGS

Map ID			EDR ID Number
Direction			
Distance			
Distance (ft.)Site		Database(s)	EPA ID Number

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**ELK GROVE MILLING INC (Continued)**

**S105034386**

Lead Agency: Local  
 Program: LUST  
 MTBE Code: N/A

**18 ELK GROVE MILLING, INC  
 8320 ESCHINGER RD  
 ELK GROVE, CA 95758**

**SSTS 1012195277  
 N/A**

SSTS:

Product: Not reported  
 Contact: ROBERT H LENT, PRES KEVIN HOGAN GEN MGR P: 916-684-2056  
 Status: Not reported  
 Registration Number: 067773-CA-001  
 Report Year: 2008  
 Permit: Not reported  
 Product Number: Not reported  
 Product Type: Not reported  
 Product Class: Not reported  
 Product Use: Not reported  
 UOM: Not reported  
 Market: Not reported  
 Region: 9  
 Zero product: Yes  
 Pesticide RUP report: Not reported

## ORPHAN SUMMARY

City	EDR ID	Site Name	Site Address	Zip	Database(s)
ELK	S105271123	ELK GROVE FIRE	10158 PLEASANT GROVE	95624	Sacramento Co. ML
ELK GROVE	S109442743	ELK GROVE MOTORCYCLE MALL	10261 E 10265 10269	95624	NPDES
ELK GROVE	S109460763	THE CROSSINGS AT ELK GROVE	8575TH & 8597 ELK GROVE FLORIN RD	95624	NPDES
ELK GROVE	S105023654	ELK GROVE UNIFIED SCHOOL	8820TH & 8800 ELK GROVE BLVD	95624	HIST CORTESE
ELK GROVE	S109692362	ELK GROVE CHARTER SCHOOL	ATKINS DR & UPSHAW WAY	95624	NPDES
ELK GROVE	S108649201	ELK GROVE AUTO CARE	9291 BENDEL PL	95624	Sacramento Co. ML, HAZNET
ELK GROVE	S108746847	ELK GROVE MOWER & SAW	9181 CMD CT	95624	HAZNET
ELK GROVE	S110445677	SERVPRO OF ELK GROVE/LAGUNA	9824 DINO DR	95624	Sacramento Co. ML
ELK GROVE	S109442742	ELK GROVE MIXED USE OFFICE COMPLEX	9240 ELK GROVE BLVD	95624	NPDES
ELK GROVE	S109442737	ELK GROVE BLVD & W STOCKTON	ELK GROVE BLVD & W STOCKTON		NPDES
ELK GROVE	S108746845	ELK GROVE COMMUNITY SERVICE DIST	9950 ELK GROVE BLVD	95624	HAZNET
ELK GROVE	2007331082	ELK GROVE BLVD.	ELK GROVE BLVD		ERNS
ELK GROVE	S108054201	CINGULAR WIRELESS - DT ELK GROVE	8760 ELK GROVE BLVD	95624	Sacramento Co. ML
ELK GROVE	S109442750	ELK GROVE WATER SER RAILROAD S	1600 FORT SOUTH OF ELK GROVE BLVD	95624	NPDES
ELK GROVE	S109034662	ELK GROVE CUSTOM CYCLE	10456 GRANT LINE RD	95624	Sacramento Co. ML
ELK GROVE	S107447445	PREMIER AUTO BODY OF ELK GROVE	10148 IRON ROCK WAY	95624	Sacramento Co. ML
ELK GROVE	S108195608	ELK GROVE BUILDERS INC	9918 KENT ST	95624	Sacramento Co. ML
ELK GROVE	S101627776	ELK GROVE RADIO RELAY	5925 W LAS POSITAS BLVD	95624	CA FID UST, SWEEPS UST
ELK GROVE	U001612773	ELK GROVE RADIO RELAY	5925 W LAS POSITAS BLVD	95624	HIST UST
ELK GROVE	S110375234	ELK GROVE USD/COSMNES OAKS HIGH SCHOOL	9850 LOTZ PKWY	95757	HAZNET
ELK GROVE	S106387999	ELK GROVE WATER SERVICE WELL #04	9205 MEADOW GROVE DR	95624	Sacramento Co. ML
ELK GROVE	S109460887	THE RESERVE AT ELK GROVE CREEK	NWC OF GRANT LINE ROAD OF CHAR WAY S		NPDES
ELK GROVE	S109445073	GROVE: VILLAGES 7 AND 9	N OF WHITELOCK W OF BIG HORN BLVD	95624	NPDES
ELK GROVE	S109460797	THE GROVE VILLAGE 1 AT LAGUNA RIDGE	S OF ELK GROVE BLVD	95624	NPDES
ELK GROVE	S109442734	ELK GROVE AUTO	ORCHARD LOOP DR	95624	NPDES
ELK GROVE	S109451856	NEW FIRESTONE STORE ELK GROVE AUTO CENTER SACRAMEN	8035 ORCHARD LOOP LN	95624	NPDES
ELK GROVE	S109439613	CHILIS GRILL & BAR ELK GROVE	SEQ ELK GROVE FLORIN RD & CALVINE RD	95624	NPDES
ELK GROVE	S109442745	ELK GROVE PROMENADE MAJOR RDS PROJECT	W STOCKTON BOULEVARD GRANT LN RD & HWY 99	95624	NPDES
ELK GROVE	S109442735	ELK GROVE AUTOMALL EXPANSION	W STOCKTON BLVD		NPDES
ELK GROVE	S109034953	ELK GROVE POWER EQUIPMENT	10491 E STOCKTON BLVD	95624	Sacramento Co. ML
ELK GROVE	S109034951	ELK GROVE POWER SPORTS, LLC	10491 E STOCKTON BLVD	95624	Sacramento Co. ML
ELK GROVE	S105455069	ELK GROVE	122 STREET	95624	Sacramento Co. ML
ELK GROVE	S109447364	KDS NE ELK GROVE CA	SWC CALVINE RD & ELK GROVE FLORIN RD	95624	NPDES

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

To maintain currency of the following federal and state databases, EDR contacts the appropriate governmental agency on a monthly or quarterly basis, as required.

**Number of Days to Update:** Provides confirmation that EDR is reporting records that have been updated within 90 days from the date the government agency made the information available to the public.

## FEDERAL RECORDS

### NPL: National Priority List

National Priorities List (Superfund). The NPL is a subset of CERCLIS and identifies over 1,200 sites for priority cleanup under the Superfund Program. NPL sites may encompass relatively large areas. As such, EDR provides polygon coverage for over 1,000 NPL site boundaries produced by EPA's Environmental Photographic Interpretation Center (EPIC) and regional EPA offices.

Date of Government Version: 07/02/2010	Source: EPA
Date Data Arrived at EDR: 07/14/2010	Telephone: N/A
Date Made Active in Reports: 10/04/2010	Last EDR Contact: 10/13/2010
Number of Days to Update: 82	Next Scheduled EDR Contact: 01/24/2011
	Data Release Frequency: Quarterly

### NPL Site Boundaries

#### Sources:

EPA's Environmental Photographic Interpretation Center (EPIC)  
Telephone: 202-564-7333

EPA Region 1  
Telephone 617-918-1143

EPA Region 6  
Telephone: 214-655-6659

EPA Region 3  
Telephone 215-814-5418

EPA Region 7  
Telephone: 913-551-7247

EPA Region 4  
Telephone 404-562-8033

EPA Region 8  
Telephone: 303-312-6774

EPA Region 5  
Telephone 312-886-6686

EPA Region 9  
Telephone: 415-947-4246

EPA Region 10  
Telephone 206-553-8665

### Proposed NPL: Proposed National Priority List Sites

A site that has been proposed for listing on the National Priorities List through the issuance of a proposed rule in the Federal Register. EPA then accepts public comments on the site, responds to the comments, and places on the NPL those sites that continue to meet the requirements for listing.

Date of Government Version: 07/02/2010	Source: EPA
Date Data Arrived at EDR: 07/14/2010	Telephone: N/A
Date Made Active in Reports: 10/04/2010	Last EDR Contact: 10/13/2010
Number of Days to Update: 82	Next Scheduled EDR Contact: 01/24/2011
	Data Release Frequency: Quarterly

### DELISTED NPL: National Priority List Deletions

The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the EPA uses to delete sites from the NPL. In accordance with 40 CFR 300.425.(e), sites may be deleted from the NPL where no further response is appropriate.

Date of Government Version: 07/02/2010	Source: EPA
Date Data Arrived at EDR: 07/14/2010	Telephone: N/A
Date Made Active in Reports: 10/04/2010	Last EDR Contact: 10/13/2010
Number of Days to Update: 82	Next Scheduled EDR Contact: 01/24/2011
	Data Release Frequency: Quarterly



# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## NPL LIENS: Federal Superfund Liens

Federal Superfund Liens. Under the authority granted the USEPA by CERCLA of 1980, the USEPA has the authority to file liens against real property in order to recover remedial action expenditures or when the property owner received notification of potential liability. USEPA compiles a listing of filed notices of Superfund Liens.

Date of Government Version: 10/15/1991	Source: EPA
Date Data Arrived at EDR: 02/02/1994	Telephone: 202-564-4267
Date Made Active in Reports: 03/30/1994	Last EDR Contact: 08/16/2010
Number of Days to Update: 56	Next Scheduled EDR Contact: 11/29/2010
	Data Release Frequency: No Update Planned

## CERCLIS: Comprehensive Environmental Response, Compensation, and Liability Information System

CERCLIS contains data on potentially hazardous waste sites that have been reported to the USEPA by states, municipalities, private companies and private persons, pursuant to Section 103 of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). CERCLIS contains sites which are either proposed to or on the National Priorities List (NPL) and sites which are in the screening and assessment phase for possible inclusion on the NPL.

Date of Government Version: 01/29/2010	Source: EPA
Date Data Arrived at EDR: 02/09/2010	Telephone: 703-412-9810
Date Made Active in Reports: 04/12/2010	Last EDR Contact: 10/01/2010
Number of Days to Update: 62	Next Scheduled EDR Contact: 01/10/2011
	Data Release Frequency: Quarterly

## CERCLIS-NFRAP: CERCLIS No Further Remedial Action Planned

Archived sites are sites that have been removed and archived from the inventory of CERCLIS sites. Archived status indicates that, to the best of EPA's knowledge, assessment at a site has been completed and that EPA has determined no further steps will be taken to list this site on the National Priorities List (NPL), unless information indicates this decision was not appropriate or other considerations require a recommendation for listing at a later time. This decision does not necessarily mean that there is no hazard associated with a given site; it only means that, based upon available information, the location is not judged to be a potential NPL site.

Date of Government Version: 06/23/2009	Source: EPA
Date Data Arrived at EDR: 09/02/2009	Telephone: 703-412-9810
Date Made Active in Reports: 09/21/2009	Last EDR Contact: 10/01/2010
Number of Days to Update: 19	Next Scheduled EDR Contact: 12/13/2010
	Data Release Frequency: Quarterly

## LIENS 2: CERCLA Lien Information

A Federal CERCLA ('Superfund') lien can exist by operation of law at any site or property at which EPA has spent Superfund monies. These monies are spent to investigate and address releases and threatened releases of contamination. CERCLIS provides information as to the identity of these sites and properties.

Date of Government Version: 05/06/2010	Source: Environmental Protection Agency
Date Data Arrived at EDR: 05/11/2010	Telephone: 202-564-6023
Date Made Active in Reports: 08/09/2010	Last EDR Contact: 08/02/2010
Number of Days to Update: 90	Next Scheduled EDR Contact: 11/15/2010
	Data Release Frequency: Varies

## CORRACTS: Corrective Action Report

CORRACTS identifies hazardous waste handlers with RCRA corrective action activity.

Date of Government Version: 05/25/2010	Source: EPA
Date Data Arrived at EDR: 06/02/2010	Telephone: 800-424-9346
Date Made Active in Reports: 10/04/2010	Last EDR Contact: 08/16/2010
Number of Days to Update: 124	Next Scheduled EDR Contact: 11/29/2010
	Data Release Frequency: Quarterly

## RCRA-TSDF: RCRA - Treatment, Storage and Disposal

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Transporters are individuals or entities that move hazardous waste from the generator offsite to a facility that can recycle, treat, store, or dispose of the waste. TSDFs treat, store, or dispose of the waste.

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 02/17/2010  
Date Data Arrived at EDR: 02/19/2010  
Date Made Active in Reports: 05/17/2010  
Number of Days to Update: 87

Source: Environmental Protection Agency  
Telephone: (415) 495-8895  
Last EDR Contact: 10/07/2010  
Next Scheduled EDR Contact: 01/17/2011  
Data Release Frequency: Quarterly

## RCRA-LQG: RCRA - Large Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month.

Date of Government Version: 02/17/2010  
Date Data Arrived at EDR: 02/19/2010  
Date Made Active in Reports: 05/17/2010  
Number of Days to Update: 87

Source: Environmental Protection Agency  
Telephone: (415) 495-8895  
Last EDR Contact: 10/07/2010  
Next Scheduled EDR Contact: 01/17/2011  
Data Release Frequency: Quarterly

## RCRA-SQG: RCRA - Small Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.

Date of Government Version: 02/17/2010  
Date Data Arrived at EDR: 02/19/2010  
Date Made Active in Reports: 05/17/2010  
Number of Days to Update: 87

Source: Environmental Protection Agency  
Telephone: (415) 495-8895  
Last EDR Contact: 10/07/2010  
Next Scheduled EDR Contact: 01/17/2011  
Data Release Frequency: Quarterly

## RCRA-CESQG: RCRA - Conditionally Exempt Small Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Conditionally exempt small quantity generators (CESQGs) generate less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month.

Date of Government Version: 02/17/2010  
Date Data Arrived at EDR: 02/19/2010  
Date Made Active in Reports: 05/17/2010  
Number of Days to Update: 87

Source: Environmental Protection Agency  
Telephone: (415) 495-8895  
Last EDR Contact: 10/07/2010  
Next Scheduled EDR Contact: 01/17/2011  
Data Release Frequency: Varies

## RCRA-NonGen: RCRA - Non Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Non-Generators do not presently generate hazardous waste.

Date of Government Version: 02/17/2010  
Date Data Arrived at EDR: 02/19/2010  
Date Made Active in Reports: 05/17/2010  
Number of Days to Update: 87

Source: Environmental Protection Agency  
Telephone: (415) 495-8895  
Last EDR Contact: 10/07/2010  
Next Scheduled EDR Contact: 01/17/2011  
Data Release Frequency: Varies

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## US ENG CONTROLS: Engineering Controls Sites List

A listing of sites with engineering controls in place. Engineering controls include various forms of caps, building foundations, liners, and treatment methods to create pathway elimination for regulated substances to enter environmental media or effect human health.

Date of Government Version: 12/20/2009	Source: Environmental Protection Agency
Date Data Arrived at EDR: 01/20/2010	Telephone: 703-603-0695
Date Made Active in Reports: 04/12/2010	Last EDR Contact: 09/13/2010
Number of Days to Update: 82	Next Scheduled EDR Contact: 12/27/2010
	Data Release Frequency: Varies

## US INST CONTROL: Sites with Institutional Controls

A listing of sites with institutional controls in place. Institutional controls include administrative measures, such as groundwater use restrictions, construction restrictions, property use restrictions, and post remediation care requirements intended to prevent exposure to contaminants remaining on site. Deed restrictions are generally required as part of the institutional controls.

Date of Government Version: 12/20/2009	Source: Environmental Protection Agency
Date Data Arrived at EDR: 01/20/2010	Telephone: 703-603-0695
Date Made Active in Reports: 04/12/2010	Last EDR Contact: 09/13/2010
Number of Days to Update: 82	Next Scheduled EDR Contact: 12/27/2010
	Data Release Frequency: Varies

## ERNS: Emergency Response Notification System

Emergency Response Notification System. ERNS records and stores information on reported releases of oil and hazardous substances.

Date of Government Version: 07/09/2010	Source: National Response Center, United States Coast Guard
Date Data Arrived at EDR: 07/09/2010	Telephone: 202-267-2180
Date Made Active in Reports: 08/17/2010	Last EDR Contact: 10/06/2010
Number of Days to Update: 39	Next Scheduled EDR Contact: 01/17/2011
	Data Release Frequency: Annually

## HMIRS: Hazardous Materials Information Reporting System

Hazardous Materials Incident Report System. HMIRS contains hazardous material spill incidents reported to DOT.

Date of Government Version: 04/06/2010	Source: U.S. Department of Transportation
Date Data Arrived at EDR: 04/07/2010	Telephone: 202-366-4555
Date Made Active in Reports: 05/27/2010	Last EDR Contact: 10/07/2010
Number of Days to Update: 50	Next Scheduled EDR Contact: 01/17/2011
	Data Release Frequency: Annually

## DOT OPS: Incident and Accident Data

Department of Transportation, Office of Pipeline Safety Incident and Accident data.

Date of Government Version: 01/12/2010	Source: Department of Transportation, Office of Pipeline Safety
Date Data Arrived at EDR: 02/09/2010	Telephone: 202-366-4595
Date Made Active in Reports: 04/12/2010	Last EDR Contact: 08/11/2010
Number of Days to Update: 62	Next Scheduled EDR Contact: 11/22/2010
	Data Release Frequency: Varies

## US CDL: Clandestine Drug Labs

A listing of clandestine drug lab locations. The U.S. Department of Justice ("the Department") provides this web site as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy. Members of the public must verify the accuracy of all entries by, for example, contacting local law enforcement and local health departments.

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 05/07/2010  
Date Data Arrived at EDR: 06/18/2010  
Date Made Active in Reports: 08/17/2010  
Number of Days to Update: 60

Source: Drug Enforcement Administration  
Telephone: 202-307-1000  
Last EDR Contact: 09/17/2010  
Next Scheduled EDR Contact: 12/20/2010  
Data Release Frequency: Quarterly

### US BROWNFIELDS: A Listing of Brownfields Sites

Included in the listing are brownfields properties addresses by Cooperative Agreement Recipients and brownfields properties addressed by Targeted Brownfields Assessments. Targeted Brownfields Assessments-EPA's Targeted Brownfields Assessments (TBA) program is designed to help states, tribes, and municipalities--especially those without EPA Brownfields Assessment Demonstration Pilots--minimize the uncertainties of contamination often associated with brownfields. Under the TBA program, EPA provides funding and/or technical assistance for environmental assessments at brownfields sites throughout the country. Targeted Brownfields Assessments supplement and work with other efforts under EPA's Brownfields Initiative to promote cleanup and redevelopment of brownfields. Cooperative Agreement Recipients-States, political subdivisions, territories, and Indian tribes become Brownfields Cleanup Revolving Loan Fund (BCRLF) cooperative agreement recipients when they enter into BCRLF cooperative agreements with the U.S. EPA. EPA selects BCRLF cooperative agreement recipients based on a proposal and application process. BCRLF cooperative agreement recipients must use EPA funds provided through BCRLF cooperative agreement for specified brownfields-related cleanup activities.

Date of Government Version: 06/24/2010  
Date Data Arrived at EDR: 06/25/2010  
Date Made Active in Reports: 08/17/2010  
Number of Days to Update: 53

Source: Environmental Protection Agency  
Telephone: 202-566-2777  
Last EDR Contact: 09/29/2010  
Next Scheduled EDR Contact: 01/10/2011  
Data Release Frequency: Semi-Annually

### DOD: Department of Defense Sites

This data set consists of federally owned or administered lands, administered by the Department of Defense, that have any area equal to or greater than 640 acres of the United States, Puerto Rico, and the U.S. Virgin Islands.

Date of Government Version: 12/31/2005  
Date Data Arrived at EDR: 11/10/2006  
Date Made Active in Reports: 01/11/2007  
Number of Days to Update: 62

Source: USGS  
Telephone: 703-692-8801  
Last EDR Contact: 07/22/2010  
Next Scheduled EDR Contact: 11/01/2010  
Data Release Frequency: Semi-Annually

### FUDS: Formerly Used Defense Sites

The listing includes locations of Formerly Used Defense Sites properties where the US Army Corps of Engineers is actively working or will take necessary cleanup actions.

Date of Government Version: 12/31/2008  
Date Data Arrived at EDR: 09/30/2009  
Date Made Active in Reports: 12/01/2009  
Number of Days to Update: 62

Source: U.S. Army Corps of Engineers  
Telephone: 202-528-4285  
Last EDR Contact: 09/14/2010  
Next Scheduled EDR Contact: 12/27/2010  
Data Release Frequency: Varies

### LUCIS: Land Use Control Information System

LUCIS contains records of land use control information pertaining to the former Navy Base Realignment and Closure properties.

Date of Government Version: 12/09/2005  
Date Data Arrived at EDR: 12/11/2006  
Date Made Active in Reports: 01/11/2007  
Number of Days to Update: 31

Source: Department of the Navy  
Telephone: 843-820-7326  
Last EDR Contact: 09/08/2010  
Next Scheduled EDR Contact: 12/06/2010  
Data Release Frequency: Varies

### CONSENT: Superfund (CERCLA) Consent Decrees

Major legal settlements that establish responsibility and standards for cleanup at NPL (Superfund) sites. Released periodically by United States District Courts after settlement by parties to litigation matters.

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 04/11/2010  
Date Data Arrived at EDR: 04/19/2010  
Date Made Active in Reports: 05/17/2010  
Number of Days to Update: 28

Source: Department of Justice, Consent Decree Library  
Telephone: Varies  
Last EDR Contact: 10/04/2010  
Next Scheduled EDR Contact: 01/17/2011  
Data Release Frequency: Varies

## ROD: Records Of Decision

Record of Decision. ROD documents mandate a permanent remedy at an NPL (Superfund) site containing technical and health information to aid in the cleanup.

Date of Government Version: 06/01/2010  
Date Data Arrived at EDR: 06/16/2010  
Date Made Active in Reports: 08/17/2010  
Number of Days to Update: 62

Source: EPA  
Telephone: 703-416-0223  
Last EDR Contact: 09/15/2010  
Next Scheduled EDR Contact: 12/27/2010  
Data Release Frequency: Annually

## UMTRA: Uranium Mill Tailings Sites

Uranium ore was mined by private companies for federal government use in national defense programs. When the mills shut down, large piles of the sand-like material (mill tailings) remain after uranium has been extracted from the ore. Levels of human exposure to radioactive materials from the piles are low; however, in some cases tailings were used as construction materials before the potential health hazards of the tailings were recognized.

Date of Government Version: 12/14/2009  
Date Data Arrived at EDR: 09/29/2010  
Date Made Active in Reports: 10/04/2010  
Number of Days to Update: 5

Source: Department of Energy  
Telephone: 505-845-0011  
Last EDR Contact: 09/01/2010  
Next Scheduled EDR Contact: 12/13/2010  
Data Release Frequency: Varies

## DEBRIS REGION 9: Torres Martinez Reservation Illegal Dump Site Locations

A listing of illegal dump sites location on the Torres Martinez Indian Reservation located in eastern Riverside County and northern Imperial County, California.

Date of Government Version: 01/12/2009  
Date Data Arrived at EDR: 05/07/2009  
Date Made Active in Reports: 09/21/2009  
Number of Days to Update: 137

Source: EPA, Region 9  
Telephone: 415-947-4219  
Last EDR Contact: 10/18/2010  
Next Scheduled EDR Contact: 01/10/2011  
Data Release Frequency: Varies

## ODI: Open Dump Inventory

An open dump is defined as a disposal facility that does not comply with one or more of the Part 257 or Part 258 Subtitle D Criteria.

Date of Government Version: 06/30/1985  
Date Data Arrived at EDR: 08/09/2004  
Date Made Active in Reports: 09/17/2004  
Number of Days to Update: 39

Source: Environmental Protection Agency  
Telephone: 800-424-9346  
Last EDR Contact: 06/09/2004  
Next Scheduled EDR Contact: N/A  
Data Release Frequency: No Update Planned

## MINES: Mines Master Index File

Contains all mine identification numbers issued for mines active or opened since 1971. The data also includes violation information.

Date of Government Version: 05/07/2010  
Date Data Arrived at EDR: 06/09/2010  
Date Made Active in Reports: 08/30/2010  
Number of Days to Update: 82

Source: Department of Labor, Mine Safety and Health Administration  
Telephone: 303-231-5959  
Last EDR Contact: 09/09/2010  
Next Scheduled EDR Contact: 12/20/2010  
Data Release Frequency: Semi-Annually

## TRIS: Toxic Chemical Release Inventory System

Toxic Release Inventory System. TRIS identifies facilities which release toxic chemicals to the air, water and land in reportable quantities under SARA Title III Section 313.

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 12/31/2008  
Date Data Arrived at EDR: 01/13/2010  
Date Made Active in Reports: 02/18/2010  
Number of Days to Update: 36

Source: EPA  
Telephone: 202-566-0250  
Last EDR Contact: 09/01/2010  
Next Scheduled EDR Contact: 12/13/2010  
Data Release Frequency: Annually

## TSCA: Toxic Substances Control Act

Toxic Substances Control Act. TSCA identifies manufacturers and importers of chemical substances included on the TSCA Chemical Substance Inventory list. It includes data on the production volume of these substances by plant site.

Date of Government Version: 12/31/2002  
Date Data Arrived at EDR: 04/14/2006  
Date Made Active in Reports: 05/30/2006  
Number of Days to Update: 46

Source: EPA  
Telephone: 202-260-5521  
Last EDR Contact: 10/01/2010  
Next Scheduled EDR Contact: 01/10/2011  
Data Release Frequency: Every 4 Years

FTTS: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)  
FTTS tracks administrative cases and pesticide enforcement actions and compliance activities related to FIFRA, TSCA and EPCRA (Emergency Planning and Community Right-to-Know Act). To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 04/09/2009  
Date Data Arrived at EDR: 04/16/2009  
Date Made Active in Reports: 05/11/2009  
Number of Days to Update: 25

Source: EPA/Office of Prevention, Pesticides and Toxic Substances  
Telephone: 202-566-1667  
Last EDR Contact: 08/30/2010  
Next Scheduled EDR Contact: 12/13/2010  
Data Release Frequency: Quarterly

FTTS INSP: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)  
A listing of FIFRA/TSCA Tracking System (FTTS) inspections and enforcements.

Date of Government Version: 04/09/2009  
Date Data Arrived at EDR: 04/16/2009  
Date Made Active in Reports: 05/11/2009  
Number of Days to Update: 25

Source: EPA  
Telephone: 202-566-1667  
Last EDR Contact: 08/30/2010  
Next Scheduled EDR Contact: 12/13/2010  
Data Release Frequency: Quarterly

## HIST FTTS: FIFRA/TSCA Tracking System Administrative Case Listing

A complete administrative case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006  
Date Data Arrived at EDR: 03/01/2007  
Date Made Active in Reports: 04/10/2007  
Number of Days to Update: 40

Source: Environmental Protection Agency  
Telephone: 202-564-2501  
Last EDR Contact: 12/17/2007  
Next Scheduled EDR Contact: 03/17/2008  
Data Release Frequency: No Update Planned

## HIST FTTS INSP: FIFRA/TSCA Tracking System Inspection & Enforcement Case Listing

A complete inspection and enforcement case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 10/19/2006  
Date Data Arrived at EDR: 03/01/2007  
Date Made Active in Reports: 04/10/2007  
Number of Days to Update: 40

Source: Environmental Protection Agency  
Telephone: 202-564-2501  
Last EDR Contact: 12/17/2008  
Next Scheduled EDR Contact: 03/17/2008  
Data Release Frequency: No Update Planned

## SSTS: Section 7 Tracking Systems

Section 7 of the Federal Insecticide, Fungicide and Rodenticide Act, as amended (92 Stat. 829) requires all registered pesticide-producing establishments to submit a report to the Environmental Protection Agency by March 1st each year. Each establishment must report the types and amounts of pesticides, active ingredients and devices being produced, and those having been produced and sold or distributed in the past year.

Date of Government Version: 12/31/2008  
Date Data Arrived at EDR: 01/06/2010  
Date Made Active in Reports: 02/10/2010  
Number of Days to Update: 35

Source: EPA  
Telephone: 202-564-4203  
Last EDR Contact: 08/16/2010  
Next Scheduled EDR Contact: 11/15/2010  
Data Release Frequency: Annually

## ICIS: Integrated Compliance Information System

The Integrated Compliance Information System (ICIS) supports the information needs of the national enforcement and compliance program as well as the unique needs of the National Pollutant Discharge Elimination System (NPDES) program.

Date of Government Version: 04/24/2010  
Date Data Arrived at EDR: 04/29/2010  
Date Made Active in Reports: 05/17/2010  
Number of Days to Update: 18

Source: Environmental Protection Agency  
Telephone: 202-564-5088  
Last EDR Contact: 09/27/2010  
Next Scheduled EDR Contact: 01/10/2011  
Data Release Frequency: Quarterly

## PADS: PCB Activity Database System

PCB Activity Database. PADS Identifies generators, transporters, commercial storers and/or brokers and disposers of PCB's who are required to notify the EPA of such activities.

Date of Government Version: 02/01/2010  
Date Data Arrived at EDR: 04/22/2010  
Date Made Active in Reports: 08/09/2010  
Number of Days to Update: 109

Source: EPA  
Telephone: 202-566-0500  
Last EDR Contact: 07/30/2010  
Next Scheduled EDR Contact: 11/01/2010  
Data Release Frequency: Annually

## MLTS: Material Licensing Tracking System

MLTS is maintained by the Nuclear Regulatory Commission and contains a list of approximately 8,100 sites which possess or use radioactive materials and which are subject to NRC licensing requirements. To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 03/18/2010  
Date Data Arrived at EDR: 04/06/2010  
Date Made Active in Reports: 05/27/2010  
Number of Days to Update: 51

Source: Nuclear Regulatory Commission  
Telephone: 301-415-7169  
Last EDR Contact: 09/13/2010  
Next Scheduled EDR Contact: 12/27/2010  
Data Release Frequency: Quarterly

## RADINFO: Radiation Information Database

The Radiation Information Database (RADINFO) contains information about facilities that are regulated by U.S. Environmental Protection Agency (EPA) regulations for radiation and radioactivity.

Date of Government Version: 07/13/2010  
Date Data Arrived at EDR: 07/14/2010  
Date Made Active in Reports: 08/09/2010  
Number of Days to Update: 26

Source: Environmental Protection Agency  
Telephone: 202-343-9775  
Last EDR Contact: 10/14/2010  
Next Scheduled EDR Contact: 01/24/2011  
Data Release Frequency: Quarterly

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## FINDS: Facility Index System/Facility Registry System

Facility Index System. FINDS contains both facility information and 'pointers' to other sources that contain more detail. EDR includes the following FINDS databases in this report: PCS (Permit Compliance System), AIRS (Aerometric Information Retrieval System), DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes), FURS (Federal Underground Injection Control), C-DOCKET (Criminal Docket System used to track criminal enforcement actions for all environmental statutes), FFIS (Federal Facilities Information System), STATE (State Environmental Laws and Statutes), and PADS (PCB Activity Data System).

Date of Government Version: 04/14/2010	Source: EPA
Date Data Arrived at EDR: 04/16/2010	Telephone: (415) 947-8000
Date Made Active in Reports: 05/27/2010	Last EDR Contact: 09/15/2010
Number of Days to Update: 41	Next Scheduled EDR Contact: 12/27/2010
	Data Release Frequency: Quarterly

## RAATS: RCRA Administrative Action Tracking System

RCRA Administration Action Tracking System. RAATS contains records based on enforcement actions issued under RCRA pertaining to major violators and includes administrative and civil actions brought by the EPA. For administration actions after September 30, 1995, data entry in the RAATS database was discontinued. EPA will retain a copy of the database for historical records. It was necessary to terminate RAATS because a decrease in agency resources made it impossible to continue to update the information contained in the database.

Date of Government Version: 04/17/1995	Source: EPA
Date Data Arrived at EDR: 07/03/1995	Telephone: 202-564-4104
Date Made Active in Reports: 08/07/1995	Last EDR Contact: 06/02/2008
Number of Days to Update: 35	Next Scheduled EDR Contact: 09/01/2008
	Data Release Frequency: No Update Planned

## BRS: Biennial Reporting System

The Biennial Reporting System is a national system administered by the EPA that collects data on the generation and management of hazardous waste. BRS captures detailed data from two groups: Large Quantity Generators (LQG) and Treatment, Storage, and Disposal Facilities.

Date of Government Version: 12/31/2007	Source: EPA/NTIS
Date Data Arrived at EDR: 02/25/2010	Telephone: 800-424-9346
Date Made Active in Reports: 05/12/2010	Last EDR Contact: 08/24/2010
Number of Days to Update: 76	Next Scheduled EDR Contact: 12/06/2010
	Data Release Frequency: Biennially

## FEDERAL FACILITY: Federal Facility Site Information listing

A listing of National Priority List (NPL) and Base Realignment and Closure (BRAC) sites found in the Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS) Database where EPA's Federal Facilities Restoration and Reuse Office is involved in cleanup activities.

Date of Government Version: 06/23/2009	Source: Environmental Protection Agency
Date Data Arrived at EDR: 01/15/2010	Telephone: 703-603-8704
Date Made Active in Reports: 02/10/2010	Last EDR Contact: 10/13/2010
Number of Days to Update: 26	Next Scheduled EDR Contact: 01/24/2011
	Data Release Frequency: Varies

## US HIST CDL: National Clandestine Laboratory Register

A listing of clandestine drug lab locations. The U.S. Department of Justice ("the Department") provides this web site as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy. Members of the public must verify the accuracy of all entries by, for example, contacting local law enforcement and local health departments.

Date of Government Version: 09/01/2007	Source: Drug Enforcement Administration
Date Data Arrived at EDR: 11/19/2008	Telephone: 202-307-1000
Date Made Active in Reports: 03/30/2009	Last EDR Contact: 03/23/2009
Number of Days to Update: 131	Next Scheduled EDR Contact: 06/22/2009
	Data Release Frequency: No Update Planned



# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## PCB TRANSFORMER: PCB Transformer Registration Database

The database of PCB transformer registrations that includes all PCB registration submittals.

Date of Government Version: 01/01/2008	Source: Environmental Protection Agency
Date Data Arrived at EDR: 02/18/2009	Telephone: 202-566-0517
Date Made Active in Reports: 05/29/2009	Last EDR Contact: 08/10/2010
Number of Days to Update: 100	Next Scheduled EDR Contact: 11/15/2010
	Data Release Frequency: Varies

## COAL ASH DOE: Steam-Electric Plan Operation Data

A listing of power plants that store ash in surface ponds.

Date of Government Version: 12/31/2005	Source: Department of Energy
Date Data Arrived at EDR: 08/07/2009	Telephone: 202-586-8719
Date Made Active in Reports: 10/22/2009	Last EDR Contact: 07/21/2010
Number of Days to Update: 76	Next Scheduled EDR Contact: 11/01/2010
	Data Release Frequency: Varies

## FEMA UST: Underground Storage Tank Listing

A listing of all FEMA owned underground storage tanks.

Date of Government Version: 01/01/2010	Source: FEMA
Date Data Arrived at EDR: 02/16/2010	Telephone: 202-646-5797
Date Made Active in Reports: 04/12/2010	Last EDR Contact: 07/19/2010
Number of Days to Update: 55	Next Scheduled EDR Contact: 11/01/2010
	Data Release Frequency: Varies

## COAL ASH EPA: Coal Combustion Residues Surface Impoundments List

A listing of coal combustion residues surface impoundments with high hazard potential ratings.

Date of Government Version: 11/09/2009	Source: Environmental Protection Agency
Date Data Arrived at EDR: 12/18/2009	Telephone: N/A
Date Made Active in Reports: 02/10/2010	Last EDR Contact: 09/15/2010
Number of Days to Update: 54	Next Scheduled EDR Contact: 12/27/2010
	Data Release Frequency: Varies

## SCRD DRYCLEANERS: State Coalition for Remediation of Drycleaners Listing

The State Coalition for Remediation of Drycleaners was established in 1998, with support from the U.S. EPA Office of Superfund Remediation and Technology Innovation. It is comprised of representatives of states with established drycleaner remediation programs. Currently the member states are Alabama, Connecticut, Florida, Illinois, Kansas, Minnesota, Missouri, North Carolina, Oregon, South Carolina, Tennessee, Texas, and Wisconsin.

Date of Government Version: 05/12/2010	Source: Environmental Protection Agency
Date Data Arrived at EDR: 05/13/2010	Telephone: 615-532-8599
Date Made Active in Reports: 08/17/2010	Last EDR Contact: 08/23/2010
Number of Days to Update: 96	Next Scheduled EDR Contact: 11/08/2010
	Data Release Frequency: Varies

## STATE AND LOCAL RECORDS

### HIST CAL-SITES: Calsites Database

The Calsites database contains potential or confirmed hazardous substance release properties. In 1996, California EPA reevaluated and significantly reduced the number of sites in the Calsites database. No longer updated by the state agency. It has been replaced by ENVIROSTOR.

Date of Government Version: 08/08/2005	Source: Department of Toxic Substance Control
Date Data Arrived at EDR: 08/03/2006	Telephone: 916-323-3400
Date Made Active in Reports: 08/24/2006	Last EDR Contact: 02/23/2009
Number of Days to Update: 21	Next Scheduled EDR Contact: 05/25/2009
	Data Release Frequency: No Update Planned

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## CA BOND EXP. PLAN: Bond Expenditure Plan

Department of Health Services developed a site-specific expenditure plan as the basis for an appropriation of Hazardous Substance Cleanup Bond Act funds. It is not updated.

Date of Government Version: 01/01/1989  
Date Data Arrived at EDR: 07/27/1994  
Date Made Active in Reports: 08/02/1994  
Number of Days to Update: 6

Source: Department of Health Services  
Telephone: 916-255-2118  
Last EDR Contact: 05/31/1994  
Next Scheduled EDR Contact: N/A  
Data Release Frequency: No Update Planned

## SCH: School Property Evaluation Program

This category contains proposed and existing school sites that are being evaluated by DTSC for possible hazardous materials contamination. In some cases, these properties may be listed in the CalSites category depending on the level of threat to public health and safety or the environment they pose.

Date of Government Version: 08/18/2010  
Date Data Arrived at EDR: 09/16/2010  
Date Made Active in Reports: 09/29/2010  
Number of Days to Update: 13

Source: Department of Toxic Substances Control  
Telephone: 916-323-3400  
Last EDR Contact: 09/16/2010  
Next Scheduled EDR Contact: 11/22/2010  
Data Release Frequency: Quarterly

## TOXIC PITS: Toxic Pits Cleanup Act Sites

Toxic PITS Cleanup Act Sites. TOXIC PITS identifies sites suspected of containing hazardous substances where cleanup has not yet been completed.

Date of Government Version: 07/01/1995  
Date Data Arrived at EDR: 08/30/1995  
Date Made Active in Reports: 09/26/1995  
Number of Days to Update: 27

Source: State Water Resources Control Board  
Telephone: 916-227-4364  
Last EDR Contact: 01/26/2009  
Next Scheduled EDR Contact: 04/27/2009  
Data Release Frequency: No Update Planned

## SWF/LF (SWIS): Solid Waste Information System

Active, Closed and Inactive Landfills. SWF/LF records typically contain an inventory of solid waste disposal facilities or landfills. These may be active or inactive facilities or open dumps that failed to meet RCRA Section 4004 criteria for solid waste landfills or disposal sites.

Date of Government Version: 08/23/2010  
Date Data Arrived at EDR: 08/24/2010  
Date Made Active in Reports: 09/29/2010  
Number of Days to Update: 36

Source: Department of Resources Recycling and Recovery  
Telephone: 916-341-6320  
Last EDR Contact: 08/24/2010  
Next Scheduled EDR Contact: 12/06/2010  
Data Release Frequency: Quarterly

## WMUDS/SWAT: Waste Management Unit Database

Waste Management Unit Database System. WMUDS is used by the State Water Resources Control Board staff and the Regional Water Quality Control Boards for program tracking and inventory of waste management units. WMUDS is composed of the following databases: Facility Information, Scheduled Inspections Information, Waste Management Unit Information, SWAT Program Information, SWAT Report Summary Information, SWAT Report Summary Data, Chapter 15 (formerly Subchapter 15) Information, Chapter 15 Monitoring Parameters, TPCA Program Information, RCRA Program Information, Closure Information, and Interested Parties Information.

Date of Government Version: 04/01/2000  
Date Data Arrived at EDR: 04/10/2000  
Date Made Active in Reports: 05/10/2000  
Number of Days to Update: 30

Source: State Water Resources Control Board  
Telephone: 916-227-4448  
Last EDR Contact: 08/16/2010  
Next Scheduled EDR Contact: 11/29/2010  
Data Release Frequency: Quarterly

## NPDES: NPDES Permits Listing

A listing of NPDES permits, including stormwater.

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 08/24/2010  
Date Data Arrived at EDR: 08/24/2010  
Date Made Active in Reports: 09/29/2010  
Number of Days to Update: 36

Source: State Water Resources Control Board  
Telephone: 916-445-9379  
Last EDR Contact: 08/24/2010  
Next Scheduled EDR Contact: 12/06/2010  
Data Release Frequency: Quarterly

## WDS: Waste Discharge System

Sites which have been issued waste discharge requirements.

Date of Government Version: 06/19/2007  
Date Data Arrived at EDR: 06/20/2007  
Date Made Active in Reports: 06/29/2007  
Number of Days to Update: 9

Source: State Water Resources Control Board  
Telephone: 916-341-5227  
Last EDR Contact: 08/30/2010  
Next Scheduled EDR Contact: 12/13/2010  
Data Release Frequency: Quarterly

## CORTESE: "Cortese" Hazardous Waste & Substances Sites List

The sites for the list are designated by the State Water Resource Control Board (LUST), the Integrated Waste Board (SWF/LS), and the Department of Toxic Substances Control (Cal-Sites). This listing is no longer updated by the state agency.

Date of Government Version: 07/08/2010  
Date Data Arrived at EDR: 07/09/2010  
Date Made Active in Reports: 08/12/2010  
Number of Days to Update: 34

Source: CAL EPA/Office of Emergency Information  
Telephone: 916-323-3400  
Last EDR Contact: 10/06/2010  
Next Scheduled EDR Contact: 01/17/2011  
Data Release Frequency: Quarterly

## HIST CORTESE: Hazardous Waste & Substance Site List

The sites for the list are designated by the State Water Resource Control Board [LUST], the Integrated Waste Board [SWF/LS], and the Department of Toxic Substances Control [CALSTITES].

Date of Government Version: 04/01/2001  
Date Data Arrived at EDR: 01/22/2009  
Date Made Active in Reports: 04/08/2009  
Number of Days to Update: 76

Source: Department of Toxic Substances Control  
Telephone: 916-323-3400  
Last EDR Contact: 01/22/2009  
Next Scheduled EDR Contact: N/A  
Data Release Frequency: No Update Planned

## SWRCY: Recycler Database

A listing of recycling facilities in California.

Date of Government Version: 07/23/2010  
Date Data Arrived at EDR: 09/21/2010  
Date Made Active in Reports: 09/29/2010  
Number of Days to Update: 8

Source: Department of Conservation  
Telephone: 916-323-3836  
Last EDR Contact: 09/21/2010  
Next Scheduled EDR Contact: 01/03/2011  
Data Release Frequency: Quarterly

## LUST: Geotracker's Leaking Underground Fuel Tank Report

Leaking Underground Storage Tank Incident Reports. LUST records contain an inventory of reported leaking underground storage tank incidents. Not all states maintain these records, and the information stored varies by state. For more information on a particular leaking underground storage tank sites, please contact the appropriate regulatory agency.

Date of Government Version: 09/20/2010  
Date Data Arrived at EDR: 09/21/2010  
Date Made Active in Reports: 10/18/2010  
Number of Days to Update: 27

Source: State Water Resources Control Board  
Telephone: see region list  
Last EDR Contact: 09/21/2010  
Next Scheduled EDR Contact: 01/03/2011  
Data Release Frequency: Quarterly

## LUST REG 1: Active Toxic Site Investigation

Del Norte, Humboldt, Lake, Mendocino, Modoc, Siskiyou, Sonoma, Trinity counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 02/01/2001  
Date Data Arrived at EDR: 02/28/2001  
Date Made Active in Reports: 03/29/2001  
Number of Days to Update: 29

Source: California Regional Water Quality Control Board North Coast (1)  
Telephone: 707-570-3769  
Last EDR Contact: 08/02/2010  
Next Scheduled EDR Contact: 11/15/2010  
Data Release Frequency: No Update Planned

## LUST REG 2: Fuel Leak List

Leaking Underground Storage Tank locations. Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, Sonoma counties.

Date of Government Version: 09/30/2004  
Date Data Arrived at EDR: 10/20/2004  
Date Made Active in Reports: 11/19/2004  
Number of Days to Update: 30

Source: California Regional Water Quality Control Board San Francisco Bay Region (2)  
Telephone: 510-622-2433  
Last EDR Contact: 09/20/2010  
Next Scheduled EDR Contact: 01/03/2011  
Data Release Frequency: Quarterly

## LUST REG 3: Leaking Underground Storage Tank Database

Leaking Underground Storage Tank locations. Monterey, San Benito, San Luis Obispo, Santa Barbara, Santa Cruz counties.

Date of Government Version: 05/19/2003  
Date Data Arrived at EDR: 05/19/2003  
Date Made Active in Reports: 06/02/2003  
Number of Days to Update: 14

Source: California Regional Water Quality Control Board Central Coast Region (3)  
Telephone: 805-542-4786  
Last EDR Contact: 10/18/2010  
Next Scheduled EDR Contact: 01/31/2011  
Data Release Frequency: No Update Planned

## LUST REG 9: Leaking Underground Storage Tank Report

Orange, Riverside, San Diego counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 03/01/2001  
Date Data Arrived at EDR: 04/23/2001  
Date Made Active in Reports: 05/21/2001  
Number of Days to Update: 28

Source: California Regional Water Quality Control Board San Diego Region (9)  
Telephone: 858-637-5595  
Last EDR Contact: 09/27/2010  
Next Scheduled EDR Contact: 01/10/2011  
Data Release Frequency: No Update Planned

## LUST REG 5: Leaking Underground Storage Tank Database

Leaking Underground Storage Tank locations. Alameda, Alpine, Amador, Butte, Colusa, Contra Costa, Calveras, El Dorado, Fresno, Glenn, Kern, Kings, Lake, Lassen, Madera, Mariposa, Merced, Modoc, Napa, Nevada, Placer, Plumas, Sacramento, San Joaquin, Shasta, Solano, Stanislaus, Sutter, Tehama, Tulare, Tuolumne, Yolo, Yuba counties.

Date of Government Version: 07/01/2008  
Date Data Arrived at EDR: 07/22/2008  
Date Made Active in Reports: 07/31/2008  
Number of Days to Update: 9

Source: California Regional Water Quality Control Board Central Valley Region (5)  
Telephone: 916-464-4834  
Last EDR Contact: 10/04/2010  
Next Scheduled EDR Contact: 01/17/2011  
Data Release Frequency: Quarterly

## LUST REG 6L: Leaking Underground Storage Tank Case Listing

For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 09/09/2003  
Date Data Arrived at EDR: 09/10/2003  
Date Made Active in Reports: 10/07/2003  
Number of Days to Update: 27

Source: California Regional Water Quality Control Board Lahontan Region (6)  
Telephone: 530-542-5572  
Last EDR Contact: 09/13/2010  
Next Scheduled EDR Contact: 12/27/2010  
Data Release Frequency: No Update Planned

## LUST REG 6V: Leaking Underground Storage Tank Case Listing

Leaking Underground Storage Tank locations. Inyo, Kern, Los Angeles, Mono, San Bernardino counties.

Date of Government Version: 06/07/2005  
Date Data Arrived at EDR: 06/07/2005  
Date Made Active in Reports: 06/29/2005  
Number of Days to Update: 22

Source: California Regional Water Quality Control Board Victorville Branch Office (6)  
Telephone: 760-241-7365  
Last EDR Contact: 09/13/2010  
Next Scheduled EDR Contact: 09/27/2010  
Data Release Frequency: No Update Planned

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## LUST REG 7: Leaking Underground Storage Tank Case Listing

Leaking Underground Storage Tank locations. Imperial, Riverside, San Diego, Santa Barbara counties.

Date of Government Version: 02/26/2004	Source: California Regional Water Quality Control Board Colorado River Basin Region (7)
Date Data Arrived at EDR: 02/26/2004	Telephone: 760-776-8943
Date Made Active in Reports: 03/24/2004	Last EDR Contact: 08/02/2010
Number of Days to Update: 27	Next Scheduled EDR Contact: 11/15/2010
	Data Release Frequency: No Update Planned

## LUST REG 8: Leaking Underground Storage Tanks

California Regional Water Quality Control Board Santa Ana Region (8). For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 02/14/2005	Source: California Regional Water Quality Control Board Santa Ana Region (8)
Date Data Arrived at EDR: 02/15/2005	Telephone: 909-782-4496
Date Made Active in Reports: 03/28/2005	Last EDR Contact: 10/18/2010
Number of Days to Update: 41	Next Scheduled EDR Contact: 01/31/2011
	Data Release Frequency: Varies

## LUST REG 4: Underground Storage Tank Leak List

Los Angeles, Ventura counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 09/07/2004	Source: California Regional Water Quality Control Board Los Angeles Region (4)
Date Data Arrived at EDR: 09/07/2004	Telephone: 213-576-6710
Date Made Active in Reports: 10/12/2004	Last EDR Contact: 09/07/2010
Number of Days to Update: 35	Next Scheduled EDR Contact: 12/20/2010
	Data Release Frequency: No Update Planned

## CA FID UST: Facility Inventory Database

The Facility Inventory Database (FID) contains a historical listing of active and inactive underground storage tank locations from the State Water Resource Control Board. Refer to local/county source for current data.

Date of Government Version: 10/31/1994	Source: California Environmental Protection Agency
Date Data Arrived at EDR: 09/05/1995	Telephone: 916-341-5851
Date Made Active in Reports: 09/29/1995	Last EDR Contact: 12/28/1998
Number of Days to Update: 24	Next Scheduled EDR Contact: N/A
	Data Release Frequency: No Update Planned

## SLIC: Statewide SLIC Cases

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/20/2010	Source: State Water Resources Control Board
Date Data Arrived at EDR: 09/21/2010	Telephone: 866-480-1028
Date Made Active in Reports: 10/18/2010	Last EDR Contact: 09/21/2010
Number of Days to Update: 27	Next Scheduled EDR Contact: 01/03/2011
	Data Release Frequency: Varies

## SLIC REG 1: Active Toxic Site Investigations

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/03/2003	Source: California Regional Water Quality Control Board, North Coast Region (1)
Date Data Arrived at EDR: 04/07/2003	Telephone: 707-576-2220
Date Made Active in Reports: 04/25/2003	Last EDR Contact: 08/02/2010
Number of Days to Update: 18	Next Scheduled EDR Contact: 11/15/2010
	Data Release Frequency: No Update Planned

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## SLIC REG 2: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/30/2004  
Date Data Arrived at EDR: 10/20/2004  
Date Made Active in Reports: 11/19/2004  
Number of Days to Update: 30

Source: Regional Water Quality Control Board San Francisco Bay Region (2)  
Telephone: 510-286-0457  
Last EDR Contact: 09/20/2010  
Next Scheduled EDR Contact: 01/03/2011  
Data Release Frequency: Quarterly

## SLIC REG 3: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 05/18/2006  
Date Data Arrived at EDR: 05/18/2006  
Date Made Active in Reports: 06/15/2006  
Number of Days to Update: 28

Source: California Regional Water Quality Control Board Central Coast Region (3)  
Telephone: 805-549-3147  
Last EDR Contact: 10/18/2010  
Next Scheduled EDR Contact: 01/31/2011  
Data Release Frequency: Semi-Annually

## SLIC REG 4: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 11/17/2004  
Date Data Arrived at EDR: 11/18/2004  
Date Made Active in Reports: 01/04/2005  
Number of Days to Update: 47

Source: Region Water Quality Control Board Los Angeles Region (4)  
Telephone: 213-576-6600  
Last EDR Contact: 10/04/2010  
Next Scheduled EDR Contact: 01/17/2011  
Data Release Frequency: Varies

## SLIC REG 5: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/01/2005  
Date Data Arrived at EDR: 04/05/2005  
Date Made Active in Reports: 04/21/2005  
Number of Days to Update: 16

Source: Regional Water Quality Control Board Central Valley Region (5)  
Telephone: 916-464-3291  
Last EDR Contact: 09/13/2010  
Next Scheduled EDR Contact: 12/27/2010  
Data Release Frequency: Semi-Annually

## SLIC REG 6V: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 05/24/2005  
Date Data Arrived at EDR: 05/25/2005  
Date Made Active in Reports: 06/16/2005  
Number of Days to Update: 22

Source: Regional Water Quality Control Board, Victorville Branch  
Telephone: 619-241-6583  
Last EDR Contact: 08/16/2010  
Next Scheduled EDR Contact: 11/29/2010  
Data Release Frequency: Semi-Annually

## SLIC REG 6L: SLIC Sites

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/07/2004  
Date Data Arrived at EDR: 09/07/2004  
Date Made Active in Reports: 10/12/2004  
Number of Days to Update: 35

Source: California Regional Water Quality Control Board, Lahontan Region  
Telephone: 530-542-5574  
Last EDR Contact: 08/16/2010  
Next Scheduled EDR Contact: 11/29/2010  
Data Release Frequency: No Update Planned

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## SLIC REG 7: SLIC List

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 11/24/2004  
Date Data Arrived at EDR: 11/29/2004  
Date Made Active in Reports: 01/04/2005  
Number of Days to Update: 36

Source: California Regional Quality Control Board, Colorado River Basin Region  
Telephone: 760-346-7491  
Last EDR Contact: 08/02/2010  
Next Scheduled EDR Contact: 11/15/2010  
Data Release Frequency: No Update Planned

## SLIC REG 8: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/03/2008  
Date Data Arrived at EDR: 04/03/2008  
Date Made Active in Reports: 04/14/2008  
Number of Days to Update: 11

Source: California Region Water Quality Control Board Santa Ana Region (8)  
Telephone: 951-782-3298  
Last EDR Contact: 09/13/2010  
Next Scheduled EDR Contact: 12/27/2010  
Data Release Frequency: Semi-Annually

## SLIC REG 9: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/10/2007  
Date Data Arrived at EDR: 09/11/2007  
Date Made Active in Reports: 09/28/2007  
Number of Days to Update: 17

Source: California Regional Water Quality Control Board San Diego Region (9)  
Telephone: 858-467-2980  
Last EDR Contact: 08/09/2010  
Next Scheduled EDR Contact: 11/22/2010  
Data Release Frequency: Annually

## UST: Active UST Facilities

Active UST facilities gathered from the local regulatory agencies

Date of Government Version: 09/20/2010  
Date Data Arrived at EDR: 09/21/2010  
Date Made Active in Reports: 09/30/2010  
Number of Days to Update: 9

Source: SWRCB  
Telephone: 916-480-1028  
Last EDR Contact: 09/21/2010  
Next Scheduled EDR Contact: 01/03/2011  
Data Release Frequency: Semi-Annually

## UST MENDOCINO: Mendocino County UST Database

A listing of underground storage tank locations in Mendocino County.

Date of Government Version: 09/23/2009  
Date Data Arrived at EDR: 09/23/2009  
Date Made Active in Reports: 10/01/2009  
Number of Days to Update: 8

Source: Department of Public Health  
Telephone: 707-463-4466  
Last EDR Contact: 09/07/2010  
Next Scheduled EDR Contact: 12/20/2010  
Data Release Frequency: Annually

## HIST UST: Hazardous Substance Storage Container Database

The Hazardous Substance Storage Container Database is a historical listing of UST sites. Refer to local/county source for current data.

Date of Government Version: 10/15/1990  
Date Data Arrived at EDR: 01/25/1991  
Date Made Active in Reports: 02/12/1991  
Number of Days to Update: 18

Source: State Water Resources Control Board  
Telephone: 916-341-5851  
Last EDR Contact: 07/26/2001  
Next Scheduled EDR Contact: N/A  
Data Release Frequency: No Update Planned

## LIENS: Environmental Liens Listing

A listing of property locations with environmental liens for California where DTSC is a lien holder.

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 07/27/2010  
Date Data Arrived at EDR: 08/13/2010  
Date Made Active in Reports: 08/20/2010  
Number of Days to Update: 7

Source: Department of Toxic Substances Control  
Telephone: 916-323-3400  
Last EDR Contact: 10/18/2010  
Next Scheduled EDR Contact: 01/31/2011  
Data Release Frequency: Varies

## SWEEPS UST: SWEEPS UST Listing

Statewide Environmental Evaluation and Planning System. This underground storage tank listing was updated and maintained by a company contacted by the SWRCB in the early 1990's. The listing is no longer updated or maintained. The local agency is the contact for more information on a site on the SWEEPS list.

Date of Government Version: 06/01/1994  
Date Data Arrived at EDR: 07/07/2005  
Date Made Active in Reports: 08/11/2005  
Number of Days to Update: 35

Source: State Water Resources Control Board  
Telephone: N/A  
Last EDR Contact: 06/03/2005  
Next Scheduled EDR Contact: N/A  
Data Release Frequency: No Update Planned

## CHMIRS: California Hazardous Material Incident Report System

California Hazardous Material Incident Reporting System. CHMIRS contains information on reported hazardous material incidents (accidental releases or spills).

Date of Government Version: 12/31/2009  
Date Data Arrived at EDR: 07/21/2010  
Date Made Active in Reports: 08/20/2010  
Number of Days to Update: 30

Source: Office of Emergency Services  
Telephone: 916-845-8400  
Last EDR Contact: 08/02/2010  
Next Scheduled EDR Contact: 11/15/2010  
Data Release Frequency: Varies

## LDS: Land Disposal Sites Listing

The Land Disposal program regulates of waste discharge to land for treatment, storage and disposal in waste management units.

Date of Government Version: 09/20/2010  
Date Data Arrived at EDR: 09/21/2010  
Date Made Active in Reports: 10/18/2010  
Number of Days to Update: 27

Source: State Water Quality Control Board  
Telephone: 866-480-1028  
Last EDR Contact: 09/21/2010  
Next Scheduled EDR Contact: 01/03/2011  
Data Release Frequency: Quarterly

## AST: Aboveground Petroleum Storage Tank Facilities Registered Aboveground Storage Tanks.

Date of Government Version: 08/01/2009  
Date Data Arrived at EDR: 09/10/2009  
Date Made Active in Reports: 10/01/2009  
Number of Days to Update: 21

Source: State Water Resources Control Board  
Telephone: 916-341-5712  
Last EDR Contact: 10/12/2010  
Next Scheduled EDR Contact: 01/24/2011  
Data Release Frequency: Quarterly

## MCS: Military Cleanup Sites Listing

The State Water Resources Control Board and nine Regional Water Quality Control Boards partner with the Department of Defense (DoD) through the Defense and State Memorandum of Agreement (DSMOA) to oversee the investigation and remediation of water quality issues at military facilities.

Date of Government Version: 09/20/2010  
Date Data Arrived at EDR: 09/21/2010  
Date Made Active in Reports: 10/18/2010  
Number of Days to Update: 27

Source: State Water Resources Control Board  
Telephone: 866-480-1028  
Last EDR Contact: 09/21/2010  
Next Scheduled EDR Contact: 01/03/2011  
Data Release Frequency: Quarterly

## NOTIFY 65: Proposition 65 Records

Proposition 65 Notification Records. NOTIFY 65 contains facility notifications about any release which could impact drinking water and thereby expose the public to a potential health risk.



# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 10/21/1993  
Date Data Arrived at EDR: 11/01/1993  
Date Made Active in Reports: 11/19/1993  
Number of Days to Update: 18

Source: State Water Resources Control Board  
Telephone: 916-445-3846  
Last EDR Contact: 09/27/2010  
Next Scheduled EDR Contact: 01/10/2011  
Data Release Frequency: No Update Planned

## DEED: Deed Restriction Listing

Site Mitigation and Brownfields Reuse Program Facility Sites with Deed Restrictions & Hazardous Waste Management Program Facility Sites with Deed / Land Use Restriction. The DTSC Site Mitigation and Brownfields Reuse Program (SMBRP) list includes sites cleaned up under the program's oversight and generally does not include current or former hazardous waste facilities that required a hazardous waste facility permit. The list represents deed restrictions that are active. Some sites have multiple deed restrictions. The DTSC Hazardous Waste Management Program (HWMP) has developed a list of current or former hazardous waste facilities that have a recorded land use restriction at the local county recorder's office. The land use restrictions on this list were required by the DTSC HWMP as a result of the presence of hazardous substances that remain on site after the facility (or part of the facility) has been closed or cleaned up. The types of land use restriction include deed notice, deed restriction, or a land use restriction that binds current and future owners.

Date of Government Version: 09/14/2010  
Date Data Arrived at EDR: 09/15/2010  
Date Made Active in Reports: 09/29/2010  
Number of Days to Update: 14

Source: Department of Toxic Substances Control  
Telephone: 916-323-3400  
Last EDR Contact: 09/15/2010  
Next Scheduled EDR Contact: 12/27/2010  
Data Release Frequency: Semi-Annually

## VCP: Voluntary Cleanup Program Properties

Contains low threat level properties with either confirmed or unconfirmed releases and the project proponents have request that DTSC oversee investigation and/or cleanup activities and have agreed to provide coverage for DTSC's costs.

Date of Government Version: 08/18/2010  
Date Data Arrived at EDR: 09/16/2010  
Date Made Active in Reports: 09/29/2010  
Number of Days to Update: 13

Source: Department of Toxic Substances Control  
Telephone: 916-323-3400  
Last EDR Contact: 09/16/2010  
Next Scheduled EDR Contact: 11/22/2010  
Data Release Frequency: Quarterly

## DRYCLEANERS: Cleaner Facilities

A list of drycleaner related facilities that have EPA ID numbers. These are facilities with certain SIC codes: power laundries, family and commercial; garment pressing and cleaner's agents; linen supply; coin-operated laundries and cleaning; drycleaning plants, except rugs; carpet and upholster cleaning; industrial launderers; laundry and garment services.

Date of Government Version: 09/15/2010  
Date Data Arrived at EDR: 09/16/2010  
Date Made Active in Reports: 09/29/2010  
Number of Days to Update: 13

Source: Department of Toxic Substance Control  
Telephone: 916-327-4498  
Last EDR Contact: 09/13/2010  
Next Scheduled EDR Contact: 12/27/2010  
Data Release Frequency: Annually

## WIP: Well Investigation Program Case List

Well Investigation Program case in the San Gabriel and San Fernando Valley area.

Date of Government Version: 07/03/2009  
Date Data Arrived at EDR: 07/21/2009  
Date Made Active in Reports: 08/03/2009  
Number of Days to Update: 13

Source: Los Angeles Water Quality Control Board  
Telephone: 213-576-6726  
Last EDR Contact: 10/05/2010  
Next Scheduled EDR Contact: 01/17/2011  
Data Release Frequency: Varies

## CDL: Clandestine Drug Labs

A listing of drug lab locations. Listing of a location in this database does not indicate that any illegal drug lab materials were or were not present there, and does not constitute a determination that the location either requires or does not require additional cleanup work.

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 08/19/2010  
Date Data Arrived at EDR: 08/23/2010  
Date Made Active in Reports: 09/29/2010  
Number of Days to Update: 37

Source: Department of Toxic Substances Control  
Telephone: 916-255-6504  
Last EDR Contact: 10/04/2010  
Next Scheduled EDR Contact: 01/17/2011  
Data Release Frequency: Varies

## RESPONSE: State Response Sites

Identifies confirmed release sites where DTSC is involved in remediation, either in a lead or oversight capacity. These confirmed release sites are generally high-priority and high potential risk.

Date of Government Version: 08/18/2010  
Date Data Arrived at EDR: 09/16/2010  
Date Made Active in Reports: 09/29/2010  
Number of Days to Update: 13

Source: Department of Toxic Substances Control  
Telephone: 916-323-3400  
Last EDR Contact: 09/16/2010  
Next Scheduled EDR Contact: 11/22/2010  
Data Release Frequency: Quarterly

## HAZNET: Facility and Manifest Data

Facility and Manifest Data. The data is extracted from the copies of hazardous waste manifests received each year by the DTSC. The annual volume of manifests is typically 700,000 - 1,000,000 annually, representing approximately 350,000 - 500,000 shipments. Data are from the manifests submitted without correction, and therefore many contain some invalid values for data elements such as generator ID, TSD ID, waste category, and disposal method.

Date of Government Version: 12/31/2009  
Date Data Arrived at EDR: 07/07/2010  
Date Made Active in Reports: 08/12/2010  
Number of Days to Update: 36

Source: California Environmental Protection Agency  
Telephone: 916-255-1136  
Last EDR Contact: 10/19/2010  
Next Scheduled EDR Contact: 01/31/2011  
Data Release Frequency: Annually

## EMI: Emissions Inventory Data

Toxics and criteria pollutant emissions data collected by the ARB and local air pollution agencies.

Date of Government Version: 12/31/2008  
Date Data Arrived at EDR: 09/29/2010  
Date Made Active in Reports: 10/18/2010  
Number of Days to Update: 19

Source: California Air Resources Board  
Telephone: 916-322-2990  
Last EDR Contact: 09/29/2010  
Next Scheduled EDR Contact: 01/10/2011  
Data Release Frequency: Varies

## HAULERS: Registered Waste Tire Haulers Listing

A listing of registered waste tire haulers.

Date of Government Version: 09/27/2010  
Date Data Arrived at EDR: 09/28/2010  
Date Made Active in Reports: 10/18/2010  
Number of Days to Update: 20

Source: Integrated Waste Management Board  
Telephone: 916-341-6422  
Last EDR Contact: 09/20/2010  
Next Scheduled EDR Contact: 12/06/2010  
Data Release Frequency: Varies

## ENVIROSTOR: EnviroStor Database

The Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) EnviroStor database identifies sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: Federal Superfund sites (National Priorities List (NPL)); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. EnviroStor provides similar information to the information that was available in CalSites, and provides additional site information, including, but not limited to, identification of formerly-contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites.

Date of Government Version: 08/18/2010  
Date Data Arrived at EDR: 09/16/2010  
Date Made Active in Reports: 09/29/2010  
Number of Days to Update: 13

Source: Department of Toxic Substances Control  
Telephone: 916-323-3400  
Last EDR Contact: 09/16/2010  
Next Scheduled EDR Contact: 11/22/2010  
Data Release Frequency: Quarterly

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## HWP: EnviroStor Permitted Facilities Listing

Detailed information on permitted hazardous waste facilities and corrective action ("cleanups") tracked in EnviroStor.

Date of Government Version: 08/09/2010  
Date Data Arrived at EDR: 08/11/2010  
Date Made Active in Reports: 08/20/2010  
Number of Days to Update: 9

Source: Department of Toxic Substances Control  
Telephone: 916-323-3400  
Last EDR Contact: 08/11/2010  
Next Scheduled EDR Contact: 11/22/2010  
Data Release Frequency: Quarterly

## HWT: Registered Hazardous Waste Transporter Database

A listing of hazardous waste transporters. In California, unless specifically exempted, it is unlawful for any person to transport hazardous wastes unless the person holds a valid registration issued by DTSC. A hazardous waste transporter registration is valid for one year and is assigned a unique registration number.

Date of Government Version: 07/21/2010  
Date Data Arrived at EDR: 07/21/2010  
Date Made Active in Reports: 08/12/2010  
Number of Days to Update: 22

Source: Department of Toxic Substances Control  
Telephone: 916-440-7145  
Last EDR Contact: 10/20/2010  
Next Scheduled EDR Contact: 01/31/2011  
Data Release Frequency: Quarterly

## MWMP: Medical Waste Management Program Listing

The Medical Waste Management Program (MWMP) ensures the proper handling and disposal of medical waste by permitting and inspecting medical waste Offsite Treatment Facilities (PDF) and Transfer Stations (PDF) throughout the state. MWMP also oversees all Medical Waste Transporters.

Date of Government Version: 09/03/2010  
Date Data Arrived at EDR: 09/16/2010  
Date Made Active in Reports: 09/29/2010  
Number of Days to Update: 13

Source: Department of Public Health  
Telephone: 916-558-1784  
Last EDR Contact: 09/14/2010  
Next Scheduled EDR Contact: 12/27/2010  
Data Release Frequency: Varies

## PROC: Certified Processors Database

A listing of certified processors.

Date of Government Version: 07/23/2010  
Date Data Arrived at EDR: 09/21/2010  
Date Made Active in Reports: 09/29/2010  
Number of Days to Update: 8

Source: Department of Conservation  
Telephone: 916-323-3836  
Last EDR Contact: 09/21/2010  
Next Scheduled EDR Contact: 01/03/2011  
Data Release Frequency: Quarterly

## TRIBAL RECORDS

### INDIAN RESERV: Indian Reservations

This map layer portrays Indian administered lands of the United States that have any area equal to or greater than 640 acres.

Date of Government Version: 12/31/2005  
Date Data Arrived at EDR: 12/08/2006  
Date Made Active in Reports: 01/11/2007  
Number of Days to Update: 34

Source: USGS  
Telephone: 202-208-3710  
Last EDR Contact: 07/22/2010  
Next Scheduled EDR Contact: 11/01/2010  
Data Release Frequency: Semi-Annually

### INDIAN ODI: Report on the Status of Open Dumps on Indian Lands

Location of open dumps on Indian land.

Date of Government Version: 12/31/1998  
Date Data Arrived at EDR: 12/03/2007  
Date Made Active in Reports: 01/24/2008  
Number of Days to Update: 52

Source: Environmental Protection Agency  
Telephone: 703-308-8245  
Last EDR Contact: 09/07/2010  
Next Scheduled EDR Contact: 11/22/2010  
Data Release Frequency: Varies

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

INDIAN LUST R4: Leaking Underground Storage Tanks on Indian Land  
LUSTs on Indian land in Florida, Mississippi and North Carolina.

Date of Government Version: 08/27/2010	Source: EPA Region 4
Date Data Arrived at EDR: 08/30/2010	Telephone: 404-562-8677
Date Made Active in Reports: 10/04/2010	Last EDR Contact: 08/02/2010
Number of Days to Update: 35	Next Scheduled EDR Contact: 11/15/2010
	Data Release Frequency: Semi-Annually

INDIAN LUST R7: Leaking Underground Storage Tanks on Indian Land  
LUSTs on Indian land in Iowa, Kansas, and Nebraska

Date of Government Version: 11/04/2009	Source: EPA Region 7
Date Data Arrived at EDR: 05/04/2010	Telephone: 913-551-7003
Date Made Active in Reports: 07/07/2010	Last EDR Contact: 08/11/2010
Number of Days to Update: 64	Next Scheduled EDR Contact: 11/15/2010
	Data Release Frequency: Varies

INDIAN LUST R1: Leaking Underground Storage Tanks on Indian Land  
A listing of leaking underground storage tank locations on Indian Land.

Date of Government Version: 02/19/2009	Source: EPA Region 1
Date Data Arrived at EDR: 02/19/2009	Telephone: 617-918-1313
Date Made Active in Reports: 03/16/2009	Last EDR Contact: 08/02/2010
Number of Days to Update: 25	Next Scheduled EDR Contact: 11/15/2010
	Data Release Frequency: Varies

INDIAN LUST R8: Leaking Underground Storage Tanks on Indian Land  
LUSTs on Indian land in Colorado, Montana, North Dakota, South Dakota, Utah and Wyoming.

Date of Government Version: 05/24/2010	Source: EPA Region 8
Date Data Arrived at EDR: 05/27/2010	Telephone: 303-312-6271
Date Made Active in Reports: 08/09/2010	Last EDR Contact: 08/02/2010
Number of Days to Update: 74	Next Scheduled EDR Contact: 11/15/2010
	Data Release Frequency: Quarterly

INDIAN LUST R9: Leaking Underground Storage Tanks on Indian Land  
LUSTs on Indian land in Arizona, California, New Mexico and Nevada

Date of Government Version: 08/30/2010	Source: Environmental Protection Agency
Date Data Arrived at EDR: 08/30/2010	Telephone: 415-972-3372
Date Made Active in Reports: 10/04/2010	Last EDR Contact: 08/02/2010
Number of Days to Update: 35	Next Scheduled EDR Contact: 11/15/2010
	Data Release Frequency: Quarterly

INDIAN LUST R10: Leaking Underground Storage Tanks on Indian Land  
LUSTs on Indian land in Alaska, Idaho, Oregon and Washington.

Date of Government Version: 08/05/2010	Source: EPA Region 10
Date Data Arrived at EDR: 08/06/2010	Telephone: 206-553-2857
Date Made Active in Reports: 10/04/2010	Last EDR Contact: 08/02/2010
Number of Days to Update: 59	Next Scheduled EDR Contact: 11/15/2010
	Data Release Frequency: Quarterly

INDIAN LUST R6: Leaking Underground Storage Tanks on Indian Land  
LUSTs on Indian land in New Mexico and Oklahoma.

Date of Government Version: 08/05/2010	Source: EPA Region 6
Date Data Arrived at EDR: 08/06/2010	Telephone: 214-665-6597
Date Made Active in Reports: 10/04/2010	Last EDR Contact: 08/02/2010
Number of Days to Update: 59	Next Scheduled EDR Contact: 11/15/2010
	Data Release Frequency: Varies

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## INDIAN UST R10: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 10 (Alaska, Idaho, Oregon, Washington, and Tribal Nations).

Date of Government Version: 08/05/2010	Source: EPA Region 10
Date Data Arrived at EDR: 08/06/2010	Telephone: 206-553-2857
Date Made Active in Reports: 10/04/2010	Last EDR Contact: 08/02/2010
Number of Days to Update: 59	Next Scheduled EDR Contact: 11/15/2010
	Data Release Frequency: Quarterly

## INDIAN UST R9: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 9 (Arizona, California, Hawaii, Nevada, the Pacific Islands, and Tribal Nations).

Date of Government Version: 08/30/2010	Source: EPA Region 9
Date Data Arrived at EDR: 08/30/2010	Telephone: 415-972-3368
Date Made Active in Reports: 10/04/2010	Last EDR Contact: 08/02/2010
Number of Days to Update: 35	Next Scheduled EDR Contact: 11/15/2010
	Data Release Frequency: Quarterly

## INDIAN UST R8: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 8 (Colorado, Montana, North Dakota, South Dakota, Utah, Wyoming and 27 Tribal Nations).

Date of Government Version: 05/24/2010	Source: EPA Region 8
Date Data Arrived at EDR: 05/27/2010	Telephone: 303-312-6137
Date Made Active in Reports: 08/09/2010	Last EDR Contact: 08/02/2010
Number of Days to Update: 74	Next Scheduled EDR Contact: 11/15/2010
	Data Release Frequency: Quarterly

## INDIAN UST R7: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 7 (Iowa, Kansas, Missouri, Nebraska, and 9 Tribal Nations).

Date of Government Version: 04/01/2008	Source: EPA Region 7
Date Data Arrived at EDR: 12/30/2008	Telephone: 913-551-7003
Date Made Active in Reports: 03/16/2009	Last EDR Contact: 08/11/2010
Number of Days to Update: 76	Next Scheduled EDR Contact: 11/15/2010
	Data Release Frequency: Varies

## INDIAN UST R6: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 6 (Louisiana, Arkansas, Oklahoma, New Mexico, Texas and 65 Tribes).

Date of Government Version: 08/03/2010	Source: EPA Region 6
Date Data Arrived at EDR: 08/04/2010	Telephone: 214-665-7591
Date Made Active in Reports: 10/04/2010	Last EDR Contact: 08/02/2010
Number of Days to Update: 61	Next Scheduled EDR Contact: 11/15/2010
	Data Release Frequency: Semi-Annually

## INDIAN UST R5: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 5 (Michigan, Minnesota and Wisconsin and Tribal Nations).

Date of Government Version: 02/11/2010	Source: EPA Region 5
Date Data Arrived at EDR: 02/11/2010	Telephone: 312-886-6136
Date Made Active in Reports: 04/12/2010	Last EDR Contact: 08/02/2010
Number of Days to Update: 60	Next Scheduled EDR Contact: 11/15/2010
	Data Release Frequency: Varies

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## INDIAN UST R4: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 4 (Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, Tennessee and Tribal Nations)

Date of Government Version: 08/27/2010	Source: EPA Region 4
Date Data Arrived at EDR: 08/30/2010	Telephone: 404-562-9424
Date Made Active in Reports: 10/04/2010	Last EDR Contact: 08/02/2010
Number of Days to Update: 35	Next Scheduled EDR Contact: 11/15/2010
	Data Release Frequency: Semi-Annually

## INDIAN UST R1: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 1 (Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, Vermont and ten Tribal Nations).

Date of Government Version: 02/19/2009	Source: EPA, Region 1
Date Data Arrived at EDR: 02/19/2009	Telephone: 617-918-1313
Date Made Active in Reports: 03/16/2009	Last EDR Contact: 08/02/2010
Number of Days to Update: 25	Next Scheduled EDR Contact: 11/15/2010
	Data Release Frequency: Varies

## INDIAN VCP R1: Voluntary Cleanup Priority Listing

A listing of voluntary cleanup priority sites located on Indian Land located in Region 1.

Date of Government Version: 04/02/2008	Source: EPA, Region 1
Date Data Arrived at EDR: 04/22/2008	Telephone: 617-918-1102
Date Made Active in Reports: 05/19/2008	Last EDR Contact: 10/04/2010
Number of Days to Update: 27	Next Scheduled EDR Contact: 01/17/2011
	Data Release Frequency: Varies

## INDIAN VCP R7: Voluntary Cleanup Priority Listing

A listing of voluntary cleanup priority sites located on Indian Land located in Region 7.

Date of Government Version: 03/20/2008	Source: EPA, Region 7
Date Data Arrived at EDR: 04/22/2008	Telephone: 913-551-7365
Date Made Active in Reports: 05/19/2008	Last EDR Contact: 04/20/2009
Number of Days to Update: 27	Next Scheduled EDR Contact: 07/20/2009
	Data Release Frequency: Varies

## EDR PROPRIETARY RECORDS

### Manufactured Gas Plants: EDR Proprietary Manufactured Gas Plants

The EDR Proprietary Manufactured Gas Plant Database includes records of coal gas plants (manufactured gas plants) compiled by EDR's researchers. Manufactured gas sites were used in the United States from the 1800's to 1950's to produce a gas that could be distributed and used as fuel. These plants used whale oil, rosin, coal, or a mixture of coal, oil, and water that also produced a significant amount of waste. Many of the byproducts of the gas production, such as coal tar (oily waste containing volatile and non-volatile chemicals), sludges, oils and other compounds are potentially hazardous to human health and the environment. The byproduct from this process was frequently disposed of directly at the plant site and can remain or spread slowly, serving as a continuous source of soil and groundwater contamination.

Date of Government Version: N/A	Source: EDR, Inc.
Date Data Arrived at EDR: N/A	Telephone: N/A
Date Made Active in Reports: N/A	Last EDR Contact: N/A
Number of Days to Update: N/A	Next Scheduled EDR Contact: N/A
	Data Release Frequency: No Update Planned

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## COUNTY RECORDS

### ALAMEDA COUNTY:

#### Contaminated Sites

A listing of contaminated sites overseen by the Toxic Release Program (oil and groundwater contamination from chemical releases and spills) and the Leaking Underground Storage Tank Program (soil and ground water contamination from leaking petroleum USTs).

Date of Government Version: 07/14/2010  
Date Data Arrived at EDR: 07/16/2010  
Date Made Active in Reports: 08/12/2010  
Number of Days to Update: 27

Source: Alameda County Environmental Health Services  
Telephone: 510-567-6700  
Last EDR Contact: 10/04/2010  
Next Scheduled EDR Contact: 01/17/2011  
Data Release Frequency: Semi-Annually

#### Underground Tanks

Underground storage tank sites located in Alameda county.

Date of Government Version: 07/14/2010  
Date Data Arrived at EDR: 07/16/2010  
Date Made Active in Reports: 08/12/2010  
Number of Days to Update: 27

Source: Alameda County Environmental Health Services  
Telephone: 510-567-6700  
Last EDR Contact: 10/04/2010  
Next Scheduled EDR Contact: 01/17/2011  
Data Release Frequency: Semi-Annually

### CONTRA COSTA COUNTY:

#### Site List

List includes sites from the underground tank, hazardous waste generator and business plan/2185 programs.

Date of Government Version: 08/16/2010  
Date Data Arrived at EDR: 08/17/2010  
Date Made Active in Reports: 08/20/2010  
Number of Days to Update: 3

Source: Contra Costa Health Services Department  
Telephone: 925-646-2286  
Last EDR Contact: 08/09/2010  
Next Scheduled EDR Contact: 11/22/2010  
Data Release Frequency: Semi-Annually

### FRESNO COUNTY:

#### CUPA Resources List

Certified Unified Program Agency. CUPA's are responsible for implementing a unified hazardous materials and hazardous waste management regulatory program. The agency provides oversight of businesses that deal with hazardous materials, operate underground storage tanks or aboveground storage tanks.

Date of Government Version: 07/19/2010  
Date Data Arrived at EDR: 07/21/2010  
Date Made Active in Reports: 08/12/2010  
Number of Days to Update: 22

Source: Dept. of Community Health  
Telephone: 559-445-3271  
Last EDR Contact: 10/18/2010  
Next Scheduled EDR Contact: 01/31/2011  
Data Release Frequency: Semi-Annually

### KERN COUNTY:

#### Underground Storage Tank Sites & Tank Listing

Kern County Sites and Tanks Listing.

Date of Government Version: 08/31/2010  
Date Data Arrived at EDR: 09/01/2010  
Date Made Active in Reports: 09/30/2010  
Number of Days to Update: 29

Source: Kern County Environment Health Services Department  
Telephone: 661-862-8700  
Last EDR Contact: 08/30/2010  
Next Scheduled EDR Contact: 11/29/2010  
Data Release Frequency: Quarterly

### LOS ANGELES COUNTY:

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## San Gabriel Valley Areas of Concern

San Gabriel Valley areas where VOC contamination is at or above the MCL as designated by region 9 EPA office.

Date of Government Version: 03/30/2009  
Date Data Arrived at EDR: 03/31/2009  
Date Made Active in Reports: 10/23/2009  
Number of Days to Update: 206

Source: EPA Region 9  
Telephone: 415-972-3178  
Last EDR Contact: 09/27/2010  
Next Scheduled EDR Contact: 01/10/2011  
Data Release Frequency: No Update Planned

## HMS: Street Number List

Industrial Waste and Underground Storage Tank Sites.

Date of Government Version: 12/31/2009  
Date Data Arrived at EDR: 04/13/2010  
Date Made Active in Reports: 05/18/2010  
Number of Days to Update: 35

Source: Department of Public Works  
Telephone: 626-458-3517  
Last EDR Contact: 10/18/2010  
Next Scheduled EDR Contact: 01/31/2011  
Data Release Frequency: Semi-Annually

## List of Solid Waste Facilities

Solid Waste Facilities in Los Angeles County.

Date of Government Version: 07/26/2010  
Date Data Arrived at EDR: 08/10/2010  
Date Made Active in Reports: 08/20/2010  
Number of Days to Update: 10

Source: La County Department of Public Works  
Telephone: 818-458-5185  
Last EDR Contact: 07/26/2010  
Next Scheduled EDR Contact: 11/08/2010  
Data Release Frequency: Varies

## City of Los Angeles Landfills

Landfills owned and maintained by the City of Los Angeles.

Date of Government Version: 03/05/2009  
Date Data Arrived at EDR: 03/10/2009  
Date Made Active in Reports: 04/08/2009  
Number of Days to Update: 29

Source: Engineering & Construction Division  
Telephone: 213-473-7869  
Last EDR Contact: 08/25/2010  
Next Scheduled EDR Contact: 12/06/2010  
Data Release Frequency: Varies

## Site Mitigation List

Industrial sites that have had some sort of spill or complaint.

Date of Government Version: 02/09/2010  
Date Data Arrived at EDR: 02/12/2010  
Date Made Active in Reports: 03/04/2010  
Number of Days to Update: 20

Source: Community Health Services  
Telephone: 323-890-7806  
Last EDR Contact: 07/26/2010  
Next Scheduled EDR Contact: 11/08/2010  
Data Release Frequency: Annually

## City of El Segundo Underground Storage Tank

Underground storage tank sites located in El Segundo city.

Date of Government Version: 07/27/2010  
Date Data Arrived at EDR: 07/28/2010  
Date Made Active in Reports: 08/12/2010  
Number of Days to Update: 15

Source: City of El Segundo Fire Department  
Telephone: 310-524-2236  
Last EDR Contact: 07/26/2010  
Next Scheduled EDR Contact: 11/08/2010  
Data Release Frequency: Semi-Annually

## City of Long Beach Underground Storage Tank

Underground storage tank sites located in the city of Long Beach.

Date of Government Version: 03/28/2003  
Date Data Arrived at EDR: 10/23/2003  
Date Made Active in Reports: 11/26/2003  
Number of Days to Update: 34

Source: City of Long Beach Fire Department  
Telephone: 562-570-2563  
Last EDR Contact: 08/02/2010  
Next Scheduled EDR Contact: 11/15/2010  
Data Release Frequency: Annually



# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## City of Torrance Underground Storage Tank

Underground storage tank sites located in the city of Torrance.

Date of Government Version: 07/07/2010  
Date Data Arrived at EDR: 07/30/2010  
Date Made Active in Reports: 08/12/2010  
Number of Days to Update: 13

Source: City of Torrance Fire Department  
Telephone: 310-618-2973  
Last EDR Contact: 10/18/2010  
Next Scheduled EDR Contact: 01/31/2011  
Data Release Frequency: Semi-Annually

## MARIN COUNTY:

### Underground Storage Tank Sites

Currently permitted USTs in Marin County.

Date of Government Version: 07/19/2010  
Date Data Arrived at EDR: 08/16/2010  
Date Made Active in Reports: 09/30/2010  
Number of Days to Update: 45

Source: Public Works Department Waste Management  
Telephone: 415-499-6647  
Last EDR Contact: 10/12/2010  
Next Scheduled EDR Contact: 01/24/2011  
Data Release Frequency: Semi-Annually

## NAPA COUNTY:

### Sites With Reported Contamination

A listing of leaking underground storage tank sites located in Napa county.

Date of Government Version: 07/09/2008  
Date Data Arrived at EDR: 07/09/2008  
Date Made Active in Reports: 07/31/2008  
Number of Days to Update: 22

Source: Napa County Department of Environmental Management  
Telephone: 707-253-4269  
Last EDR Contact: 09/07/2010  
Next Scheduled EDR Contact: 12/20/2010  
Data Release Frequency: No Update Planned

### Closed and Operating Underground Storage Tank Sites

Underground storage tank sites located in Napa county.

Date of Government Version: 01/15/2008  
Date Data Arrived at EDR: 01/16/2008  
Date Made Active in Reports: 02/08/2008  
Number of Days to Update: 23

Source: Napa County Department of Environmental Management  
Telephone: 707-253-4269  
Last EDR Contact: 09/07/2010  
Next Scheduled EDR Contact: 12/20/2010  
Data Release Frequency: No Update Planned

## ORANGE COUNTY:

### List of Industrial Site Cleanups

Petroleum and non-petroleum spills.

Date of Government Version: 08/05/2010  
Date Data Arrived at EDR: 08/23/2010  
Date Made Active in Reports: 09/29/2010  
Number of Days to Update: 37

Source: Health Care Agency  
Telephone: 714-834-3446  
Last EDR Contact: 08/17/2010  
Next Scheduled EDR Contact: 11/29/2010  
Data Release Frequency: Annually

### List of Underground Storage Tank Cleanups

Orange County Underground Storage Tank Cleanups (LUST).

Date of Government Version: 08/05/2010  
Date Data Arrived at EDR: 08/23/2010  
Date Made Active in Reports: 09/29/2010  
Number of Days to Update: 37

Source: Health Care Agency  
Telephone: 714-834-3446  
Last EDR Contact: 08/17/2010  
Next Scheduled EDR Contact: 11/29/2010  
Data Release Frequency: Quarterly

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## List of Underground Storage Tank Facilities

Orange County Underground Storage Tank Facilities (UST).

Date of Government Version: 08/05/2010	Source: Health Care Agency
Date Data Arrived at EDR: 08/23/2010	Telephone: 714-834-3446
Date Made Active in Reports: 09/30/2010	Last EDR Contact: 08/17/2010
Number of Days to Update: 38	Next Scheduled EDR Contact: 11/29/2010
	Data Release Frequency: Quarterly

## PLACER COUNTY:

### Master List of Facilities

List includes aboveground tanks, underground tanks and cleanup sites.

Date of Government Version: 09/13/2010	Source: Placer County Health and Human Services
Date Data Arrived at EDR: 09/14/2010	Telephone: 530-889-7312
Date Made Active in Reports: 09/29/2010	Last EDR Contact: 09/13/2010
Number of Days to Update: 15	Next Scheduled EDR Contact: 12/27/2010
	Data Release Frequency: Semi-Annually

## RIVERSIDE COUNTY:

### Listing of Underground Tank Cleanup Sites

Riverside County Underground Storage Tank Cleanup Sites (LUST).

Date of Government Version: 08/04/2010	Source: Department of Public Health
Date Data Arrived at EDR: 08/13/2010	Telephone: 951-358-5055
Date Made Active in Reports: 08/20/2010	Last EDR Contact: 09/27/2010
Number of Days to Update: 7	Next Scheduled EDR Contact: 01/10/2011
	Data Release Frequency: Quarterly

### Underground Storage Tank Tank List

Underground storage tank sites located in Riverside county.

Date of Government Version: 08/04/2010	Source: Health Services Agency
Date Data Arrived at EDR: 08/13/2010	Telephone: 951-358-5055
Date Made Active in Reports: 09/30/2010	Last EDR Contact: 09/27/2010
Number of Days to Update: 48	Next Scheduled EDR Contact: 01/10/2011
	Data Release Frequency: Quarterly

## SACRAMENTO COUNTY:

### Toxic Site Clean-Up List

List of sites where unauthorized releases of potentially hazardous materials have occurred.

Date of Government Version: 06/30/2010	Source: Sacramento County Environmental Management
Date Data Arrived at EDR: 07/21/2010	Telephone: 916-875-8406
Date Made Active in Reports: 08/12/2010	Last EDR Contact: 10/12/2010
Number of Days to Update: 22	Next Scheduled EDR Contact: 01/24/2011
	Data Release Frequency: Quarterly

### Master Hazardous Materials Facility List

Any business that has hazardous materials on site - hazardous material storage sites, underground storage tanks, waste generators.

Date of Government Version: 07/26/2010	Source: Sacramento County Environmental Management
Date Data Arrived at EDR: 08/16/2010	Telephone: 916-875-8406
Date Made Active in Reports: 08/20/2010	Last EDR Contact: 10/12/2010
Number of Days to Update: 4	Next Scheduled EDR Contact: 01/24/2011
	Data Release Frequency: Quarterly

## SAN BERNARDINO COUNTY:

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## Hazardous Material Permits

This listing includes underground storage tanks, medical waste handlers/generators, hazardous materials handlers, hazardous waste generators, and waste oil generators/handlers.

Date of Government Version: 09/07/2010  
Date Data Arrived at EDR: 09/08/2010  
Date Made Active in Reports: 09/29/2010  
Number of Days to Update: 21

Source: San Bernardino County Fire Department Hazardous Materials Division  
Telephone: 909-387-3041  
Last EDR Contact: 08/16/2010  
Next Scheduled EDR Contact: 11/29/2010  
Data Release Frequency: Quarterly

## SAN DIEGO COUNTY:

### Hazardous Materials Management Division Database

The database includes: HE58 - This report contains the business name, site address, business phone number, establishment 'H' permit number, type of permit, and the business status. HE17 - In addition to providing the same information provided in the HE58 listing, HE17 provides inspection dates, violations received by the establishment, hazardous waste generated, the quantity, method of storage, treatment/disposal of waste and the hauler, and information on underground storage tanks. Unauthorized Release List - Includes a summary of environmental contamination cases in San Diego County (underground tank cases, non-tank cases, groundwater contamination, and soil contamination are included.)

Date of Government Version: 09/09/2010  
Date Data Arrived at EDR: 09/15/2010  
Date Made Active in Reports: 09/29/2010  
Number of Days to Update: 14

Source: Hazardous Materials Management Division  
Telephone: 619-338-2268  
Last EDR Contact: 09/15/2010  
Next Scheduled EDR Contact: 12/27/2010  
Data Release Frequency: Quarterly

### Solid Waste Facilities

San Diego County Solid Waste Facilities.

Date of Government Version: 10/01/2009  
Date Data Arrived at EDR: 12/04/2009  
Date Made Active in Reports: 01/18/2010  
Number of Days to Update: 45

Source: Department of Health Services  
Telephone: 619-338-2209  
Last EDR Contact: 08/02/2010  
Next Scheduled EDR Contact: 11/15/2010  
Data Release Frequency: Varies

### Environmental Case Listing

The listing contains all underground tank release cases and projects pertaining to properties contaminated with hazardous substances that are actively under review by the Site Assessment and Mitigation Program.

Date of Government Version: 03/23/2010  
Date Data Arrived at EDR: 06/15/2010  
Date Made Active in Reports: 07/09/2010  
Number of Days to Update: 24

Source: San Diego County Department of Environmental Health  
Telephone: 619-338-2371  
Last EDR Contact: 09/23/2010  
Next Scheduled EDR Contact: 12/27/2010  
Data Release Frequency: Varies

## SAN FRANCISCO COUNTY:

### Local Oversight Facilities

A listing of leaking underground storage tank sites located in San Francisco county.

Date of Government Version: 09/19/2008  
Date Data Arrived at EDR: 09/19/2008  
Date Made Active in Reports: 09/29/2008  
Number of Days to Update: 10

Source: Department Of Public Health San Francisco County  
Telephone: 415-252-3920  
Last EDR Contact: 08/16/2010  
Next Scheduled EDR Contact: 11/29/2010  
Data Release Frequency: Quarterly

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## Underground Storage Tank Information

Underground storage tank sites located in San Francisco county.

Date of Government Version: 09/08/2010	Source: Department of Public Health
Date Data Arrived at EDR: 09/10/2010	Telephone: 415-252-3920
Date Made Active in Reports: 09/30/2010	Last EDR Contact: 08/30/2010
Number of Days to Update: 20	Next Scheduled EDR Contact: 11/29/2010
	Data Release Frequency: Quarterly

## SAN JOAQUIN COUNTY:

### San Joaquin Co. UST

A listing of underground storage tank locations in San Joaquin county.

Date of Government Version: 05/14/2010	Source: Environmental Health Department
Date Data Arrived at EDR: 06/09/2010	Telephone: N/A
Date Made Active in Reports: 07/09/2010	Last EDR Contact: 09/27/2010
Number of Days to Update: 30	Next Scheduled EDR Contact: 01/10/2011
	Data Release Frequency: Semi-Annually

## SAN MATEO COUNTY:

### Business Inventory

List includes Hazardous Materials Business Plan, hazardous waste generators, and underground storage tanks.

Date of Government Version: 07/15/2010	Source: San Mateo County Environmental Health Services Division
Date Data Arrived at EDR: 07/16/2010	Telephone: 650-363-1921
Date Made Active in Reports: 08/12/2010	Last EDR Contact: 06/21/2010
Number of Days to Update: 27	Next Scheduled EDR Contact: 01/03/2011
	Data Release Frequency: Annually

### Fuel Leak List

A listing of leaking underground storage tank sites located in San Mateo county.

Date of Government Version: 09/20/2010	Source: San Mateo County Environmental Health Services Division
Date Data Arrived at EDR: 09/21/2010	Telephone: 650-363-1921
Date Made Active in Reports: 09/29/2010	Last EDR Contact: 09/20/2010
Number of Days to Update: 8	Next Scheduled EDR Contact: 10/04/2010
	Data Release Frequency: Semi-Annually

## SANTA CLARA COUNTY:

### HIST LUST - Fuel Leak Site Activity Report

A listing of open and closed leaking underground storage tanks. This listing is no longer updated by the county. Leaking underground storage tanks are now handled by the Department of Environmental Health.

Date of Government Version: 03/29/2005	Source: Santa Clara Valley Water District
Date Data Arrived at EDR: 03/30/2005	Telephone: 408-265-2600
Date Made Active in Reports: 04/21/2005	Last EDR Contact: 03/23/2009
Number of Days to Update: 22	Next Scheduled EDR Contact: 06/22/2009
	Data Release Frequency: No Update Planned

### LOP Listing

A listing of leaking underground storage tanks located in Santa Clara county.

Date of Government Version: 05/29/2009	Source: Department of Environmental Health
Date Data Arrived at EDR: 06/01/2009	Telephone: 408-918-3417
Date Made Active in Reports: 06/15/2009	Last EDR Contact: 09/07/2010
Number of Days to Update: 14	Next Scheduled EDR Contact: 12/20/2010
	Data Release Frequency: Annually

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## Hazardous Material Facilities

Hazardous material facilities, including underground storage tank sites.

Date of Government Version: 08/31/2009  
Date Data Arrived at EDR: 08/31/2009  
Date Made Active in Reports: 09/18/2009  
Number of Days to Update: 18

Source: City of San Jose Fire Department  
Telephone: 408-535-7694  
Last EDR Contact: 09/13/2010  
Next Scheduled EDR Contact: 11/29/2010  
Data Release Frequency: Annually

## SOLANO COUNTY:

### Leaking Underground Storage Tanks

A listing of leaking underground storage tank sites located in Solano county.

Date of Government Version: 09/07/2010  
Date Data Arrived at EDR: 09/10/2010  
Date Made Active in Reports: 09/29/2010  
Number of Days to Update: 19

Source: Solano County Department of Environmental Management  
Telephone: 707-784-6770  
Last EDR Contact: 09/07/2010  
Next Scheduled EDR Contact: 12/20/2010  
Data Release Frequency: Quarterly

### Underground Storage Tanks

Underground storage tank sites located in Solano county.

Date of Government Version: 09/07/2010  
Date Data Arrived at EDR: 09/14/2010  
Date Made Active in Reports: 09/30/2010  
Number of Days to Update: 16

Source: Solano County Department of Environmental Management  
Telephone: 707-784-6770  
Last EDR Contact: 09/07/2010  
Next Scheduled EDR Contact: 12/20/2010  
Data Release Frequency: Quarterly

## SONOMA COUNTY:

### Leaking Underground Storage Tank Sites

A listing of leaking underground storage tank sites located in Sonoma county.

Date of Government Version: 07/12/2010  
Date Data Arrived at EDR: 07/13/2010  
Date Made Active in Reports: 08/12/2010  
Number of Days to Update: 30

Source: Department of Health Services  
Telephone: 707-565-6565  
Last EDR Contact: 10/04/2010  
Next Scheduled EDR Contact: 01/17/2011  
Data Release Frequency: Quarterly

## SUTTER COUNTY:

### Underground Storage Tanks

Underground storage tank sites located in Sutter county.

Date of Government Version: 09/13/2010  
Date Data Arrived at EDR: 09/14/2010  
Date Made Active in Reports: 09/30/2010  
Number of Days to Update: 16

Source: Sutter County Department of Agriculture  
Telephone: 530-822-7500  
Last EDR Contact: 09/13/2010  
Next Scheduled EDR Contact: 12/27/2010  
Data Release Frequency: Semi-Annually

## VENTURA COUNTY:

### Business Plan, Hazardous Waste Producers, and Operating Underground Tanks

The BWT list indicates by site address whether the Environmental Health Division has Business Plan (B), Waste Producer (W), and/or Underground Tank (T) information.

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 07/26/2010  
Date Data Arrived at EDR: 09/01/2010  
Date Made Active in Reports: 09/29/2010  
Number of Days to Update: 28

Source: Ventura County Environmental Health Division  
Telephone: 805-654-2813  
Last EDR Contact: 08/24/2010  
Next Scheduled EDR Contact: 12/06/2010  
Data Release Frequency: Quarterly

## Inventory of Illegal Abandoned and Inactive Sites

Ventura County Inventory of Closed, Illegal Abandoned, and Inactive Sites.

Date of Government Version: 08/01/2009  
Date Data Arrived at EDR: 10/05/2009  
Date Made Active in Reports: 10/13/2009  
Number of Days to Update: 8

Source: Environmental Health Division  
Telephone: 805-654-2813  
Last EDR Contact: 09/27/2010  
Next Scheduled EDR Contact: 11/15/2010  
Data Release Frequency: Annually

## Listing of Underground Tank Cleanup Sites

Ventura County Underground Storage Tank Cleanup Sites (LUST).

Date of Government Version: 05/29/2008  
Date Data Arrived at EDR: 06/24/2008  
Date Made Active in Reports: 07/31/2008  
Number of Days to Update: 37

Source: Environmental Health Division  
Telephone: 805-654-2813  
Last EDR Contact: 08/24/2010  
Next Scheduled EDR Contact: 12/06/2010  
Data Release Frequency: Quarterly

## Underground Tank Closed Sites List

Ventura County Operating Underground Storage Tank Sites (UST)/Underground Tank Closed Sites List.

Date of Government Version: 08/31/2010  
Date Data Arrived at EDR: 09/21/2010  
Date Made Active in Reports: 09/30/2010  
Number of Days to Update: 9

Source: Environmental Health Division  
Telephone: 805-654-2813  
Last EDR Contact: 09/21/2010  
Next Scheduled EDR Contact: 01/03/2011  
Data Release Frequency: Quarterly

## YOLO COUNTY:

### Underground Storage Tank Comprehensive Facility Report

Underground storage tank sites located in Yolo county.

Date of Government Version: 07/20/2010  
Date Data Arrived at EDR: 09/16/2010  
Date Made Active in Reports: 09/30/2010  
Number of Days to Update: 14

Source: Yolo County Department of Health  
Telephone: 530-666-8646  
Last EDR Contact: 09/27/2010  
Next Scheduled EDR Contact: 01/10/2011  
Data Release Frequency: Annually

## OTHER DATABASE(S)

Depending on the geographic area covered by this report, the data provided in these specialty databases may or may not be complete. For example, the existence of wetlands information data in a specific report does not mean that all wetlands in the area covered by the report are included. Moreover, the absence of any reported wetlands information does not necessarily mean that wetlands do not exist in the area covered by the report.

### CT MANIFEST: Hazardous Waste Manifest Data

Facility and manifest data. Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a tsd facility.

Date of Government Version: 12/31/2007  
Date Data Arrived at EDR: 08/26/2009  
Date Made Active in Reports: 09/11/2009  
Number of Days to Update: 16

Source: Department of Environmental Protection  
Telephone: 860-424-3375  
Last EDR Contact: 08/25/2010  
Next Scheduled EDR Contact: 12/06/2010  
Data Release Frequency: Annually

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## NJ MANIFEST: Manifest Information

Hazardous waste manifest information.

Date of Government Version: 12/31/2009  
Date Data Arrived at EDR: 07/22/2010  
Date Made Active in Reports: 08/26/2010  
Number of Days to Update: 35

Source: Department of Environmental Protection  
Telephone: N/A  
Last EDR Contact: 10/19/2010  
Next Scheduled EDR Contact: 01/31/2011  
Data Release Frequency: Annually

## NY MANIFEST: Facility and Manifest Data

Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a TSD facility.

Date of Government Version: 07/28/2010  
Date Data Arrived at EDR: 08/11/2010  
Date Made Active in Reports: 09/24/2010  
Number of Days to Update: 44

Source: Department of Environmental Conservation  
Telephone: 518-402-8651  
Last EDR Contact: 08/11/2010  
Next Scheduled EDR Contact: 11/22/2010  
Data Release Frequency: Annually

## PA MANIFEST: Manifest Information

Hazardous waste manifest information.

Date of Government Version: 12/31/2008  
Date Data Arrived at EDR: 12/01/2009  
Date Made Active in Reports: 12/14/2009  
Number of Days to Update: 13

Source: Department of Environmental Protection  
Telephone: 717-783-8990  
Last EDR Contact: 08/23/2010  
Next Scheduled EDR Contact: 12/06/2010  
Data Release Frequency: Annually

## RI MANIFEST: Manifest information

Hazardous waste manifest information

Date of Government Version: 12/31/2009  
Date Data Arrived at EDR: 07/19/2010  
Date Made Active in Reports: 08/26/2010  
Number of Days to Update: 38

Source: Department of Environmental Management  
Telephone: 401-222-2797  
Last EDR Contact: 08/30/2010  
Next Scheduled EDR Contact: 12/13/2010  
Data Release Frequency: Annually

## WI MANIFEST: Manifest Information

Hazardous waste manifest information.

Date of Government Version: 12/31/2009  
Date Data Arrived at EDR: 07/06/2010  
Date Made Active in Reports: 07/26/2010  
Number of Days to Update: 20

Source: Department of Natural Resources  
Telephone: N/A  
Last EDR Contact: 09/20/2010  
Next Scheduled EDR Contact: 01/03/2011  
Data Release Frequency: Annually

Oil/Gas Pipelines: This data was obtained by EDR from the USGS in 1994. It is referred to by USGS as GeoData Digital Line Graphs from 1:100,000-Scale Maps. It was extracted from the transportation category including some oil, but primarily gas pipelines.

Sensitive Receptors: There are individuals deemed sensitive receptors due to their fragile immune systems and special sensitivity to environmental discharges. These sensitive receptors typically include the elderly, the sick, and children. While the location of all sensitive receptors cannot be determined, EDR indicates those buildings and facilities - schools, daycares, hospitals, medical centers, and nursing homes - where individuals who are sensitive receptors are likely to be located.

## AHA Hospitals:

Source: American Hospital Association, Inc.  
Telephone: 312-280-5991

The database includes a listing of hospitals based on the American Hospital Association's annual survey of hospitals.

## Medical Centers: Provider of Services Listing

Source: Centers for Medicare & Medicaid Services  
Telephone: 410-786-3000

A listing of hospitals with Medicare provider number, produced by Centers of Medicare & Medicaid Services, a federal agency within the U.S. Department of Health and Human Services.

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

### Nursing Homes

Source: National Institutes of Health

Telephone: 301-594-6248

Information on Medicare and Medicaid certified nursing homes in the United States.

### Public Schools

Source: National Center for Education Statistics

Telephone: 202-502-7300

The National Center for Education Statistics' primary database on elementary and secondary public education in the United States. It is a comprehensive, annual, national statistical database of all public elementary and secondary schools and school districts, which contains data that are comparable across all states.

### Private Schools

Source: National Center for Education Statistics

Telephone: 202-502-7300

The National Center for Education Statistics' primary database on private school locations in the United States.

### Daycare Centers: Licensed Facilities

Source: Department of Social Services

Telephone: 916-657-4041

**Flood Zone Data:** This data, available in select counties across the country, was obtained by EDR in 2003 & 2009 from the Federal Emergency Management Agency (FEMA). Data depicts 100-year and 500-year flood zones as defined by FEMA.

**NWI:** National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002 and 2005 from the U.S. Fish and Wildlife Service.

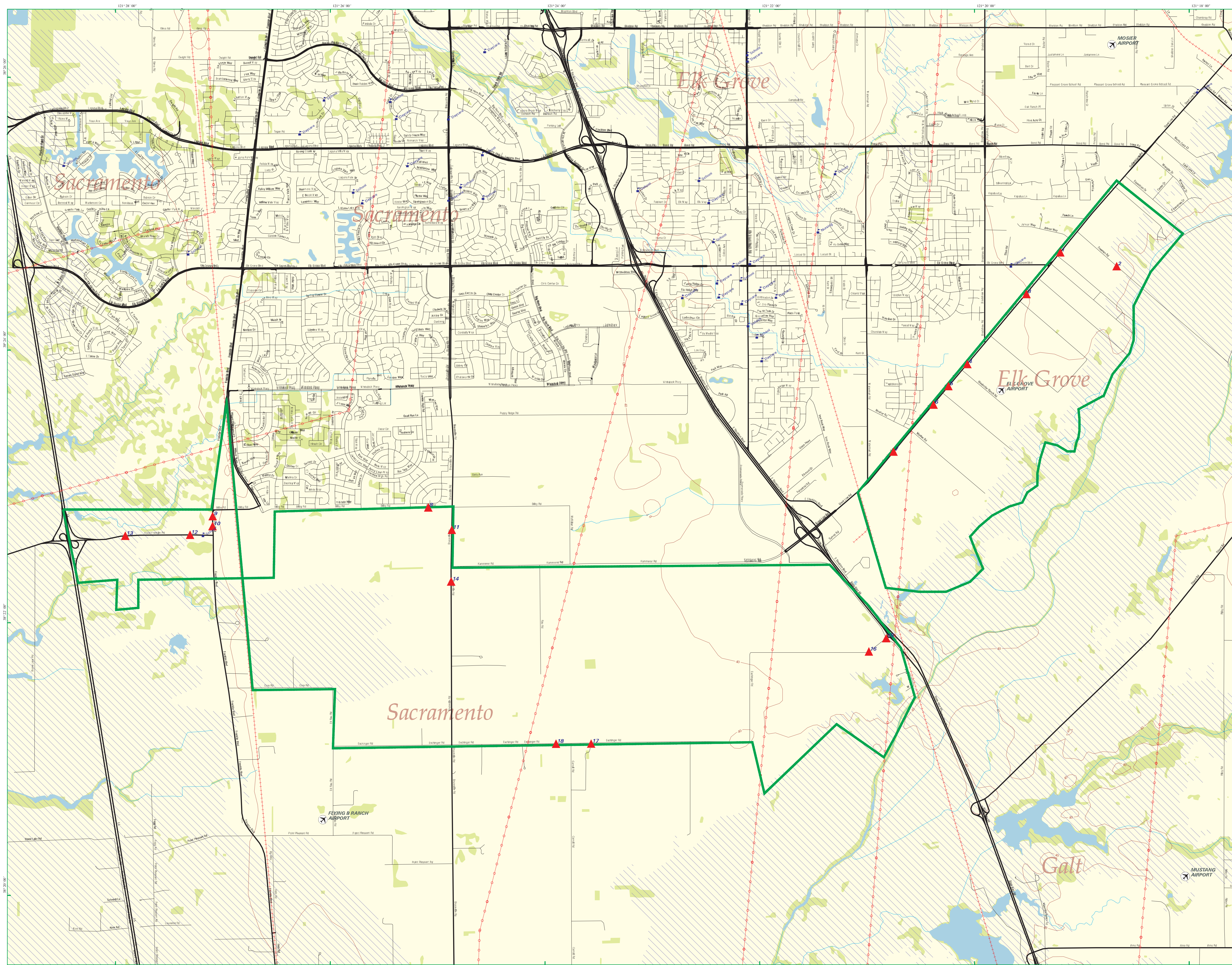
### STREET AND ADDRESS INFORMATION

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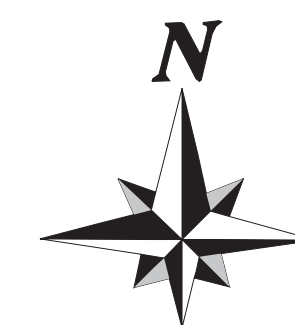


# EDR DataMap® Area Study

Proposed City of Elk Grove  
Sphere of Influence Ame



- ▲ Listed Sites
- Earthquake Epicenters (Richter 5 or greater)
- Search Boundary
- Roads
- Major Roads
- Waterways
- Railroads
- Contour Lines
- Pipelines
- Powerlines
- Fault Lines
- Water
- Superfund Sites
- Federal DOD Sites
- Indian Reservations BIA
- 100-Yr Flood Zones
- National Wetland Inventory



Elk Grove, CA



Scale in Miles





## **Appendix D: General Plan Policy Consistency Analysis**



**Table 1: City of Elk Grove General Plan Consistency Analysis**

Element	Policy		Consistency Determination
	No.	Text	
Circulation	CI-1	Circulation planning for all modes of travel (vehicle, transit, bicycle, pedestrian, etc.) shall be coordinated with efforts to reduce air pollution.	<b>Justification:</b> It is anticipated that with development of the project site that circulation planning for all modes of travel be coordinated with efforts to reduce air pollution. However, no physical development is being proposed at this time and no project applications have been submitted.
	CI-4	Specific Plans, Special Planning Areas, and development projects shall be designed to promote pedestrian movement through direct, safe, and pleasant routes that connect destinations inside and outside the plan or project area.	<b>Justification:</b> It is anticipated that with the development of the project site that any development planned is designed to promote pedestrian movement through direct, safe, and pleasant routes, connecting destinations inside and outside the plan or project area. However, no physical development is being proposed at this time and no project applications have been submitted.
	CI-5	The City shall encourage the use of transportation alternatives that reduce the use of personal motor vehicles.	<b>Justification:</b> It is anticipated that with the development of the project site that the City of Elk Grove promote and encourage the use of transportation alternatives which reduce the use of personal motor vehicles. However, no physical development is being proposed at this time and no project applications have been submitted.
	CI-6	The City shall require that transit service is provided in all areas of Elk Grove, including rural areas, so that transit dependent residents of those areas are not cut off from community services, events, and activities.	<b>Justification:</b> It is anticipated that with the development of the project site that transit service be provided in all areas of Elk Grove including rural areas, which includes the project site being located in Southeast Elk Grove. However, no physical development is being proposed at this time and no project applications have been submitted.
	CI-16	Where a development project is required to perform new roadway construction or road widening, the entire roadway shall be completed to its planned width from curb to-curb prior to the operation of the project for which the improvements were	<b>Justification:</b> It is anticipated that with development of the project site that any planned project be required to have the entire roadway completed to its planned with from curb to curb prior to the operation of the project. The roadway construction shall also provide facilities adequate to ensure pedestrian safety as determined by the Elk Grove’s City Engineer.

**Table 1 (cont.): City of Elk Grove General Plan Consistency Analysis**

Element	Policy		Consistency Determination
	No.	Text	
		constructed, unless otherwise approved by the City Engineer. Such roadway construction shall also provide facilities adequate to ensure pedestrian safety as determined by the City Engineer.	However, no physical development is being proposed at this time and no project applications have been submitted.
	CI-21	The City shall require the installation of traffic pre-emption devices for emergency vehicles (police and fire) at all newly constructed intersections, and shall seek to retrofit all existing intersections to incorporate these features.	<b>Justification:</b> It is anticipated that with development of the project site it is required in new developments, traffic preemption devices for emergency vehicles at new intersections be installed. However, no physical development is being proposed at this time and no project applications have been submitted.
	CI-23	All public streets should have sufficient width to provide for parking on both sides of the street and enough remaining pavement width to provide for fire emergency vehicle access.	<b>Justification:</b> It is anticipated that with development of the project site any public streets that are to be constructed must adhere to having sufficient width, provide parking on both sides, while providing access for emergency vehicles. However, no physical development is being proposed at this time and no project applications have been submitted.
Conservation and Air Quality Element	CAQ-1	Reduce the amount of water used by residential and non-residential uses by encouraging water conservation.	<b>Justification:</b> It is anticipated that with development of the project site that water conservation be encouraged. However, no physical development is being proposed at this time and no project applications have been submitted.
	CAQ-5	Roads and structures shall be designed, built and landscaped so as to minimize erosion during and after construction.	<b>Justification:</b> It is anticipated that any road and structures part of a potential project be designed, built and landscaped in a way which minimizes erosion both during and after construction. However, no physical development is being proposed at this time and no project applications have been submitted.
	CAQ-8	Large trees (both native and non-native) are an important aesthetic (and, in some cases, biological) resource. Trees which function as an important part of the City's or a neighborhood's aesthetic character	<b>Justification:</b> It is anticipated that with the development of the project site that the preservation of vegetation and trees within the area be undertaken. If they can not be preserved onsite then off site mitigation or an in-lieu fee is then

**Table 1 (cont.): City of Elk Grove General Plan Consistency Analysis**

Element	Policy		Consistency Determination
	No.	Text	
		<p>or as natural habitat should be retained to the extent possible during the development of new structures, roadways (public and private, including roadway widening), parks, drainage channels, and other uses and structures.</p> <p>Large trees (both native and non-native) are an important aesthetic (and, in some cases, biological) resource. Trees which function as an important part of the City’s or a neighborhood’s aesthetic character or as natural habitat should be retained to the extent possible during the development of new structures, roadways (public and private, including roadway widening), parks, drainage channels, and other uses and structures.</p> <p>If trees cannot be preserved onsite, offsite mitigation or payment of an in-lieu fee may be required by the City. Where possible, trees planted for mitigation should be located in the same watershed as the trees, which were removed.</p> <p>Trees that cannot be protected shall be replaced either on-site or off-site as required by the City.</p>	<p>required. However, no physical development is being proposed at this time and no project applications have been submitted.</p>
	CAQ-14	<p>The city shall seek to minimize the amount of impervious surfaces and directly connected impervious surfaces in areas of new development and redevelopment and use on-site infiltration of runoff in areas with appropriate soils where the infiltration of storm water would not pose a potential threat to groundwater quality.</p>	<p><b>Justification:</b> It is anticipated that with the development of the project site that the City strive to minimize the amount of impervious surfaces in areas of new development, also using on-site infiltration of runoff. However, no physical development is being proposed at this time and no project applications have been submitted.</p>

**Table 1 (cont.): City of Elk Grove General Plan Consistency Analysis**

Element	Policy		Consistency Determination
	No.	Text	
	CAQ-17	The City recognizes the value of naturally vegetated stream corridors, commensurate with flood control and public acceptance, to assist in removal of pollutants, provide native and endangered species habitat and provide community amenities.	<b>Justification:</b> It is anticipated that with development of the projects that the City needs to recognize value placed upon vegetation located near stream corridors. However, no physical development is being proposed at this time and no project applications have been submitted.
	CAQ-19	Encourage the retention of natural stream corridors, and the creation of natural stream channels where improvements to drainage capacity are required.	<b>Justification:</b> It is anticipated that with any development of the project site, that the City encourages retention of natural stream corridors and stream channels near and on the project site. However, no physical development is being proposed at this time and no project applications have been submitted.
	CAQ-21	<p>Development adjacent to a natural stream(s) shall provide a “stream buffer zone” along the stream. “Natural streams” shall be generally considered to consist of the following, subject to site-specific review by the City:</p> <ul style="list-style-type: none"> <li>Deer Creek</li> <li>Elk Grove Creek</li> <li>Laguna Creek and its tributaries</li> <li>Morrison Creek</li> <li>Strawberry Creek</li> <li>White House Creek</li> </ul> <p>The following are examples of desired features for this transition zone; the specific design for each transition zone shall be approved on a case-by-case basis by the City.</p> <p>Stream buffer zones should generally measure at least 50 (fifty) feet from the stream centerline (total width of 100) feet or more, depending on the characteristics of the stream, and shall include:</p>	<b>Justification:</b> It is anticipated that with any development of the project site, that any development located near any natural stream provide a stream buffer zone. However, no physical development is being proposed at this time and no project applications have been submitted.



**Table 1 (cont.): City of Elk Grove General Plan Consistency Analysis**

Element	Policy		Consistency Determination
	No.	Text	
		<ol style="list-style-type: none"> <li>1. Sufficient width for a mowed firebreak (where necessary), access for channel maintenance and flood control, and for planned passive recreation uses.</li> <li>2. Sufficient width to provide for:               <ol style="list-style-type: none"> <li>a. Quality and quantity of existing and created habitat,</li> <li>b. Presence of species as well as species sensitivity to human disturbance,</li> <li>c. Areas for regeneration of vege vegetation,</li> <li>d. Vegetative filtration for water quality,</li> <li>e. Corridor for wildlife habitat linkage,</li> <li>f. Protection from runoff and other impacts of urban uses adjacent to the corridor</li> <li>g. Trails and greenbelts.</li> </ol> </li> <li>3. The stream buffer zone should not include above ground water quality treatment structures designed to meet pollutant discharge requirements</li> </ol>	
	CAQ-22	Stream crossings shall be minimized and be aesthetically compatible with the natural appearance of the stream channel. The use of bridges and other stream crossings with natural (unpaved) bottoms shall be encouraged to minimize impacts to natural habitat.	<b>Justification:</b> It is anticipated that with development of the project site that any stream crossings proposed for construction be minimized and shall be aesthetically compatible with the natural appearance of the stream channel. However, no physical development is being proposed at this time and no project applications have been submitted.
	CAQ-23	Uses in the stream corridors shall be limited to recreation and agricultural uses compatible with resource protection and flood control measures. Roads, parking, and associated fill slopes shall be located outside of the stream corridor, except at stream crossings.	<b>Justification:</b> It is anticipated that with development of the project site that any use of stream corridors within the site be limited to agriculture and recreational uses only. However, no physical development is being proposed at this time and no project applications have been submitted.

**Table 1 (cont.): City of Elk Grove General Plan Consistency Analysis**

Element	Policy		Consistency Determination
	No.	Text	
	CAQ-24	Open space lands within a stream corridor shall be required to be retained as open space as a condition of development approval for projects that include a stream corridor. Unencumbered maintenance access to the stream shall be provided.	<b>Justification:</b> It is anticipated that with the development of the project site that any stream corridors located on or near the project site should be retained as open space, a condition of development approval for projects that include a stream corridor. However, no physical development is being proposed at this time and no project applications have been submitted.
	CAQ-26	It is the policy of the City of Elk Grove to minimize air pollutant emissions from all City facilities and operations to the extent feasible and consistent with the City’s need to provide a high level of public service.	<b>Justification:</b> It is anticipated that the City of Elk Grove will need to minimize any air pollutant emissions from city facilities and operations. However, no physical development is being proposed at this time and no project applications have been submitted.
	CAQ-27	The City shall promote energy conservation measures in new development to reduce on-site emissions and power plant emissions. The City shall seek to reduce the energy impacts from new residential and commercial projects through investigation and implementation of energy efficiency measures during all phases of design and development.	<b>Justification:</b> It is anticipated that the City of Elk Grove will need to promote energy conservation measures to any new development areas, which includes development of the project site. The City shall then seek to reduce the energy impacts from development of the site. However, no physical development is being proposed at this time and no project applications have been submitted.
	CAQ-28	The City shall emphasize “demand management” strategies which seek to reduce single-occupant vehicle use in order to achieve state and federal air quality plan objectives.	<b>Justification:</b> It is anticipated that with any development of the project site that the City will need to promote strategies that set out to reduce single-occupant vehicle usage. However, no physical development is being proposed at this time and no project applications have been submitted.
	CAQ-29	The City shall seek to ensure that public transit is a viable and attractive alternative to the use of private motor vehicles.	<b>Justification:</b> It is anticipated that the City will need to promote public transportation as a viable alternative with development of the project site in order to preserve and better air quality. However, no physical development is being proposed at this time and no project applications have been submitted.

**Table 1 (cont.): City of Elk Grove General Plan Consistency Analysis**

Element	Policy		Consistency Determination
	No.	Text	
	CAQ-32	As part of the environmental review of projects, the City shall identify the air quality impacts of development proposals to avoid significant adverse impacts and require appropriate mitigation measures, potentially including—in the case of projects which may conflict with applicable air quality plans—emission reductions in addition to those required by Policy CAQ-30.	<b>Justification:</b> It is anticipated that during the development of the project site that the City will need to identify any adverse effects of development proposals, applying appropriate mitigation measures. However, no physical development is being proposed at this time and no project applications have been submitted.
	CAQ-33	The City shall require that public and private development projects use low emission vehicles and equipment as part of project construction and operation, unless determined to be infeasible.	<b>Justification:</b> It is anticipated that during development process of the project site that vehicles and equipment that may be used, should be low emission equipment. However, no physical development is being proposed at this time and no project applications have been submitted.
Historic Resources Element	HR-3	Encourage restoration, renovation, and/or rehabilitation of all historic structures.	<b>Justification:</b> It is anticipated that any structures found within the project site of significant historical importance be restored, renovated, or rehabilitated. However, no physical development is being proposed at this time and no project applications have been submitted.
	HR-4	Support use of federal financial incentive programs to encourage preservation of historic structures.	<b>Justification:</b> It is anticipated that any historic structures found within the project site, be preserved through federal financial incentive measures. However, no physical development is being proposed at this time and no project applications have been submitted.
Housing	H-10	Continue to support housing opportunities for agricultural workers, homeless people, seniors, female-headed households, large families, and persons with disabilities. According to the federal Rehabilitation Act of 1973, a person with a disability is a person who has a physical or mental disability, which	<b>Justification:</b> It is anticipated that because the potential project site it located in close proximity with rural housing and agriculture lands, that there is continual support of housing opportunities for the agriculture workers. However, no physical development is being proposed at this time and no project applications have been submitted.

**Table 1 (cont.): City of Elk Grove General Plan Consistency Analysis**

Element	Policy		Consistency Determination
	No.	Text	
		substantially limits a major life activity, or has a record of such a disability, or is regarded as having such a disability.	
	H-13	Continue to monitor the Zoning Ordinance and other regulations to ensure that the City’s policies and regulations do not inappropriately constrain housing development and affordability.	<b>Justification:</b> It is anticipated that with development of the project site that the developmental site is monitored for the Zoning Ordinances and other regulations, ensuring the City’s policies do not inappropriately constrain any such development of housing. However, no physical development is being proposed at this time and no project applications have been submitted.
	H-15	Encourage creative and flexible design for residential developments.	<b>Justification:</b> It is anticipated that in developing of the project site that the proposed project encourage creative and flexible design for any such residential development. However, no physical development is being proposed at this time and no project applications have been submitted.
Land Use	LU-7	The City encourages disclosure of potential land use compatibility issues such as noise, dust, odors, etc., in order to provide potential purchasers with complete information to make informed decisions about purchasing property.	<b>Justification:</b> It is anticipated that with development of the project site that with any impeding development the City encourages disclosure of any potential compatibility issues. However, no physical development is being proposed at this time and no project applications have been submitted.
	LU-32	The following general criteria shall apply to the Southeast Policy Area as shown on the Land Use Policy Map and in Figure LU-6: Land uses in this area shall include a mix of residential densities, commercial, and office uses, as shown in Figure LU-6. The Southeast Policy Area, exclusive of the Souza property (described below) shall include a minimum of 4% (four percent) of the total land area designated for high-density residential development.	<b>Justification:</b> It is anticipated with development of the project site that because the area covered is located to the Southeast in Elk Grove, any development must adhere to Southeast Policy Area of Elk Groves land Use Policy. However, no physical development is being proposed at this time and no project applications have been submitted.

**Table 1 (cont.): City of Elk Grove General Plan Consistency Analysis**

Element	Policy		Consistency Determination
	No.	Text	
		<p>Within the “Souza” property (as shown on Figure LU-6), land uses shall consist of residential and, if determined appropriate, commercial and office uses. The Souza property shall include a minimum of 22 net acres of land designated for high-density residential development.</p> <p>The area south of the Souza Property shall be designated for Office uses, along with office-supporting retail uses if determined necessary by the City.</p> <p>Development in the Southeast Area shall not occur until a comprehensive master plan has been prepared which includes (but is not limited to) the detailed designation of land uses, a master plan of infrastructure and financing, and the phasing of infrastructure for the entire Southeast Policy Area.</p> <p>No portion of the Southeast Policy Area may be planned as a separate project prior to the completion of a comprehensive master plan, which may be in form of a Specific Plan, a Special Planning Area, or similar comprehensive plan for the entire Southeast Policy Area.</p>	
	LU-35	<p>The City of Elk Grove shall require that new development—including commercial, office, industrial, and residential development—is of high quality and reflects the City’s desire to create a high quality, attractive, functional, and efficient built environment.</p>	<p><b>Justification:</b> It is anticipated that any development of the project site must satisfy that the new development undertaken is of high quality. However, no physical development is being proposed at this time and no project applications have been submitted.</p>

**Table 1 (cont.): City of Elk Grove General Plan Consistency Analysis**

Element	Policy		Consistency Determination
	No.	Text	
	LU-36	Signs should be used primarily to facilitate business identification, rather than the advertisement of goods and services. Sign size limits and locations should be designated consistent with this policy.	<b>Justification:</b> It is anticipated that any signs put in place, must be used to facilitate business identification rather than advertisements. However, no physical development is being proposed at this time and no project applications have been submitted.
	LU-38	Reduce the unsightly appearance of overhead and aboveground utilities.	<b>Justification:</b> It is anticipated during development that utilities should be placed underground instead of aboveground. However, no physical development is being proposed at this time and no project applications have been submitted.
Noise	NO-4	Where proposed non-residential land uses are likely to produce noise levels exceeding the performance standards of Table NO-A at existing or planned noise-sensitive uses, an acoustical analysis shall be required as part of the environmental review process so that noise mitigation may be included in the project design. The requirements for the content of an acoustical analysis are shown in Table NO-B.	<b>Justification:</b> It is anticipated that if the development of the site consist of nonresidential use, then an acoustical analysis is required part of the environmental review. However, no physical development is being proposed at this time and no project applications have been submitted.
	NO-8	Where noise mitigation measures are required to achieve the standards of Tables NO-A and NO-C, the emphasis of such measures shall be placed upon site planning and project design. The use of noise barriers shall be considered a means of achieving the noise standards only after all other practical design-related noise mitigation measures—including the use of distance from noise sources—have been integrated into the project.	<b>Justification:</b> It is anticipated that after development of the project site that noise barriers may be considered as a means of achieving noise standards all other practical design-related noise mitigation measures have been implemented. However, no physical development is being proposed at this time and no project applications have been submitted.
Parks Trail and Open Space	PTO-1	The City of Elk Grove supports the development, maintenance, and	<b>Justification:</b> It is anticipated that any development of the project site that the City supports that

**Table 1 (cont.): City of Elk Grove General Plan Consistency Analysis**

Element	Policy		Consistency Determination
	No.	Text	
		enhancement of parks and trails serving a variety of needs at the neighborhood, area, and citywide level. The City may seek to accomplish the provision of parks and trails in cooperation with the Elk Grove Community Services District.	development, maintenance, and enhancement of any park within the site. However, no physical development is being proposed at this time and no project applications have been submitted.
	PTO-15	<p>The City views open space lands of all types as important resource which should be preserved in the region, and supports the establishment of multipurpose open space areas to address a variety of needs, including, but not limited to:</p> <ul style="list-style-type: none"> <li>• Maintenance of agricultural uses</li> <li>• Wildlife habitat</li> <li>• Recreational open space</li> <li>• Aesthetic benefits</li> <li>• Flood control</li> </ul> <p>To the extent possible, lands protected in accordance with this policy should be in proximity to Elk Grove, to facilitate use of these areas by Elk Grove residents, assist in mitigation of habitat loss within the city, and provide an open space resource close to the urbanized areas of Elk Grove.</p>	<b>Justification:</b> It is anticipated that the City views open space lands as an important resource, which should be preserved in the region. However, no physical development is being proposed at this time and no project applications have been submitted.
	PTO-18	To the extent possible, retain natural drainage courses in all cases where preservation of natural drainage is physically feasible and consistent with the need to provide flood protection.	<b>Justification:</b> It is anticipated that any natural drainage to the extent that it is possible be preserved. However, no physical development is being proposed at this time and no project applications have been submitted.
Public Facilities and Finance	PF-5	The City supports the use of reclaimed water for irrigation wherever feasible.	<b>Justification:</b> It is anticipated that with development of the project site that the City supports use of reclaimed water for irrigation. However, no physical development is being proposed at this time and no project applications have been submitted.

**Table 1 (cont.): City of Elk Grove General Plan Consistency Analysis**

Element	Policy		Consistency Determination
	No.	Text	
	PF-6	The City shall seek to protect the quality and quantity of groundwater resources, including those which serve households and businesses which rely on private wells.	<b>Justification:</b> It is anticipated that during development that the City protect the quality and the quantity of groundwater resources. However, no physical development is being proposed at this time and no project applications have been submitted.
	PF-7	The City shall require that water flow and pressure be provided at sufficient levels to meet domestic, commercial, industrial, and firefighting needs.	<b>Justification:</b> It is anticipated that the City will need to see that water flow and pressure be provided at sufficient levels to meet needs of the community. However, no physical development is being proposed at this time and no project applications have been submitted.
	PF-22	Infrastructure financing plans which specify the extent, timing and estimated cost of all necessary infrastructure shall be required for the approval of urban uses in the Laguna Ridge and Southeast Policy Areas, as defined in this General Plan. The resulting financing mechanisms shall be implemented prior to the development of urban uses.	<b>Justification:</b> It is anticipated that because the project site is located in Southeast Policy Areas of Elk Grove, that infrastructure-financing plans are required for the approval of urban uses. However, no physical development is being proposed at this time and no project applications have been submitted.
	PF-26	To minimize damage to roadways and to reduce inconvenience to residents and businesses, the City shall seek to ensure that all utilities located in roadways are installed in a single operation. Multiple installations in which separate utilities are installed at different times and/or in different trenches, are specifically discouraged.	<b>Justification:</b> It is anticipated that with development of the project site that, the City shall seek to ensure that all utilities located in roadways are installed in a single operation, to reduce damage of roadways, and reduce inconvenience to residents and businesses. However, no physical development is being proposed at this time and no project applications have been submitted.
Safety	SA-2	In considering the potential impact of hazardous facilities on the public and/or adjacent or nearby properties, the City shall consider the hazards posed by reasonably foreseeable events. <sup>1</sup> Evaluation of such hazards shall address the potential	<b>Justification:</b> it is anticipated that the City consider hazards posed by reasonable foreseeable events, in order to limit impact left on the public and/or nearby properties. However, no physical development is being proposed at this time and no project applications have been submitted.



**Table 1 (cont.): City of Elk Grove General Plan Consistency Analysis**

Element	Policy		Consistency Determination
	No.	Text	
		for events at facilities to create hazardous physical effects at offsite locations that could result in death, significant injury, or significant property damage. The potential hazardous physical effects of an event need not be considered if the occurrence of an event is not reasonably foreseeable as defined in Policy SA-3. Absent substantial evidence to the contrary, a “hazardous physical effect” from an event shall be a level of exposure to a hazardous physical effect in excess of the levels identified in Policy SA-4.	
	SA-5	The City will cooperate with other local, regional, state, and federal agencies, and with rail carriers in an effort to secure the safety of all residents and businesses in Elk Grove.	<b>Justification:</b> It is anticipated that the City will need to cooperate with other local, regional, state, and federal agencies in order to secure the safety of all residents and businesses. However, no physical development is being proposed at this time and no project applications have been submitted.
	SA-6	Consider developing and adopting a predisaster ordinance for post-disaster recovery and reconstruction that includes provisions for debris clearance, damage assessment, demolitions, re-occupancy and building moratorium criteria, fee waivers and deferrals, and expedited permitting procedures for repair and reconstruction.	<b>Justification:</b> It is anticipated that a predisaster ordinance for post-disaster recovery and reconstruction will need to be developed in order to preserve the safety of the public. However, no physical development is being proposed at this time and no project applications have been submitted.
	SA-7	The City of Elk Grove will work to identify and eliminate hazardous waste releases from both private companies and public agencies.	<b>Justification:</b> It is anticipated that with the development of the project site that the City will need to identify and eliminate hazardous wastes that originate from –private companies and agencies. However, no physical development is being proposed at this time and no project applications have been submitted.
	SA-8	Storage of hazardous	<b>Justification:</b> It is anticipated that

**Table 1 (cont.): City of Elk Grove General Plan Consistency Analysis**

Element	Policy		Consistency Determination
	No.	Text	
		materials and waste shall be strictly regulated, consistent with state and federal law.	with any development of the project site that any hazardous substances be strictly regulated consistent with both state and federal law. However, no physical development is being proposed at this time and no project applications have been submitted.
	SA-19	Discourage the number of crossings of natural creeks in order to reduce potential flooding and access problems.	<b>Justification:</b> It is anticipated that with development of the project site that in order to reduce potential flooding problems that the crossings of natural creeks within the project site be discouraged. However, no physical development is being proposed at this time and no project applications have been submitted.
	SA-24	Drainage facilities should be properly maintained to ensure their proper operation during storms.	<b>Justification:</b> It is anticipated that any drainage facilities constructed in the project site be properly maintained so that they operate correctly during storms. However, no physical development is being proposed at this time and no project applications have been submitted.
	SA-30	Design neighborhoods and buildings in a manner that prevents crime and provides security and safety for people and property when feasible.	<b>Justification:</b> It is anticipated that with development of the project site that any buildings that are constructed be designed in a manner which prevents crime and provides security and safety for people and property. However, no physical development is being proposed at this time and no project applications have been submitted.
	SA-31	Encourage the use of Crime Prevention Through Environmental Design (CPTED) principles in the design of development projects and buildings. These basic principles include:  <b>Natural Surveillance</b> A design concept directed primarily at keeping intruders easily observable. Promoted by features that maximize visibility of people, parking areas and building entrances: doors and windows that look out on to streets and parking	<b>Justification:</b> It is anticipated that with development that encourage the use of crime prevention through CPTED principles in the design and development of the potential project. However, no physical development is being proposed at this time and no project applications have been submitted.

**Table 1 (cont.): City of Elk Grove General Plan Consistency Analysis**

Element	Policy		Consistency Determination
	No.	Text	
		<p>areas; pedestrian-friendly sidewalks and streets; front porches; adequate nighttime lighting.</p> <p><b>Territorial Reinforcement</b> Physical design can create or extend a sphere of influence. Users then develop a sense of territorial control while potential offenders, perceiving this control, are discouraged. Promoted by features that define property lines and distinguish private spaces from public spaces using landscape plantings, pavement designs, gateway treatments, and "CPTED" fences.</p> <p><b>Natural Access Control</b> A design concept directed primarily at decreasing crime opportunity by denying access to crime targets and creating in offenders a perception of risk. Gained by designing streets, sidewalks, building entrances and neighborhood gateways to clearly indicate public routes and discouraging access to private areas with structural elements.</p> <p><b>Target Hardening</b> Accomplished by features that prohibit entry or access: window locks, dead bolts for doors, interior door hinges.</p>	
Source: City of Elk Grove General Plan, 2003.			

**Table 2: Sacramento County General Plan Consistency Analysis**

Element	Policy		Consistency Determination
	No.	Text	
Land Use	LU-8	Infrastructure financing plans which specify the extent, timing and estimated cost of all necessary infrastructure shall be approved by the Board of Supervisors together with the approval of zoning for any urban uses in urban growth areas. The resulting financing mechanisms shall be implemented prior to the approval of all entitlements in urban growth areas.	<b>Justification:</b> Any future development activities within the proposed SOI would be subject to CEQA review and discuss in detail about any required infrastructure cost and availability of services. It is anticipated that plans will be implemented prior to project development. However, no physical development is being proposed at this time and no project applications have been submitted
	LU-22	Exterior building materials on nonresidential structures shall be composed of a minimum of 50 percent low-reflectance, non-polished finishes.	<b>Justification:</b> It is anticipated that with development of the project site, any building which is constructed that the external of those building materials are required to be composed of a minimum of 50 percent low reflectance non polished finishes. However, no physical development is being proposed at this time and no project applications have been submitted
	LU-23	Bare metallic surfaces such as pipes, flashing, vents, and light standards on new construction shall be painted so as to minimize reflectance.	<b>Justification:</b> It is anticipated that with the development of the project site, any such bare metallic surfaces should be painted to limit reflectance. However, no physical development is being proposed at this time and no project applications have been submitted
	LU-24	Require overhead light fixtures to be shaded and directed away from adjacent residential areas.	<b>Justification:</b> It is anticipated that any overhead light fixtures in the project site be shaded and directed away from any adjacent residential areas. However, no physical development is being proposed at this time and no project applications have been submitted
	LU-25	Require exterior lighting to be low-intensity and only used where necessary for safety and security purposes.	<b>Justification:</b> It is anticipated that any lighting within the developed project site be low intensity, only used for safety and security reasons. However, no physical development is being proposed at this time and no project applications have been submitted

**Table 2 (cont.): Sacramento County General Plan Consistency Analysis**

Element	Policy		Consistency Determination
	No.	Text	
	LU-30	<p>Parking areas shall be designed to:</p> <ul style="list-style-type: none"> <li>• Minimize land consumption;</li> <li>• Provide pleasant and safe pedestrian and bicycle movement;</li> <li>• Facilitate shared parking</li> <li>• Allow for the possible reuse of surface parking lots through redevelopment; and,</li> <li>• Minimize parking lot street frontage.</li> </ul>	<p><b>Justification:</b> It is anticipated that parking areas developed within the project site be designed in a manner which adheres to several conditions. However, no physical development is being proposed at this time and no project applications have been submitted.</p>
	LU-31	<p>Assure that regionally-oriented commercial and office uses and employment concentrations have adequate road access, high frequency transit service and an adequate but efficient supply of parking.</p>	<p><b>Justification:</b> It is anticipated that with any development of the project site that offices and employment concentrations situated onto the site should have access to roads, high frequency transit services, and an adequate supply of parking. However, no physical development is being proposed at this time and no project applications have been submitted.</p>
	LU-33	<p>Discourage the establishment and build-out of linear, strip pattern, commercial centers.</p>	<p><b>Justification:</b> It is anticipated that any such buildings constructed are discouraged from being linear, strip pattern or commercial centers. However, no physical development is being proposed at this time and no project applications have been submitted.</p>
	LU-56	<p>Reduce the energy impacts from new residential and commercial projects through investigation and implementation of energy efficiency measures during all phases of design and development.</p>	<p><b>Justification:</b> It is anticipated that the implementation of energy efficient measures be undertaken during all phases of design and development. However, no physical development is being proposed at this time and no project applications have been submitted.</p>
	LU-68	<p>Industries allowed in agricultural areas shall be restricted to activities that involve the storage, primary processing, or primary manufacturing of raw agricultural materials provided that properties are designated Food Processing Combining land use zone and agricultural industrial</p>	<p><b>Justification:</b> It is anticipated because some of the land within and around the project site consists of being primarily for agriculture use, industries that are allowed within these agriculture areas are restricted to activities that involve the manufacturing, processing, storage of raw agriculture materials. However, no physical development is being proposed at this time and no project applications have been submitted.</p>

**Table 2 (cont.): Sacramento County General Plan Consistency Analysis**

Element	Policy		Consistency Determination
	No.	Text	
		practices are consistent with the Zoning Code.	
	LU-73	The County shall consult with state and federal regulatory and resource agencies during initial review of development projects to identify potential environmental conflicts and establish, if appropriate, concurrent application processing schedules.	<b>Justification:</b> It is anticipated that with development of the project site that the county consult with state and federal regulatory and resource agencies during the initial review of development projects. However, no physical development is being proposed at this time and no project applications have been submitted.
	LU-75	<p>Except as permitted by LU-42, the County shall not accept applications to amend the General Plan Land Use Diagram from a designation in Column A to a designation in Column B for property located outside of the Urban Policy Area but within the Urban Service Boundary unless:</p> <ul style="list-style-type: none"> <li>• The property adjoins property designated for urban land uses and its shape and extent comprise a logical extension of infrastructure and services; and</li> <li>• There is clear evidence that infrastructure capacity and service availability exist or can be easily extended to the property; and</li> <li>• The Board finds that the unincorporated area land supply within the Urban Policy Area contains an insufficient land supply to accommodate a 15 year supply of growth; or</li> <li>• The Board determines that the property represents a minor and logical extension of the Urban Policy Area for the purpose of preparation of a Specific Plan or other development request.</li> </ul>	<b>Justification:</b> It is anticipated that with development of the project site that the County not accept applications to amend the General Plan Land Use Diagram for property located outside of the Urban Policy Area but within the Urban Service. However, no physical development is being proposed at this time and no project applications have been submitted.

**Table 2 (cont.): Sacramento County General Plan Consistency Analysis**

Element	Policy		Consistency Determination
	No.	Text	
Circulation	CI-1	Sacramento County shall conduct planning for road, parking, clean alternative fuel and low emission vehicles, transit, clean intercity rail, bikeway, and pedestrian facilities in a manner that is consistent with achieving air quality goals.	<b>Justification:</b> It is anticipated that Sacramento County will need to conduct planning for road parking, clean alternative fuel and low emission vehicles, in a manner with achieving air quality goals. However, no physical development is being proposed at this time and no project applications have been submitted
	CI-2	Sacramento County shall conduct land use and transportation planning with a regional perspective.	<b>Justification:</b> It is anticipated that Sacramento County shall conduct proper land use and transportation planning. However, no physical development is being proposed at this time and no project applications have been submitted
	CI-7	Sacramento County shall support market-based incentives and disincentives that promote the use of transportation alternatives.	<b>Justification:</b> It is anticipated that Sacramento County will need to provide support in market based incentives and disincentives to promoting the use of transportation alternatives. However, no physical development is being proposed at this time and no project applications have been submitted.
	CI-11	Sacramento County shall reduce automobile travel demand by promoting mixed use development throughout the County, including the development of neighborhood support commercial services in areas that are primarily residential.	<b>Justification:</b> It is anticipated that Sacramento County will need to reduce automobile travel demand by promoting mixed use development. However, no physical development is being proposed at this time and no project applications have been submitted.
	CI-14	Sacramento County shall utilize design and development standards which support travel by transit, walking, bicycling, and clean alternative fuel and low emission vehicles.	<b>Justification:</b> It is anticipated that Sacramento County implement design and development standards, supporting alternatives to high emission vehicles. However, no physical development is being proposed at this time and no project applications have been submitted.
	CI-15	Sacramento County shall continue to provide for the mobility of individuals whose access to automobile transportation is limited by age, illness, income, desire, or disability.	<b>Justification:</b> It is anticipated that Sacramento County continue to provide for the mobility of individuals whose access to transportation is limited. However, no physical development is being proposed at this time and no project applications have been submitted.

**Table 2 (cont.): Sacramento County General Plan Consistency Analysis**

Element	Policy		Consistency Determination
	No.	Text	
	CI-16	Sacramento County shall implement a program to buffer land uses from each other and transportation system facilities which is effective, aesthetically pleasing, and minimizes the amount of land lost to buffers.	<b>Justification:</b> It is anticipated that Sacramento County implement a program to buffer land uses from each other and also transportation facilities. However, no physical development is being proposed at this time and no project applications have been submitted.
	CI-17	Sacramento County shall participate in the preparation and implementation of a Congestion Management Plan (CMP) consistent with legal requirements which gives priority to air quality goals, alternatives to automobile travel, and the development of demand reduction measures over additional road capacity.	<b>Justification:</b> It is anticipated that Sacramento County participate in the preparation and implementation of a CMP to preserve and improve on the air quality. However, no physical development is being proposed at this time and no project applications have been submitted.
	CI-18	Sacramento County shall develop a broad range of demand reduction measures designed to induce efficient use of existing roads, bridges, and parking facilities. Implementation measures may include congestion pricing for roads, bridge tolls, revised parking fees, and other user charges.	<b>Justification:</b> It is anticipated that Sacramento County develop demand reduction measures designed to induce efficient use of existing roads, bridges, and parking facilities. However, no physical development is being proposed at this time and no project applications have been submitted.
	CI-24	Sacramento County shall support a program to develop a regional network of High Occupancy Vehicle (HOV) Lanes throughout the urban area that includes provisions to designate existing mixed flow lanes for HOV use.	<b>Justification:</b> Sacramento County support a program to develop a network of HOV Lanes throughout the urban area. However, no physical development is being proposed at this time and no project applications have been submitted.
	CI-25	Sacramento County shall regulate truck travel as appropriate for the transport of goods, consistent with circulation, air quality, congestion management, and land use goals.	<b>Justification:</b> It is anticipated that Sacramento County regulate truck traffic travel for the transport of goods during and after development of the project site. However, no physical development is being proposed at this time and no project applications have been submitted.



**Table 2 (cont.): Sacramento County General Plan Consistency Analysis**

Element	Policy		Consistency Determination
	No.	Text	
Open Space	OS-2	Maintain open space and natural areas that are interconnected and of sufficient size to protect biodiversity, accommodate wildlife movement and sustain ecosystems.	<b>Justification:</b> It is anticipated that any open space and natural areas that are interconnected within the project site, are protected habitats of wildlife maintained. However, no physical development is being proposed at this time and no project applications have been submitted.
	OS-10	Permit development clustering in urban areas where grouping of units at a higher density would facilitate on-site protection of woodlands, wetlands, steep slopes, urban stream corridors, scenic areas, or other appropriate natural features as open space, provided that: <ol style="list-style-type: none"> <li>a. Urban infrastructure capacity is available for urban use.</li> <li>b. On-site resource protection is appropriate and consistent with other General Plan Policies.</li> <li>c. General Plan policies pertaining to floodplain fill or natural preserves would not preclude development of the proposed use in the area to be protected as open space.</li> <li>d. The architecture and scale of development is appropriate for the area.</li> <li>e. Development rights for the open space area are permanently dedicated and appropriate long-term management is provided for by either a public agency, private homeowners association, or other appropriate entity.</li> </ol>	<b>Justification:</b> It is anticipated that in order to help preserve areas of wildlife within the project site, that development clustering is advised in grouping the development in higher densities. However, no physical development is being proposed at this time and no project applications have been submitted.
	OS-11	Permit development clustering in rural areas where grouping units at a higher density would create an open space buffer protecting intensive farming	<b>Justification:</b> It is anticipated that grouping development in clustering would create an open space buffer protecting intensive farming activities. However, no physical development is being proposed at this

**Table 2 (cont.): Sacramento County General Plan Consistency Analysis**

Element	Policy		Consistency Determination
	No.	Text	
		<p>activities, provided that:</p> <ul style="list-style-type: none"> <li>a. Clustered residential lots are adjacent to and comparable in lot size to existing agricultural areas.</li> <li>b. disposal systems are not concentrated in a manner which increases the potential for groundwater contamination.</li> <li>c. General Plan policies pertaining to floodplain or natural preserves would not preclude development of the proposed use in the area to be protected as open space.</li> <li>d. The project complies with any applicable development credits transfer ordinance relating to density bonuses.</li> <li>e. Development rights for the open space area are permanently dedicated and appropriate long-term management is provided for by either a public agency, private homeowners association, or other appropriate entity.</li> <li>f. The overall average density of the project is comparable to the average lot sizes in the area.</li> </ul>	<p>time and no project applications have been submitted.</p>
	OS-12	<p>Consider density bonuses as a method of encouraging development clustering and open space preservation.</p>	<p><b>Justification:</b> It is anticipated that any permitted development of the site consider density bonuses as a method in encouraging of development clustering, preserving open space. However, no physical development is being proposed at this time and no project applications have been submitted.</p>
Safety	SA-1	<p>The County shall require geotechnical reports and impose the appropriate mitigation measures for new development located in seismic and geologically sensitive areas.</p>	<p><b>Justification:</b> It is anticipated that because the project site is within a seismic sensitive area that it is required that geotechnical reports and appropriate mitigation measures be undertaken for any permitted development. However, no physical</p>

**Table 2 (cont.): Sacramento County General Plan Consistency Analysis**

Element	Policy		Consistency Determination
	No.	Text	
			development is being proposed at this time and no project applications have been submitted.
	SA-2	The County shall draft and have considered for adoption an ordinance that would require the removal or strengthening of poorly anchored parapets or architectural detailing and unreinforced masonry construction on existing buildings.	<b>Justification:</b> It is anticipated that an ordinance, which would require the removal or strengthening of poorly anchored parapets or architectural detailing on buildings, be adopted. However, no physical development is being proposed at this time and no project applications have been submitted.
	SA-3	The County shall support efforts by Federal, State, and other local jurisdictions to investigate local seismic and geological hazards and support those programs that effectively mitigate these hazards.	<b>Justification:</b> It is anticipated that Federal, State, and other local jurisdictions investigate the seismic hazards of the area to better mitigate. However, no physical development is being proposed at this time and no project applications have been submitted.
	SA-4	The County shall prohibit development on ground surfaces which exceed 40 percent in slope, such as the bluff areas along the American River. Development shall be set back from these slopes at a distance to be determined by the Public Works Department.	<b>Justification:</b> It is anticipated that the County prohibit development on any ground exceeding 40 percent in slope. However, no physical development is being proposed at this time and no project applications have been submitted.
		A comprehensive drainage plan shall be prepared for urbanizing streams and their tributaries prior to any development within the 100-year floodplain defined by full watershed development without channel modifications. The plan shall: <ul style="list-style-type: none"> <li>a. Determine the future 100-year flood elevations associated with planned and full development of the watershed;</li> <li>b. Determine the future 100-year floodplain boundaries for both flood elevations (planned and full development) based</li> </ul>	<b>Justification:</b> It is anticipated that to help minimize impacts left from flood damage a comprehensive drainage plan be prepared for urbanizing streams and their tributaries prior to any development. However, no physical development is being proposed at this time and no project applications have been submitted.

**Table 2 (cont.): Sacramento County General Plan Consistency Analysis**

Element	Policy		Consistency Determination
	No.	Text	
		<p>on minimum 2-foot contour intervals;</p> <p>c. Assess the feasibility of gravity drainage into the existing flowline of the stream;</p> <p>d. Assess the feasibility of alternative means of drainage into the stream;</p> <p>e. Identify potential locations for sedimentation ponds and other stormwater treatment facilities;</p> <p>f. Determine the minimum lowering of the stream bottom necessary and develop a channel design consistent with General Plan policies;</p> <p>g. Determine the location and extent of marsh, vernal pool and riparian habitat; and</p> <p>h. Develop measures for protecting and mitigating natural habitat.</p> <p>i. Develop measures to ensure vector abatement control. This policy is not applicable to downstream portions of urbanizing creeks identified as infill areas in Public Works Department policies for which the County does not intend to prepare master drainage plans.</p>	
	SA-9	<p>The County shall implement the improvement of natural drainage channels in urbanized or urbanizing portions of the County to reduce local flooding. Such improvements shall comply with the General Plan policies contained in the Conservation Element, Urban Streams, Channel Modification Section.</p>	<p><b>Justification:</b> It is anticipated that the County improve the drainage channels to reduce local flooding, complying with the General Plan Policies. However, no physical development is being proposed at this time and no project applications have been submitted.</p>

**Table 2 (cont.): Sacramento County General Plan Consistency Analysis**

Element	Policy		Consistency Determination
	No.	Text	
	SA-12	The County shall require all new urban development projects to incorporate runoff control measures to minimize peak flows of runoff and/or assist in financing or otherwise implementing Comprehensive Drainage Plans.	<b>Justification:</b> It is anticipated that the new development will require the incorporation of runoff control measures to minimize runoff, to minimize impacts left from flooding. However, no physical development is being proposed at this time and no project applications have been submitted.
	SA-22	The County shall require that all new development meets the local fire district standards for adequate water supply and pressure, fire hydrants, and access to structures by fire fighting equipment and personnel.	<b>Justification:</b> It is anticipated that any development within the project site meet local fire district standards for adequate water supply and pressure, fire-hydrants, and also access to structures by fire fighters equipment and personal in order to minimize loss due to fire hazards. However, no physical development is being proposed at this time and no project applications have been submitted.
	SA-25	During the Development Plan Review process, the County shall require, where appropriate, the use of fire resistant landscaping and building materials for new developments that are cost effective.	<b>Justification:</b> It is anticipated that with any development of the site, the use of fire resistant landscaping and building materials. However, no physical development is being proposed at this time and no project applications have been submitted.
	SA-26	The County shall require, to the maximum extent feasible, on-site fire suppression systems for all new commercial and industrial development to reduce the dependence on fire department equipment and personnel.	<b>Justification:</b> It is anticipated that any development of the site require fire suppression systems to reduce the dependence on fire department equipment and personnel. However, no physical development is being proposed at this time and no project applications have been submitted.
Air Quality	AQ-3	Promote optimal air quality benefits through energy conservation measures in new development.	<b>Justification:</b> It is anticipated that optimal air quality through conservation measures will be needed in development. However, no physical development is being proposed at this time and no project applications have been submitted.
	AQ-4	Support AQMD's development of improved ambient air quality monitoring capabilities and the establishment of	<b>Justification:</b> It is anticipated that the support of AQSD's development of improved ambient air quality monitoring capabilities will be needed. However, no physical

**Table 2 (cont.): Sacramento County General Plan Consistency Analysis**

Element	Policy		Consistency Determination
	No.	Text	
		standards, thresholds and rules to more adequately address the air quality impacts of proposed project plans and proposals.	development is being proposed at this time and no project applications have been submitted
	AQ-5	Require the use of Best Available Control Technology (BACT) to reduce air pollution emissions.	<b>Justification:</b> It is anticipated that the use of BACT will be required in helping in the reduction of air pollution. However, no physical development is being proposed at this time and no project applications have been submitted
	AQ-6	Provide disincentives for single-occupant vehicle trips through parking supply and pricing controls in areas where supply is limited and alternative transportation modes are available so as not to cause economic disruption, or through other measures identified by SMAQMD and incorporated into regional plans.	<b>Justification:</b> It is anticipated that disincentives for single occupant vehicles will be needed in helping lessen impact of vehicles on air quality. However, no physical development is being proposed at this time and no project applications have been submitted.
	AQ-7	Support the use of demand management and pricing controls as near-term measures for attaining Air Quality Attainment Plan goals and policies.	<b>Justification:</b> It is anticipated that the use of demand management and pricing controls for attaining AQAP's goals. However, no physical development is being proposed at this time and no project applications have been submitted.
	AQ-17	Require that development projects be located and designed in a manner which will conserve air quality and minimize direct and indirect emission of air contaminants.	<b>Justification:</b> It is anticipated that the new development undertaken be designed in a way to preserve air quality. However, no physical development is being proposed at this time and no project applications have been submitted.
	AQ-19	Identify the air quality impacts of development proposals to avoid significant adverse impacts and require appropriate mitigation measures or offset fees.	<b>Justification:</b> It is anticipated that with development of the project site that the identification of air quality impacts in development proposals along with mitigation measures will be needed to avoid adverse impacts. However, no physical development is being proposed at this time and no project applications have been submitted.
	AQ-28	Require that large new developments dedicate land for use as park-and-ride lots	<b>Justification:</b> It is anticipated that because the project site is of a substantial size that the development

**Table 2 (cont.): Sacramento County General Plan Consistency Analysis**

Element	Policy		Consistency Determination
	No.	Text	
		if suitably located.	dedicate land for use as a park and ride lots. However, no physical development is being proposed at this time and no project applications have been submitted.
	AQ-36	Coordinate air quality planning efforts with other local, regional, and state agencies.	<b>Justification:</b> It is anticipated that the coordination of air quality planning efforts with other local, regional, and state agencies will be needed. However, no physical development is being proposed at this time and no project applications have been submitted.
	AQ-37	Maximize air quality benefits through selective use of vegetation in landscaping and through revegetation of appropriate areas.	<b>Justification:</b> It is anticipated that with any development of the project site to help maximize air quality of the area selective vegetation in landscaping is to be implemented. However, no physical development is being proposed at this time and no project applications have been submitted.
Public Facilities	PF-4	Connector fees for new development shall cover the fair share of costs to acquire and distribute surface water to the urban area.	<b>Justification:</b> It is anticipated that with development of the project site that connector fees for the new development cover the fair share of costs to acquire and distribute surface water to the area. However, no physical development is being proposed at this time and no project applications have been submitted.
	PF-61	Require new development to install fire hydrants and associated water supply systems which meet the fire flow requirements of the appropriate fire district.	<b>Justification:</b> It is anticipated that the development of the project site required to install fire hydrants and associated water supply systems. However, no physical development is being proposed at this time and no project applications have been submitted.
	PF-64	New development, redevelopment or traffic signal replacement shall require the installation of emergency signal activation systems in all street improvements requiring signalization when requested by a fire district.	<b>Justification:</b> It is anticipated that because of the potential development of the project site that emergency signal activation systems be required in all street improvements requiring signalization when requested by a fire district. However, no physical development is being proposed at this time and no project applications have been submitted.
	PF-65	Require that structures of four stories or more in height	<b>Justification:</b> It is anticipated that with development of the project site

**Table 2 (cont.): Sacramento County General Plan Consistency Analysis**

Element	Policy		Consistency Determination
	No.	Text	
		provide on-site equipment and facilities to the satisfaction of the appropriate fire district, consistent with industry norms and standards.	that any structures built four stories or more provide on site equipment and facilities to the satisfaction of the appropriate fire district.
Hazardous Materials	HM-1	Work with industry, community groups, and government agencies to develop effective, workable, and equitable hazardous materials regulations and provide information to the general public and interested parties on technical and administrative developments in the field of hazardous materials management.	<b>Justification:</b> It is anticipated that hazardous materials regulations is developed and providing information to the general public and interested parties. However, no physical development is being proposed at this time and no project applications have been submitted.
	HM-4	The handling, storage, and transport of hazardous materials shall be conducted in a manner so as not to compromise public health and safety standards.	<b>Justification:</b> It is anticipated that hazardous materials transported to or from the project site shall be conducted in a manner as not to compromise public health and safety. general public and interested parties. However, no physical development is being proposed at this time and no project applications have been submitted.
	HM-6	Strongly encourage federal and state agencies to accelerate their efforts to evaluate human health impacts and establish legally enforceable standards for hazardous materials.	<b>Justification:</b> It is anticipated that federal and state agencies accelerate their efforts in evaluating human health impacts and establishing standards for hazardous materials. However, no physical development is being proposed at this time and no project applications have been submitted.
	HM-8	Continue the effort to prevent ground water and soil contamination.	<b>Justification:</b> It is anticipated that with development of the project site that there is a continual effort to prevent ground water as well as soil contamination. However, no physical development is being proposed at this time and no project applications have been submitted.
	HM-9	Continue the effort to prevent surface water contamination.	<b>Justification:</b> It is anticipated that with the development of the project site that their remains a continual effort in the prevention of surface water contamination. However, no physical development is being



**Table 2 (cont.): Sacramento County General Plan Consistency Analysis**

Element	Policy		Consistency Determination
	No.	Text	
			proposed at this time and no project applications have been submitted.
	HM-10	Reduce the occurrences of hazardous material accidents and the subsequent need for incident response by developing and implementing effective prevention strategies.	<b>Justification:</b> It is anticipated that with the development of the project site that in order to better protect the health and safety of residents from the effects of hazardous materials by implementing effective prevention strategies. However, no physical development is being proposed at this time and no project applications have been submitted.
	HM-11	Protect residents and sensitive facilities from incidents which may occur during the transport of hazardous materials in the County.	<b>Justification:</b> It is anticipated that residents will need to be protected from any incident involving hazardous materials. However, no physical development is being proposed at this time and no project applications have been submitted.
	HM-12	Continue the effort through the Sacramento Metropolitan Air Quality Management District (AQMD) to inventory and reduce toxic air contaminants as emission standards are developed.	<b>Justification:</b> It is anticipated that in order to attain healthy air quality that the toxic air contaminants are reduced as emission standards are developed. However, no physical development is being proposed at this time and no project applications have been submitted.
Agricultural	AG-4	Prospective buyers of agricultural land or property adjacent to agricultural land shall be notified through the title report that they could be subject to inconvenience or discomfort resulting from accepted farming activities as per provisions of the county right-to-farm ordinance.	<b>Justification:</b> It is anticipated that future project applicants would be notified pursuant to this policy. However, no physical development is being proposed at this time and no project applications have been submitted.
	AG-11	The County would adopt policies and design contracts to promote natural amenities on land, such as trees and other biota enhancing making sure amenities are assets both in nature and under law.	<b>Justification:</b> It is anticipated that the county would need to adopt policies and design contracts to promote natural amenities on land however, no physical development is being proposed at this time and no project applications have been submitted.
	AG-22	The County shall actively encourage enrollments of agricultural lands in its Williamson Act program.	<b>Justification:</b> It is anticipated that the county would need to encourage the enrollment of agriculture land in the Williamson Act program. However, no physical development is

**Table 2 (cont.): Sacramento County General Plan Consistency Analysis**

Element	Policy		Consistency Determination
	No.	Text	
			being proposed at this time and no project applications have been submitted.
	AG-25	The County shall actively encourage water conservation by both agricultural and urban water users.	<b>Justification:</b> It is anticipated that the county should encourage water conservation from both urban and agricultural users. However no physical development is being proposed at this time and no project applications have been submitted.
	AG-27	The County shall minimize flood risks to agricultural lands resulting from new urban developments by: a) requiring that such developments incorporate adequate runoff control structures and/or b) assisting in implementing comprehensive drainage management plans to mitigate increased risks of farmland flooding resulting from such developments.	<b>Justification:</b> It is anticipated that the county will need to minimize the risks of flooding with the possibility of forthcoming development. However, no physical development is being proposed at this time and no project applications have been submitted.
Conservation	CO-9	Community and specific plans shall specify urban runoff control strategies and requirements, consistent with Master Drainage Plans and Public Work's urban runoff management program, for development in newly urbanizing areas and identify sites where retention and treatment are warranted consistent with discharge permit requirement and county-wide runoff measures.	<b>Justification:</b> It is anticipated that community and specific plans shall specify urban runoff control strategies requiring consistent with Master Drainage Plans and Public Work's urban runoff management program. However, no physical development is being proposed at this time and no project applications have been submitted.
	CO-10	Development within newly urbanizing areas shall incorporate runoff control measures in their design or participate in an area wide runoff control management effort consistent with the urban runoff management program developed by the Public Work's Department.	<b>Justification:</b> It is anticipated that development within newly urbanizing areas incorporate runoff control measures or participate in an area wide runoff control management. However, no physical development is being proposed at this time and no project applications have been submitted.
	CO-11	Hazardous materials shall not be stored in the 100 year	<b>Justification:</b> It is anticipated that because the project site is within the

**Table 2 (cont.): Sacramento County General Plan Consistency Analysis**

Element	Policy		Consistency Determination
	No.	Text	
		floodplain in such a manner as to pose a significant potential for surface water contamination.	100-year flood plain, any hazardous substances not be stored in any manner posing a significant potential for surface water contamination. However, no physical development is being proposed at this time and no project applications have been submitted.
	CO-13	Roads and structures shall be designed, built and landscaped so as to minimize erosion during and after construction.	<b>Justification:</b> It is anticipated that roads and structures be designed and landscaped so to minimize erosion and after construction. However, no physical development is being proposed at this time and no project applications have been submitted.
	CO-14	Roads and structures shall be designed to minimize grading on slopes above 20 percent.	<b>Justification:</b> It is anticipated that roads and structures be designed to minimized grading on slopes above 20 percent. However, no physical development is being proposed at this time and no project applications have been submitted.
	CO-20	In new development areas, as identified in Figure III-1 of the Land Use Element, entitlements for urban development shall not be granted until a Master Plan for water supply has been adopted by the Board of Supervisors and all agreements and financing for supplemental water supplies are in place. The land use planning process may proceed, and specific plans and rezoning may be approved.	<b>Justification:</b> It is anticipated that in new development areas entitlements should not be granted until a Master Plan for water supply has been adopted by the Board of Supervisors and all agreements and financing for supplemental water supplies are in place. However, no physical development is being proposed at this time and no project applications have been submitted.
	CO-21	The Master Water Plan shall include three planning objectives which direct the Plan to consider alternate conservation measures, achieve safe yield of ground water supply in conjunction with development in new urban growth areas, and formulate a five year monitoring program to review water plan progress.	<b>Justification:</b> It is anticipated that the Master Water Plan shall include three planning objectives which direct the Plan in considering alternate conservation measures. However, no physical development is being proposed at this time and no project applications have been submitted.

**Table 2 (cont.): Sacramento County General Plan Consistency Analysis**

Element	Policy		Consistency Determination
	No.	Text	
	CO-25	Should the Board of Supervisors determine that there is a significant adverse effect on ground water, including effects on quality; no building permits for urban commercial and residential uses shall be issued.	<b>Justification:</b> It is anticipated that should the Board of Supervisors determine that there is a significant adverse effect on ground water no building permits for urban commercial and residential uses shall be issued. However, no physical development is being proposed at this time and no project applications have been submitted
	CO-26	Modify the yield estimates of ground water supply as supported by available data and, working in conjunction with area water purveyors, revise conjunctive use and other water supply policies as necessary during five-year General Plan updates.	<b>Justification:</b> It is anticipated that the yield estimates of ground water supply should be modified as necessary. However, no physical development is being proposed at this time and no project applications have been submitted
	CO-30	Locate septic systems outside of primary ground water recharge areas, or if that is not possible, require the use of shallow leaching systems for disposal of septic effluent.	<b>Justification:</b> It is anticipated that septic systems need to be located and require the use of shallow leaching systems for disposal. However, no physical development is being proposed at this time and no project applications have been submitted
	CO-34	Encourage all irrigation district and major agricultural water consumers in Sacramento County to assist in completion of, be signatory to, and implement an MOU establishing Efficient Water Management Practices for Water Suppliers.	<b>Justification:</b> It is anticipated that an MOU to be implemented. However, no physical development is being proposed at this time and no project applications have been submitted.
	CO-35	Work with urban and agricultural water purveyors in Sacramento County to establish their own long range conservation plans which set specific conservation objectives and utilize, to the extent possible, a common planning horizon, plan framework and estimating/forecasting procedures.	<b>Justification:</b> It is anticipated that long-range conservation plans be established. However, no physical development is being proposed at this time and no project applications have been submitted.

**Table 2 (cont.): Sacramento County General Plan Consistency Analysis**

Element	Policy		Consistency Determination
	No.	Text	
	CO-36	The SCWA is directed to investigate the feasibility and funding of a retrofit water meter program.	<b>Justification:</b> It is anticipated that a water meter program is to be investigated by SCWA. However, no physical development is being proposed at this time and no project applications have been submitted.
	CO-40	Work with the Sacramento Area Water Works Association (SAWWA) in a County-wide effort to inform the public of the critical importance of water in Sacramento's urban environment, and to actively engage water customers in an ongoing effort to conserve water.	<b>Justification:</b> It is anticipated that the SAWWA inform the public of the critical importance of water in Sacramento's urban environment. However, no physical development is being proposed at this time and no project applications have been submitted.
	CO-49	To the maximum extent possible, all base material utilized in County and private road construction shall be composed of recycled concrete.	<b>Justification:</b> It is anticipated that recycled concrete should be utilized in base material in County and private road construction. However, no physical development is being proposed at this time and no project applications have been submitted.
	CO-51	All County departments and agencies shall establish procurement policies and procedures which facilitate purchase of recycled, recyclable or reusable products and materials where feasible. Specifications shall not require virgin materials or exclude recycled products, reusable or recyclable products unless the department can demonstrate to the satisfaction of the County Executive that such products would not achieve necessary performance standards.	<b>Justification:</b> It is anticipated that policies and procedures will need to be implemented in order to facilitate use of recyclable or renewable products and materials when feasible to do so. However, no physical development is being proposed at this time and no project applications have been submitted.
	CO-52	Outside contractors bidding to provide products or services to the County, including printing services, must demonstrate that they will comply with County recycled materials policies to the greatest extent feasible.	<b>Justification:</b> It is anticipated that outside contractors that may provide any products or services to the County, should be able to demonstrate that they will comply with County recycled material policies. However, no physical development is being proposed at this time and no project applications have been submitted.

**Table 2 (cont.): Sacramento County General Plan Consistency Analysis**

Element	Policy		Consistency Determination
	No.	Text	
	CO-53	Actively promote a comprehensive, consistent and effective recycled materials procurement effort among other governmental agencies and local businesses.	<b>Justification:</b> It is anticipated that an effective recycled materials procurement to be practiced in order to help achieve a sustainable market for recycled materials. However, no physical development is being proposed at this time and no project applications have been submitted.
	CO-54	Direct development away from prime or statewide importance soils or otherwise provide for mitigation that slows the loss of additional farmland conversion to other uses.	<b>Justification:</b> It is anticipated that the direct development of the site should be away from prime or statewide importance soils or to otherwise provide for mitigation slowing the loss of agriculture land. However, no physical development is being proposed at this time and no project applications have been submitted
	CO-55	Projects resulting in the conversion of more than fifty (50) acres of prime or statewide in importance farmland shall be deemed to have a significant environmental effect, as defined by CEQA.	<b>Justification:</b> It is anticipated that because of the size, 7,869-acres, of a potential development area, it is deemed that it fits in the criteria of being a significant environmental effect, as defined by CEQA. Projects resulting in the conversion of more than 50-acres of prime or statewide in importance farmland are deemed so. However, no physical development is being proposed at this time and no project applications have been submitted
	CO-60	Marshland and riparian areas of special significance shall be designated as natural preserves on the General Plan.	<b>Justification:</b> It is anticipated since the Stone Lakes National Wildlife Refuge forms the western boundary of the project site, which includes seasonal wetlands. If determined to be areas of special significance they may designated as natural preserves on the General Plan. However, no physical development is being proposed at this time and no project applications have been submitted.
	CO-61	Natural Preserves shall not include adjacent irrigated pasture or cropland. However, they may include up to 200 feet of adjoining grassland or grazing area, or up to one-fourth mile of grassland between parallel riparian or marsh areas.	<b>Justification:</b> It is anticipated that if an area is deemed to be a Natural Preserve, that they shall not include adjacent irrigated pasture or cropland. However, no physical development is being proposed at this time and no project applications have been submitted.

**Table 2 (cont.): Sacramento County General Plan Consistency Analysis**

Element	Policy		Consistency Determination
	No.	Text	
	CO-62	Ensure no net loss of marsh and riparian woodland acreage, values or functions.	<b>Justification:</b> It is anticipated that with any impeding development, it is to be ensured that no net loss of marsh and riparian woodland acreage, values or functions. However, no physical development is being proposed at this time and no project applications have been submitted.
	CO-64	Seasonal and permanent marshland within designated natural preserves shall not be drained or filled for the purpose of converting the land to another use.	<b>Justification:</b> It is anticipated that with in the project site that Seasonal and permanent marshland within designated natural preserves shall not be drained or filled for converting the land to another use. However, no physical development is being proposed at this time and no project applications have been submitted.
	CO-65	In any cases where complete or selective removal of riparian woodland or scrub habitat is necessary for channel maintenance, public safety, or installation of infrastructure, it will be planned and carried out, or mitigated, so as to minimize unavoidable impacts upon biological resources.	<b>Justification:</b> It is anticipated that any instance involved in the complete or partial removal of riparian woodland or scrub habitat be carefully planned out or mitigated in order to minimize the unavoidable impacts. However, no physical development is being proposed at this time and no project applications have been submitted.
	CO-66	Encroachments within the designated floodway of Sacramento waterways shall be consistent with policies to protect marsh and riparian areas.	<b>Justification:</b> It is anticipated that because the project site is surrounding area lies within the FEMA 100-year floodplain, any such encroachment shall be consistent with policies to protect marsh and riparian areas. However, no physical development is being proposed at this time and no project applications have been submitted.
	CO-67	Parcels shall not be created wherein much of the parcel area would comprise marsh or riparian habitat rendering the parcel unbuildable except when within a floodplain corridor or to be dedicated to and maintained by the County for flood control, drainage, and wetland maintenance.	<b>Justification:</b> It is anticipated that with development of the project site, parcels shall not be created where the parcel area would comprise marsh or riparian habitat rendering the parcel unbuildable. However, no physical development is being proposed at this time and no project applications have been submitted.

**Table 2 (cont.): Sacramento County General Plan Consistency Analysis**

Element	Policy		Consistency Determination
	No.	Text	
	CO-70	Public or private projects involving filling or removal of marsh/riparian habitat shall be mitigated outside of natural preserves where on-site mitigation is not desirable or appropriate shall be mitigated through the purchase of mitigation credits for restored wetlands/riparian areas at no net loss.	<b>Justification:</b> It is anticipated that any such project involved in the removal of riparian habitat be mitigated through the purchase of mitigation credits for restoring these areas at no net loss. However, no physical development is being proposed at this time and no project applications have been submitted.
	CO-71	Community and Specific Plans shall identify potential areas, if any, where marsh or riparian habitat restoration/creation can be undertaken	<b>Justification:</b> It is anticipated that any community or specific plans should identify potential areas where any riparian or, marsh habitat restoration can be undertaken. However, no physical development is being proposed at this time and no project applications have been submitted
	CO-72	New or restored marsh/riparian woodlands shall be under ownership of a public agency or subject to a permanent conservation easement.	<b>Justification:</b> It is anticipated that any newly restored riparian habitat be under ownership of a public agency or to a permanent conservation easement. However, no physical development is being proposed at this time and no project applications have been submitted
	CO-73	Specific restoration/creation areas identified in Community Plans in accordance with Policy CO-71 shall be adequate in characteristics and acreage to accommodate mitigation for likely wetland impacts resulting from development as designated in the respective Community Plans.	<b>Justification:</b> It is anticipated that any such restoration areas identified in Community Plans be adequate in characteristics and acreage to accommodate mitigation for likely impacts. However, no physical development is being proposed at this time and no project applications have been submitted
	CO-103	Allow no fill in the 100-year floodplain as delineated by currently effective FEMA Flood Insurance Rate Maps or subsequent comprehensive drainage plans adopted by the County unless the fill would cause no increase in flood surface elevation; in the absence of a floodway	<b>Justification:</b> It is anticipated that because the surrounding area of the intended project site is located in close proximity within a floodplain, there is to be no fill in the 100-year floodplain as delineated by currently effective FEMA Flood Insurance Rate Maps. However, no physical development is being proposed at this time and no project applications have been submitted



**Table 2 (cont.): Sacramento County General Plan Consistency Analysis**

Element	Policy		Consistency Determination
	No.	Text	
		<p>master plan the resulting floodplain would not be less than 600 feet in width or actual width of the floodplain, whichever is less, except at road crossings; depth of fill would not exceed two feet, except as may be specified for drainage swales in a comprehensive drainage plan; the proposed fill area is not necessary to serve as a detention basin for stormwater runoff; and no wetlands as defined by the U.S. Army Corps of Engineers exist within the proposed fill area.</p>	
	CO-130	<p>Make every effort to protect and preserve non-oak native, excluding cottonwoods, and landmark trees and protect and preserve native oak trees measuring 6 inches in diameter at 4.5 feet above ground in urban and rural areas, excluding parcels zoned exclusively for agriculture.</p>	<p><b>Justification:</b> It is anticipated that with impeding development of the project site that there should be every effort taken to protect and preserve non oak native, and preserve native oak trees. However, no physical development is being proposed at this time and no project applications have been submitted.</p>
	CO-131	<p>Native trees other than oaks, which cannot be protected shall be replaced with in-kind species in accordance with established tree planting specifications, the combined diameter of which shall equal the combined diameter of the trees removed. In addition, with respect to oaks, a provision for a comparable on-site area for the propagation of oak trees may substitute for replacement tree planting requirements at the discretion of the County Tree Coordinator when removal of a mature oak tree is necessary in accordance with consistent policy.</p>	<p><b>Justification:</b> It is anticipated that with the development of the project site that any such native trees other than oaks, if cannot be protected be replaced with in-kind species. However, no physical development is being proposed at this time and no project applications have been submitted.</p>

**Table 2 (cont.): Sacramento County General Plan Consistency Analysis**

Element	Policy		Consistency Determination
	No.	Text	
	CO-133	For discretionary projects involving native oaks, ensure no net loss of canopy area by (1) preserving the main, central portions of consolidated and isolated groves constituting the existing healthy and unhealthy native oak canopy and (2) provide an area on-site to mitigate any canopy lost. Native oak mitigation area must be a contiguous area on-site which is equal to the size of canopy area lost and shall be adjacent to existing oak canopy to ensure opportunities for regeneration. If on-site mitigation area is not available due to area limitations, developer shall provide off-site mitigation consistent with policy proposed in CO-136.	<b>Justification:</b> It is anticipated that for discretionary project involving native oaks, precautions should be undertaken in order to ensure no net loss of canopy area. However, no physical development is being proposed at this time and no project applications have been submitted.
	CO-134	Mitigate for loss of trees for road expansion and development consistent with County Tree Ordinance and General Plan policies.	<b>Justification:</b> It is anticipated that mitigating for loss of trees in road expansion and development so that it is consistent with County Tree Ordinance and General Plan policies. However, no physical development is being proposed at this time and no project applications have been submitted
	CO-136	If on-site mitigation is not possible given site limitation, off-site mitigation may be considered. Such a mitigation area must meet all of the following criteria to preserve, enhance, and maintain a natural woodland habitat in perpetuity, preferably by transfer of title to an appropriate public entity. Protected woodland habitat could be used as a suitable site for replacement tree plantings required by ordinances or other mitigations. a. Equal or greater in area to the total area that is included	<b>Justification:</b> It is anticipated that if on site mitigation is not possible off site mitigation may be considered. However, no physical development is being proposed at this time and no project applications have been submitted

**Table 2 (cont.): Sacramento County General Plan Consistency Analysis**

Element	Policy		Consistency Determination
	No.	Text	
		<p>within a radius of 30 feet of the dripline of all trees to be removed;</p> <p>b. Adjacent to protected stream corridor or other preserved natural areas;</p> <p>c. Supports a significant number of native broadleaf trees; and</p> <p>d. Offers good potential for continued regeneration of an integrated woodland community.</p>	
	CO-141	Manage vegetation on public lands with special status species to encourage native species and discourage nonindigenous invasive species.	<b>Justification:</b> It is anticipated that the vegetation on public lands will need to be managed with special status species to promote native species. However, no physical development is being proposed at this time and no project applications have been submitted.
	CO-142	Public land shall be maintained to the extent feasible in a manner that avoids conflicts with privately owned lands and agricultural operations.	<b>Justification:</b> It is anticipated that with development of the site that public land shall be maintained as to avoid conflict with privately owned lands. However, no physical development is being proposed at this time and no project applications have been submitted.
	CO-146	The proximity of diverse habitat types shall be considered in identifying nondevelopment areas in Community Plans and in identifying potential or preferred natural preserves and mitigation banks.	<b>Justification:</b> It is anticipated since the project site is located in close proximity to various habitats that the proximity of these diverse habitat types shall be considered in identifying nondevelopment areas in Community Plans and in identifying potential or preferred natural preserves and mitigation banks. However, no physical development is being proposed at this time and no project applications have been submitted.
	CO-148	Habitat conservation plans shall be adopted by the county for any listed species that are year-round inhabitants of the county, are subject to significant cumulative impacts from development, and are not otherwise adequately protected by designated	<b>Justification:</b> It is anticipated that if any endangered species is to be identified on the site that habitat conservation plans be adopted by the county for said listed species which are year round inhabitants of the county. However, no physical development is being proposed at this time and no project applications have been submitted.

**Table 2 (cont.): Sacramento County General Plan Consistency Analysis**

Element	Policy		Consistency Determination
	No.	Text	
		systems of riparian corridors, vernal pool and wetland preserves and mitigation banks, or other nature preserves or wildlife refuges.	
	CO-150	To the extent feasible, plans for urban development and flood control projects shall incorporate habitat corridors connecting on-site or adjoining areas (if any) not designated for alteration.	<b>Justification:</b> It is anticipated that with development of the project site that to the extent that is feasible, plans for urban development and flood control projects should include habitat corridors. However, no physical development is being proposed at this time and no project applications have been submitted.
	CO-157	Significant archeologic, prehistoric, or historic sites shall be protected as open space for potential future excavation.	<b>Justification:</b> It is anticipated that if any archeological, prehistoric, or historic sites are found within the site, that they shall be protected as open space for potential excavation in the future. However, no physical development is being proposed at this time and no project applications have been submitted.
	CO-158	Native American burial sites encountered during preapproved survey or during construction shall, whenever possible, remain in situ. Excavation and reburial shall occur when in situ preservation is not possible or when the archeologic significance of the site merits excavation and recording procedure. On-site reinterment shall have priority. The project developer shall provide the burden of proof that off site reinterment is the only feasible alternative. Reinterment shall be the responsibility of local tribal representatives.	<b>Justification:</b> It is anticipated that with any discovering of Native American burial sites during the preapproved survey or during construction that these sites remain in situ. However, no physical development is being proposed at this time and no project applications have been submitted.
	CO-160	Monitor projects during construction to ensure crews follow proper reporting, safeguards, and procedures.	<b>Justification:</b> It is anticipated that during development of the site that construction crew be monitored during the duration of the project, ensuring that they follow proper reporting, safeguards, and procedures. However, no physical development is being proposed at this

**Table 2 (cont.): Sacramento County General Plan Consistency Analysis**

Element	Policy		Consistency Determination
	No.	Text	
			time and no project applications have been submitted.
		<p>As a condition of approval for discretionary projects which are in areas of cultural resource sensitivity, the following procedure shall be included to cover the potential discovery of archeological resource during development or construction:</p> <p>Should any cultural resources, such as structural features, unusual amounts of bone or shell, artifacts, human remains, or architectural remains be encountered during any development activities, work shall be suspended and the Sacramento County Department of Environmental Review and Assessment shall be immediately notified. At that time, the Department of Environmental Review and Assessment will coordinate any necessary investigation of the site with appropriate specialists, as needed. The project proponent shall be required to implement any mitigation deemed necessary for the protection of the cultural resources. In addition, pursuant to Section 5097.98 of the State Public Resources Code and Section 7050.5 of the State Health and Safety Code, in the event of the discovery of human remains, all work is to stop and the County Coroner shall be immediately notified. If the remains are determined to be Native American, guidelines of the Native American Heritage Commission shall be adhered to in the treatment and disposition of</p>	<p><b>Justification:</b> It is anticipated that if any such artifacts of historical and or archeological significance is found within the project site, that a procedure as outlined, is to be followed in properly dealing with the artifacts. However, no physical development is being proposed at this time and no project applications have been submitted.</p>

**Table 2 (cont.): Sacramento County General Plan Consistency Analysis**

Element	Policy		Consistency Determination
	No.	Text	
		the remains.	
	CO-167	Restrict the circulation of cultural resource locational information to prevent potential site vandalism. This information is exempt from the "Freedom of Information	<b>Justification:</b> It is anticipated with the finding of historical artifacts of importance, cultural resource locational information is restricted to prevent site vandalism. However, no physical development is being proposed at this time and no project applications have been submitted.
	CO-168	Cooperate with other agencies to enforce laws and aggressively prosecute illegal collection of artifacts.	<b>Justification:</b> It is anticipated that the cooperation with other agencies to enforce laws and aggressively prosecute illegal collection of artifacts will be needed. However, no physical development is being proposed at this time and no project applications have been submitted.
	CO-170	Provide historic and cultural interpretive displays, trails, programs, living history presentations, and public access to the preserved artifacts recovered from excavations.	<b>Justification:</b> It is anticipated that in order to have preservation efforts be successful County will need to make a unified effort to protect critical sites. However, no physical development is being proposed at this time and no project applications have been submitted.
Source: Sacramento County General Plan, 1993.			

## **Appendix E: Environmental Noise Assessment**





# Environmental Noise Assessment

## City of Elk Grove Sphere of Influence Amendment

Elk Grove, California (Sacramento County)

BAC Job # 2010-016

Prepared For:

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Paul Bollard, President

July 20, 2011



## Introduction

This Noise Study Report was prepared for the proposed City of Elk Grove Sphere of Influence Amendment (SOIA) project. The SOI represents territory adjacent to the service area of a jurisdiction where services might reasonably be expected to be provided in the next 20 years. For a multi-service agency such as the City of Elk Grove, approval of an SOIA by LAFCo indicates that the Commission has designated the revised SOI area for future urbanization. While designation of an area within the City's SOI does not define or identify specific development projects, change or modify land use jurisdiction or zoning, or grant land use entitlements, it may be viewed as an initial harbinger of the potential urbanization of the area. For lands to be annexed, the affected territory is required to be within the Sphere of Influence of the requesting agency.

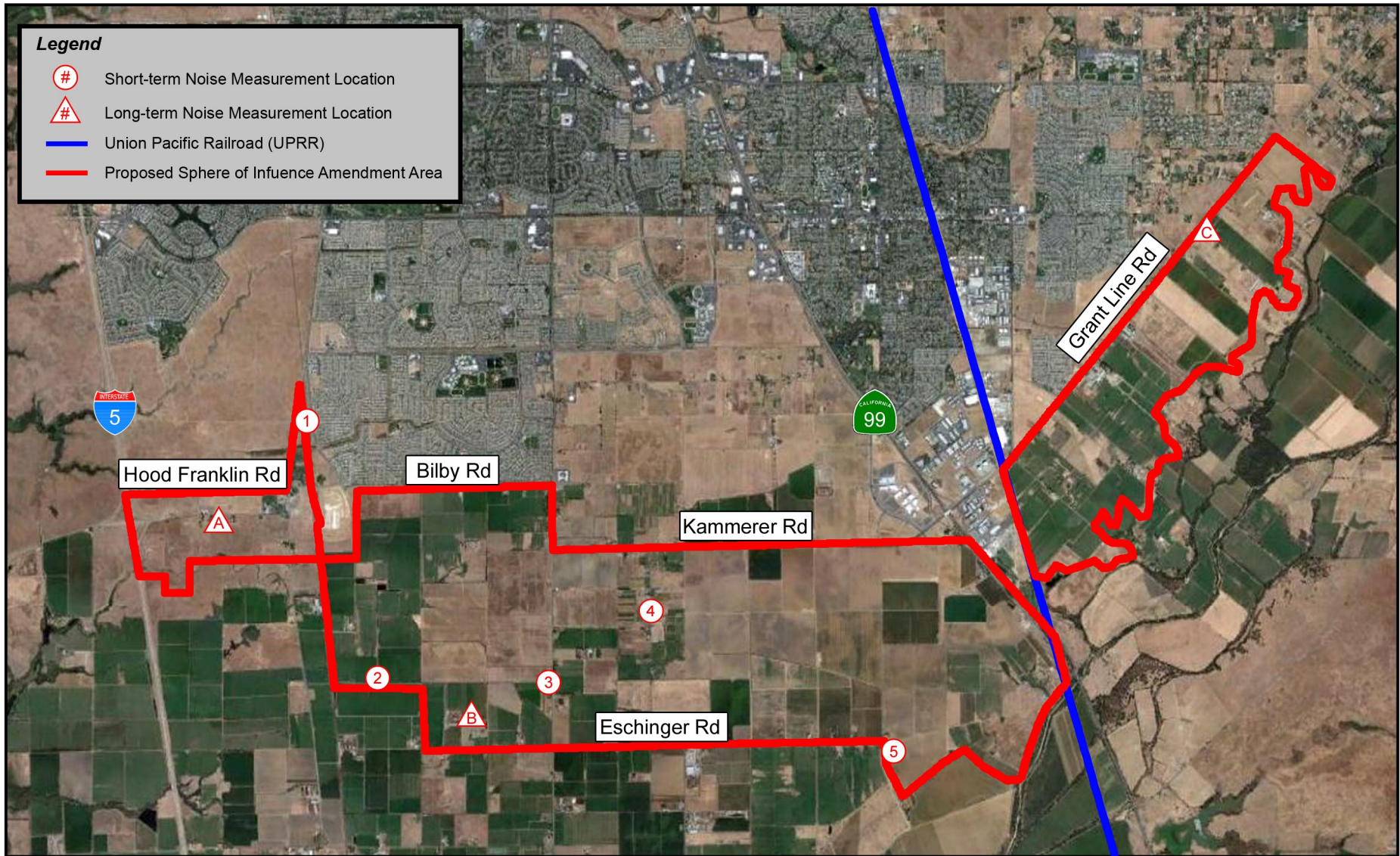
The project site is located in the unincorporated area of Sacramento County, California. The project area is generally located south-southwest of the existing City of Elk Grove boundaries close to the community of Franklin-Laguna. More specifically, the area to be included in the City's Sphere of Influence (SOI) is described as the areas south of Bilby Road, Kammerer Road, and Grant Line Road, extending south to Eschinger Road and Cosumnes River; east towards Cosumnes River and just past Freeman Road; and west towards Interstate 5 (I-5) and the Union Pacific Railroad tracks (See Figure 1).

This Environmental Noise Analysis has been prepared to focus on the change in traffic noise levels, potential noise impacts upon future development within the SOI area, and noise levels due to construction activities associated with the project. For the purposes of this analysis, the existing and future noise environments have been evaluated. Predicted noise levels are compared to the applicable City of Elk Grove noise level criteria.

The specific purposes of this report are as follows:

1. To provide sufficient information concerning the project area noise environment so that noise may be effectively considered in the land use planning process.
2. To develop strategies for abating excessive noise exposure through practical mitigation measures in combination with appropriate zoning to avoid incompatible land uses.
3. To protect those existing regions of the planning area whose noise environments are deemed acceptable and also those locations throughout the community deemed "noise sensitive."
4. To protect existing noise-producing commercial and industrial uses in the project area from encroachment by noise-sensitive land uses.

**Figure 1**  
City of Elk Grove Sphere of Influence Amendment - Elk Grove, California  
Project Location and Ambient Noise Measurement Locations



## Environmental Setting

### Fundamentals of Noise

Noise is often described as unwanted sound. Sound is defined as any pressure variation in air that the human ear can detect. If the pressure variations occur frequently enough (at least 20 times per second), then they can be heard and thus are called sound. The number of pressure variations per second is called the frequency of sound, and is expressed as cycles per second, called Hertz (Hz). For analysis purposes, the frequency of traffic noise is commonly considered to be 550 Hz.

Measuring sound directly in terms of pressure would require a very large and awkward range of numbers. As a result, the decibel scale was devised. The decibel scale uses the hearing threshold (20 micropascals), as a point of reference, defined as 0 dB. Other sound pressures are then compared to the reference pressure, and the logarithm is taken to keep the numbers in a practical range. The decibel scale allows a million-fold increase in pressure to be expressed as 120 dB, and changes in levels (dB) correspond closely to human perception of relative loudness.

The perceived loudness of sounds is dependent upon many factors, including sound pressure level and frequency content. However, within the usual range of environmental noise levels, perception of loudness is relatively predictable, and can be approximated by the A-weighting network. There is a strong correlation between A-weighted sound levels (expressed as dBA) and the way the human ear perceives noise. For this reason, the A-weighted sound level has become the standard tool of environmental noise assessment. All noise levels reported herein are in terms of A-weighted levels. Table 1 shows typical noise levels associated with common activities. Table 2 provides acoustical terminology.

Loudness Ratio	dBA	Description
128	130	Threshold of pain
64	120	Jet aircraft take-off at 100 feet
32	110	Riveting machine at operators position
16	100	Shotgun at 200 feet
8	90	Bulldozer at 50 feet
4	80	Diesel locomotive at 300 feet
2	70	Commercial jet aircraft interior during flight
1	60	Normal conversation speech at 5-10 feet
1/2	50	Open office background level
1/4	40	Background level within a residence
1/8	30	Soft whisper at 2 feet
1/16	20	Interior of recording studio

Community noise is commonly described in terms of the “ambient” noise level, which is defined as the all-encompassing noise level associated with a given noise environment. A common statistical tool to measure the ambient noise level is the average, or equivalent, sound level ( $L_{eq}$ ), which corresponds to a steady-state, A-weighted sound level containing the same total energy as a time-varying signal over a given time period (usually 1-hour). The  $L_{eq}$  is the foundation of the composite noise descriptor,  $L_{dn}$ , and shows very good correlation with community response to noise.

The Day-Night Average Level ( $L_{dn}$ ) is based on the average noise level over a 24-hour day, with a +10 decibel weighting applied to noise occurring during nighttime hours (10 p.m.-7 a.m.). The nighttime penalty is based on the assumption that people react to nighttime noise exposures as though they are twice as loud as daytime exposures. Because the  $L_{dn}$  represents a 24-hour average, it tends to disguise short-term variations in the noise environment.

Noise in the community has often been cited as being a health problem, not in terms of actual physiological damages such as hearing impairment, but in terms of inhibiting general well-being and contributing to undue stress and annoyance. The health effects of noise in the community arise from interference with human activities such as sleep, speech, recreation, and tasks demanding concentration or coordination. When community noise interferes with human activities or contributes to stress, public annoyance with the noise source increases, and the acceptability of the environment for people decreases. This result is the bases for land use planning policies preventing exposures to excessive community noise levels.

In addition to the A-weighted noise level, other factors should be considered in establishing criteria for noise sensitive land uses. For example, sounds with noticeable tonal content such as whistles, horns, droning or high-pitched sounds may be more annoying than the A-weighted sound level alone suggests. Many noise standards apply a penalty or correction of 5 dBA to such sounds. The effects of unusual tonal content are generally more of a concern at nighttime when residents may notice the sound in contrast to low levels of ambient/background noise.

Because many rural residential areas experience very low noise levels, residents may express concern about the loss of "peace and quiet" due to the introduction of a sound which was not previously audible. In very quiet environments, the introduction of virtually any change in local activities will cause an increase in noise levels. A change in noise level and the loss of "peace and quiet" is the inevitable result of land use or activity changes in such areas. Audibility of a new noise source and/or increases in noise levels within recognized acceptable limits are not usually considered to be significant noise impacts, but these concerns should be addressed and considered in the planning and environmental review processes.

**Table 2**  
**Acoustical Terminology**

<b>Term</b>	<b>Definition</b>
<b>Ambient Noise</b>	The distinctive acoustical characteristics of a given space consisting of all noise sources audible at that location. In many cases, the term ambient is used to describe an existing or pre-project condition such as the setting in an environmental noise study.
<b>Attenuation</b>	The reduction of an acoustic signal.
<b>A-Weighting</b>	A frequency-response adjustment of a sound level meter that conditions the output signal to approximate human response.
<b>Decibel (dB)</b>	Fundamental unit of sound, A Bell is defined as the logarithm of the ratio of the sound pressure squared over the reference pressure squared. A Decibel is one-tenth of a Bell.
<b>CNEL</b>	Community Noise Equivalent Level. Defined as the 24-hour average noise level with noise occurring during evening hours (7 - 10 p.m.) weighted by a factor of three and nighttime hours weighted by a factor of 10 prior to averaging.
<b>Frequency</b>	The measure of the rapidity of alterations of a periodic signal, expressed in cycles per second or hertz.
<b>L<sub>dn</sub></b>	Day/Night Average Sound Level. Similar to CNEL but with no evening weighting.
<b>L<sub>eq</sub></b>	Equivalent or energy-averaged sound level.
<b>L<sub>max</sub></b>	The highest root-mean-square (RMS) sound level measured over a given period of time.
<b>Loudness</b>	A subjective term for the sensation of the magnitude of sound.
<b>Masking</b>	The amount (or the process) by which the threshold of audibility is for one sound is raised by the presence of another (masking) sound.
<b>Noise</b>	Unwanted sound.
<b>Threshold of Hearing</b>	The lowest sound that can be perceived by the human auditory system, generally considered to be 0 dB for persons with perfect hearing.
<b>Threshold of Pain</b>	Approximately 120 dB above the threshold of hearing.

## **Noise Mitigation Fundamentals**

Any noise problem may be considered as being composed of three basic elements: the noise source, a transmission path, and a receiver. The appropriate acoustical treatment for a given project should consider the nature of the noise source and the sensitivity of the receiver. The problem should be defined in terms of appropriate criteria ( $L_{dn}$ ,  $L_{eq}$ , or  $L_{max}$ ), the location of the sensitive receiver (inside or outside), and when the problem occurs (daytime or nighttime). Noise control techniques should then be selected to provide an acceptable noise environment for the receiving property while remaining consistent with local aesthetic standards and practical structural and economic limits. Fundamental noise control techniques include the following:

### **Use of Setbacks**

Noise exposure may be reduced by increasing the distance between the noise sources and receiving use. Setback areas can take the form of open space, frontage roads, recreational areas, storage yards, etc. The available noise attenuation from this technique is limited by the characteristics of the noise source, but is generally about 4 to 6 dB per doubling of distance from the source.

### **Use of Barriers**

Shielding by barriers can be obtained by placing walls, berms or other structures, such as buildings, between the noise source and the receiver. The effectiveness of a barrier depends upon blocking line-of-sight between the source and receiver, and is improved with increasing the distance the sound must travel to pass over the barrier as compared to a straight line from source to receiver. The difference between the distance over a barrier and a straight line between source and receiver is called the "path length difference," and is the basis for calculating barrier noise reduction.

Barrier effectiveness depends upon the relative heights of the source, barrier and receiver. In general, barriers are most effective when placed close to either the receiver or the source. An intermediate barrier location yields a smaller path-length-difference for a given increase in barrier height than does a location closer to either source or receiver.

For maximum effectiveness, barriers must be continuous and relatively airtight along their length and height. To ensure that sound transmission through the barrier is insignificant, barrier mass should be about 4 lbs./square foot, although a lesser mass may be acceptable if the barrier material provides sufficient transmission loss. Satisfaction of the above criteria requires substantial and well-fitted barrier materials, placed to intercept line of sight to all significant noise sources. Earth, in the form of berms or the face of a depressed area, is also an effective barrier material.

The attenuation provided by a barrier depends upon the frequency content of the source. Generally, higher frequencies are attenuated (reduced) more readily than lower frequencies. This results because a given barrier height is relatively large compared to the shorter wavelengths of high frequency sounds, while relatively small compared to the longer wavelengths of the frequency sounds. The effective center frequency for traffic noise is usually considered to be 550 Hz. Railroad engines, cars and horns emit noise with differing frequency content, so the effectiveness of

a barrier will vary for each of these sources. Frequency analyses are necessary to properly calculate barrier effectiveness for noise from sources other than highway traffic.

There are practical limits to the noise reduction provided by barriers. For highway traffic noise, a 5 to 10 dB noise reduction may often be reasonably attained. A 15 dB noise reduction is sometimes possible, but a 20 dB noise reduction is extremely difficult to achieve. Barriers usually are provided in the form of walls, berms, or berm/wall combinations. The use of an earth berm in lieu of a solid wall may provide up to 3 dB additional attenuation over that attained by a solid wall alone, due to the absorption provided by the earth. Berm/wall combinations offer slightly better acoustical performance than solid walls, and are often preferred for aesthetic reasons.

### **Site Design**

Buildings can be placed on a project site to shield other structures or areas, to remove them from noise-impacted areas, and to prevent an increase in noise level caused by reflections. The use of one building to shield another can significantly reduce overall project noise control costs, particularly if the shielding structure is insensitive to noise. As an example, carports or garages can be used to form or complement a barrier shielding adjacent dwellings or an outdoor activity area. Similarly, one residential unit can be placed to shield another so that noise reduction measures are needed for only the building closest to the noise source. Placement of outdoor activity areas within the shielded portion of a building complex, such as a central courtyard, can be an effective method of providing a quiet retreat in an otherwise noisy environment. Patios or balconies should be placed on the side of a building opposite the noise source, and "wing walls" can be added to buildings or patios to help shield sensitive uses.

Another option in site design is the placement of relatively insensitive land uses, such as commercial or storage areas, between the noise source and a more sensitive portion of the project.

Examples include development of a commercial strip along a busy arterial to block noise affecting a residential area, or providing recreational vehicle storage or travel trailer parking along the noise-impacted edge of a mobile home park. If existing topography or development adjacent to the project site provides some shielding, as in the case of an existing berm, knoll or building, sensitive structures or activity areas may be placed behind those features to reduce noise control costs.

Site design should also guard against the creation of reflecting surfaces which may increase onsite noise levels. For example, two buildings placed at an angle facing a noise source may cause noise levels within that angle to increase by up to 3 dB. The open end of "U"-shaped buildings should point away from noise sources for the same reason. Landscaping walls or noise barriers located within a development may inadvertently reflect noise back to a noise-sensitive area unless carefully located. Avoidance of these problems while attaining an aesthetic site design requires close coordination between local agencies, the project engineer and architect, and the noise consultant.

### **Building Design**

When structures have been located to provide maximum noise reduction by barriers or site design, noise reduction measures may still be required to achieve an acceptable interior noise environment. The cost of such measures may be reduced by placement of interior dwelling unit features. For



example, bedrooms, living rooms, family rooms and other noise-sensitive portions of a dwelling can be located on the side of the unit farthest from the noise source.

Bathrooms, closets, stairwells and food preparation areas are relatively insensitive to exterior noise sources, and can be placed on the noisy side of a unit. When such techniques are employed, noise reduction requirements for the building facade can be significantly reduced, although the architect must take care to isolate the noise impacted areas by the use of partitions or doors.

In some cases, external building facades can influence reflected noise levels affecting adjacent buildings. This is primarily a problem where high-rise buildings are proposed, and the effect is most evident in urban areas, where an "urban canyon" may be created. Bell-shaped or irregular building facades and attention to the orientation of the building can reduce this effect.

### **Noise Reduction by Building Facades**

When interior noise levels are of concern in a noisy environment, noise reduction may be obtained through acoustical design of building facades. Standard residential construction practices provide 10-15 dB noise reduction for building facades with open windows, and approximately 25 dB noise reduction when windows are closed. Thus a 25 dB exterior-to-interior noise reduction can be obtained by the requirement that building design include adequate ventilation systems, allowing windows on a noise-impacted facade to remain closed under any weather condition.

Where greater noise reduction is required, acoustical treatment of the building facade is necessary. Reduction of relative window area is the most effective control technique, followed by providing acoustical glazing (thicker glass or increased air space between panes) in low air infiltration rate frames, use of fixed (non-movable) acoustical glazing or the elimination of windows. Noise transmitted through walls can be reduced by increasing wall mass (using stucco or brick in lieu of wood siding), isolating wall members by the use of double- or staggered- stud walls, or mounting interior walls on resilient channels. Noise control for exterior doorways is provided by reducing door area, using solid-core doors, and by acoustically sealing door perimeters with suitable gaskets. Roof treatments may include the use of plywood sheathing under roofing materials.

Whichever noise control techniques are employed, it is essential that attention be given to installation of weatherstripping and caulking of joints. Openings for attic or subfloor ventilation may also require acoustical treatment; tight-fitting fireplace dampers and glass doors may be needed in aircraft noise-impacted areas.

Design of acoustical treatment for building facades should be based upon analysis of the level and frequency content of the noise source. The transmission loss of each building component should be defined, and the composite noise reduction for the complete facade calculated, accounting for absorption in the receiving room. A one-third octave band analysis is a definitive method of calculating the A-weighted noise reduction of a facade.

A common measure of transmission loss is the Sound Transmission Class (STC). STC ratings are not directly comparable to A-weighted noise reduction, and must be corrected for the spectral

content of the noise source. Requirements for transmission loss analyses are outlined by Title 24 of the California Code of Regulations.

### **Use of Vegetation**

Trees and other vegetation are often thought to provide significant noise attenuation. However, approximately 100 feet of dense foliage (so that no visual path extends through the foliage) is required to achieve a 5 dB attenuation of traffic noise. Thus the use of vegetation as a noise barrier should not be considered a practical method of noise control unless large tracts of dense foliage are part of the existing landscape.

Vegetation can be used to acoustically "soften" intervening ground between a noise source and receiver, increasing ground absorption of sound and thus increasing the attenuation of sound with distance. Planting of trees and shrubs is also of aesthetic and psychological value, and may reduce adverse public reaction to a noise source by removing the source from view, even though noise levels will be largely unaffected. It should be noted, however, that trees planted on the top of a noise control berm can actually slightly degrade the acoustical performance of the barrier. This effect can occur when high frequency sounds are diffracted (bent) by foliage and directed downward over a barrier.

In summary, the effects of vegetation upon noise transmission are minor, and are primarily limited to increased absorption of high frequency sounds and to reducing adverse public reaction to the noise by providing aesthetic benefits.

## **Existing (Ambient) Noise Environment**

The major noise sources in the Elk Grove SOIA include traffic on I-5, SR 99, local traffic on major arterials, and railroad operations on the UPRR and BNSF railroad tracks. The project area primarily contains agricultural uses consisting of fallow/row crops/nursery, orchards, vineyard, and dairy and livestock operations. Few structures exist within the project site, and these are limited to barns, rural housing, storage sheds, and related structures. A small area surrounding the intersections of Hood Franklin Road/County Road J8 and Bilby Road/County Road J8 is developed with relatively suburban uses. This area is identified as the Old Town Franklin community. The existing land uses in this community can be described as a mix of rural housing, light industrial, commercial, and public facilities. Franklin Cemetery is located at the intersection of Franklin Boulevard and Hood Franklin Road.

## **Community Noise Survey**

To quantify existing noise levels in the quieter parts of the SOIA, a community noise survey was performed at eight locations. These survey locations were chosen to provide adequate representation of the entire project area. Three of the eight locations were monitored over a continuous 24-hour period, while the other five locations were each monitored for two short term periods during daytime and nighttime hours. The community noise survey noise measurement locations are illustrated in Figure 1. The results of the community noise survey are provided in Table 3. The complete results of the continuous noise surveys are provided in tabular and graphical formats in Appendices A and B, respectively.

**Table 3**  
**Community Noise Measurement Survey results**  
**Elk Grove, California – October 18-20, 2010**

Site	Location	Time Period	L <sub>eq</sub>	L <sub>max</sub>	L <sub>dn</sub>	Noise Sources
1	Franklin Ranch Pet Hospital & Hotel (Back Parking Lot)	Daytime	45	58	50	Distant/Local Traffic, A/C Overflights, Natural
		Afternoon	43	51		
		Nighttime	43	53		
2	Ranch Gate on Core Road	Daytime	54	79	57	Natural Sources. Traffic on Core Rd., A/C
		Afternoon	49	72		
		Nighttime	50	71		
3	Sacramento Muni Util District Gas Pipeline Valve Site (#8)	Daytime	53	71	54	Traffic on Bruceville Rd., A/C, Natural Noises
		Afternoon	53	75		
		Nighttime	45	63		
4	10760 & 10759 Rau Road	Daytime	52	72	56	Local Traffic, Natural Sounds, Community, A/C
		Afternoon	53	71		
		Nighttime	49	73		
5	Corner Near Greenbelt Carriers Site	Daytime	48	61	51	Local Traffic, AG
		Afternoon	53	71		
		Nighttime	35	46		
A	3460 Hood-Franklin Road	Daytime	53	67	59	
		Nighttime	53	64		
B	6225 Eschinger Road	Daytime	51	71	52	
		Nighttime	44	64		
C	9675 Grantline Road (Backyard)	Daytime	53	68	57	
		Nighttime	51	67		

## Notes:

- L<sub>dn</sub> values for short-term measurement sites (Sites 1-5) were estimated based on average measured values. Two measurement sessions were completed during daytime hours for these sites to better assess daytime noise exposure – one in the morning and one in the afternoon.
- L<sub>dn</sub> for long-term measurement sites (Sites A-C) were calculated based on measured Hourly L<sub>eq</sub> data.

## **Roadway Noise**

The Federal Highway Administration Highway Traffic Noise Prediction Model (FHWA-RD-77-108) with the Calveno vehicle noise emission curves was used to predict traffic noise levels within the Elk Grove SOIA. The FHWA-RD-77-108 Model is considered acceptable for the development of general traffic noise predictions.

A diversity of local roadways and facilities exist within or adjacent to the SOIA area. The major roads serving the area include Bilby Road, Kammerer Road, Hood-Franklin Road, Grant Line Road, Eschinger Road, and Bruceville Road. Hood-Franklin Road, Kammerer Road, and Grant Line Road provide direct access to I-5 and SR-99. No new roads or road improvements are proposed as part of this application. The SOIA area currently requires minimal circulation and roadway services, as the area remains primarily agricultural. Since no specific land use plan has been defined, existing uses are expected to remain unchanged. Existing service providers are expected to continue the current service level. Addition of the SOI Amendment area would cause no additional, immediate demand for circulation service and roadway infrastructure.

The FHWA Model was used with existing traffic data to develop  $L_{dn}$  contours for these roadways as well as other smaller roadways in the City. The FHWA Model input data for the studied roadways is provided in Appendix C. The predicted  $L_{dn}$  at a reference distance of 100 feet and the distances from the centerlines of the major roadways to the 60, 65, and 70 dB  $L_{dn}$  contours are summarized in Table 4.

**Table 4**  
**Existing Traffic Noise Levels and Contour Distances**  
**City of Elk Grove, California**

#	Roadway	Segment Description	L <sub>dn</sub> @ 100 feet	Distance to Ldn Contours (ft)		
				70 dB	65 dB	60 dB
1	Lambert Blvd	Bruceville Rd (West) to Bruceville Rd (East)	55	10	22	48
2	Franklin Blvd	Core Rd to Hood Franklin	57	14	30	65
3	Hood Franklin	Interstate 5 to Franklin Blvd	63	34	72	156
4	Bilby Rd	Franklin Blvd to Willard Pkwy	62	31	67	145
5	Dillard Rd	State Route 99 to Riley Rd	62	31	66	143
6	Grant Line Rd	Wilton Rd to Calvine Rd	68	71	152	328
7	Grant Line Rd	Elk Grove Blvd to Wilton Rd	67	66	142	306
8	Grant Line Rd	Bradshaw Rd to Elk Grove Blvd	65	50	107	230
9	Grant Line Rd	State Route 99 to Bradshaw Rd	68	70	151	326
10	Waterman Rd	Grant Line Rd to Elk Grove Blvd	63	35	75	162
11	Elk Grove Blvd	Elk Grove Florin Rd to Bradshaw Rd	66	55	118	253
12	Elk Grove Blvd	State Route 99 to Elk Grove Florin Rd	70	107	230	495
13	Elk Grove Blvd	Laguna Springs Dr to State Route 99	70	94	202	435
14	Elk Grove Florin	East Stockton Blvd to Elk Grove Blvd	61	25	54	117
15	Elk Grove Blvd	Interstate 5 to Franklin Blvd	68	79	170	366
16	Elk Grove Blvd	Franklin Blvd to Bruceville Rd	69	91	196	421
17	Bradshaw Rd	Grant Line Rd to Bond Rd	63	33	72	155
18	Interstate 5	Laguna Blvd to Meadowview Rd	81	527	1136	2448
19	Interstate 5	Elk Grove Blvd to Laguna Blvd	79	415	895	1927
20	Interstate 5	Hood Franklin Rd to Elk Grove Blvd	78	359	773	1665
21	Interstate 5	Twin Cities Rd to Hood Franklin Rd	78	330	711	1531
22	State Route 99	Arno Road to Dillard Rd	77	308	663	1429
23	State Route 99	Dillard Rd to Grant Line Rd	77	292	630	1357
24	State Route 99	Grant Line Rd to Elk Grove Blvd	78	329	710	1529
25	Kammerer Rd	Bruceville Rd to Hood Franklin Rd	56	12	27	57
26	Bruceville Rd	Lambert Rd to Point Pleasant Rd	57	15	31	68
27	Bruceville Rd	Eschinger Rd to Kammerer Rd	59	18	39	84
28	Bruceville Rd	Poppy Ridge Rd to Whitelock Pkwy	61	26	57	122
29	Bruceville Rd	Whitelock Pkwy to Terrazzo Dr	70	94	202	434

Source: Bollard Acoustical Consulting

### **Airport Noise**

Sunset Sky ranch Airport, also known as Elk Grove Airport, was located near the intersection of Grant Line Road and Bradshaw Road, just outside the city limits of Elk Grove. The airport was privately owned and operated, but is now closed. As a result, the SOIA is no longer influenced by noise from this airport.

Franklin Field is located on Bruceville Road approximately 2.6 miles south of the SOIA. Franklin Field is a visual flight rated (VFR) airport having two perpendicular runways: a north/south runway (18-36) that is 3,295 feet long and 60 feet wide, and an east/west runway (9-27) which is 31,000 feet long and 60 wide. A 650 feet by 250 feet run-up apron and a tie-down apron (430 feet by 120 feet) exist. A wind cone and segmented circle are maintained to assist pilots. There are a total of 42 tie-down spaces, 23 from transient aircraft. There are also four T-hangars. No fixed-base operator exists. The sole use of Franklin Field is by general aviation aircraft, both single and multi-engine types, for training and touch-and-go activity. Crop dusters also use the facility during the planting and spraying season. The noise contours for Franklin Field are reproduced in Appendix F.

### **Railroad Noise**

There are two sets of railroad tracks operated within the SOIA. The Union Pacific Railroad (UPRR) tracks run from north to south near Franklin Boulevard near the western boundary of the SOIA. The Burlington Northern and Santa Fe Railroad (BNSF) tracks run from north to south through the SOIA near Highway 99.

As part of the City of Elk Grove General Plan Noise Element preparation, continuous noise monitoring of railroad activity was conducted on both the UPRR and BNSF tracks. The results were compared to similar data more recently collected in the area. Although daily train usage of these tracks varies, based upon the noise monitoring results it was determined that approximately twenty trains per day are operated along each set of tracks. The Sound Exposure Level (SEL) of individual trains was recorded along with the duration and maximum noise level during the monitoring program. The aggregate of the data collected indicates that at a distance of 100 feet, the average train operating on these tracks will produce an SEL of approximately 105 dB with usage of the warning horn, and approximately 100 dB without the usage of the horn. Trains are generally required to sound warning horns within 800 feet of at-grade crossings.

To determine the  $L_{dn}$  value associated with railroad operations, the following formula was used:

$$L_{dn} = SEL + 10 \log N_{eq} - 49.4 \text{ dB, where:}$$

SEL is the mean measured SEL of the train events (105 with horn and 100 without),  $N_{eq}$  is the sum of the day plus 10 times the number of nighttime (10pm to 7am) train events, and 49.4 is ten times the logarithm of the number of seconds per day. Based upon this information, the  $L_{dn}$  at a distance of 100 feet due to activity on these tracks is approximately 75 dB and 70 dB with and without use of the horn, respectively. Using this information, the distances to railroad noise level contours were calculated and presented in Table 5.

**Table 5**  
**Estimated Distances to Railroad Noise Contours (feet)**  
**Elk Grove, CA**

<b>UPRR &amp; BNSF Tracks</b>	<b>60 dB L<sub>dn</sub></b>	<b>65 dB L<sub>dn</sub></b>	<b>70 dB L<sub>dn</sub></b>
Without Horn	464	215	100
With Horn	1000	464	215

Source: Elk Grove Noise Element.

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## Regulatory Setting

The policies of the Noise Element of the Sacramento County (1993) General Plan which would apply to future development within the SOIA are as follows:

- GOAL 1** To protect the citizens of Sacramento County from the harmful and annoying effects of exposure to excessive noise
- GOAL 2** To protect the economic base of Sacramento County by preventing incompatible land uses from encroaching upon existing or planned noise-producing uses.

### **Policies:**

The following specific policies are adopted by Sacramento County to accomplish the goals of the Noise Element. Each policy is immediately followed by the identification of what the policy is intended to regulate, the type of noise source and the type of noise receptor.

- NO-1** Noise created by new transportation\* noise sources should be mitigated so as not to exceed 60 dB  $L_{dn}/CNEL$ \*\* at the outdoor activity areas of any affected residential lands or land use situated in the unincorporated areas. When a practical application of the best available noise-reduction technology cannot achieve the 60dB  $L_{dn}/CNEL$  standard, then an exterior noise level of 65dB  $L_{dn}/CNEL$  may be allowed in outdoor activity areas.

Policy Regulates: Noise Sources  
Noise Source Type: Transportation  
Noise Receptor Type: Residential

**Discussion:** This policy will provide guidance when new roadways. Light or heavy rail-lines are proposed adjacent to residential areas. Mitigation measures such as soundwalls, berms, or other attenuation must achieve a 60 dB to 65 dB  $L_{dn}/CNEL$  in the outdoor area for the project to be consistent with this policy.

\* For the purposes of the Noise Element, transportation noise sources are defined as traffic on public roadways and railroad line operations. Control of noise from these sources is preempted by Federal and State regulations. Other noise sources are presumed to be subject to local regulations such as the Sacramento County Noise Control Ordinance. Areas affected by public use airport noise are subject to the Airport Land Use section and individual Comprehensive Land Use Policy.

\*\* See Appendix A for glossary of these and other technical terms.

Further, there may be portions of the county where higher existing levels of ambient noise in residential areas make the 60 dB standard a hindrance to development otherwise typical in the area. In these instances, an exterior noise level of 65 dB  $L_{dn}/CNEL$  may be allowed in outdoor activity areas, provided that all practical exterior noise reduction measures are applied.

- NO-2** Noise created by new nontransportation noise sources shall be mitigated so as not to exceed any of the noise level standards of Table II-1, as measured immediately within the property line of any affected residentially designated lands or residential land use situated in the unincorporated areas.

Policy Regulates: Noise Sources  
Noise Source Type: Nontransportation  
Noise Receptor Type: Residential

**NO-3** Where proposed nontransportation noise sources are likely to produce noise levels exceeding the performance standards of Table II-1 at existing or planned residential uses, an acoustical analysis shall be required as part of the environmental review process so that noise mitigation may be included in the project design. (Requirements for the content of an acoustical analysis are given by Table II-2.)

Policy Regulates: Noise Sources  
 Noise Source Type: Nontransportation  
 Noise Receptor Type: Residential

**Discussion:** New nontransportation noise sources subject to Policy NO-2. that fall within the 60 dB Ldn/CNEL contours lines portrayed on Noise Environment Map of Sacramento County (see back pocket) are also subject to Policy NO-3. Other circumstances exist which may justify an acoustical analysis including: the need for an analysis of future noise levels, multiple noise sources affecting a site (when single-source noise levels meet the standard), and other situations where there is reason to believe that noise levels are not, or will not remain, within the standards. Each of the noise standards in Table II-1 shall be decreased by five dBA for simple tone noises, noises consisting primarily of speech or music, or for recurring impulsive noises. These noise level standards do not apply to residential units established in conjunction with industrial or commercial uses (e.g., caretaker dwellings). As an example, a noise source which generates a constant noise level more than 30 minutes in an hour would be allowed to produce 50 dBA at a residential property line during daytime hours, and 45 dBA during nighttime hours. A noise source is allowed to produce a sound of no more than 70 dBA at a residential property line during daytime hours, and 65 dBA during nighttime hours. Note that a single survey of a site may be represented by more than one statistical descriptor, a result of the differing components of most noises. If either descriptor exceeds the allowed number of minutes in an hour, then the standard is exceeded.

**Table 6**  
**Noise Level Performance Standards<sup>1</sup>**  
**For Residential Areas Affected by Non-Transportation Noise<sup>2</sup>**  
**Sacramento County Noise Element**

Statistical Noise Level Descriptor	Exterior Noise Level Standards (dBA)	
	Daytime (7 a.m. – 10 p.m.)	Nighttime (10 p.m. – 7 a.m.)
L <sub>50</sub>	50	45
L <sub>max</sub>	70	65
Notes:		
1. These standards are for planning purposes and may vary from the standards of the County Noise Ordinance which are for enforcement purposes. For an explanation of the technical terminology, refer to Appendix A in the General Plan.		
2. These standards apply to new or existing residential areas affected by new or existing nontransportation sources.		

**Table 7****Requirements for Acoustical Analysis**

An acoustical analysis prepared pursuant to this Noise Element shall:

- A. Be the responsibility of the applicant.
- B. Be prepared by a qualified person experienced in the fields of environmental noise assessment and architectural acoustics.
- C. Include representative noise level measurements with sufficient sampling periods and locations to adequately describe local conditions.
- D. Estimate projected future (20 year) noise levels in terms of  $L_{dn}$  or CNEL and/or the Standards of Tables 6, and compare those levels to the adopted policies of the Noise Element.
- E. Recommend appropriate mitigation to achieve compliance with the adopted policies and standards of the Noise Element. Where the noise source in question consist of intermittent single events, the report must address the effects of maximum noise levels in sleeping rooms evaluating possible sleep disturbance.
- F. Estimate interior and exterior noise exposure after the prescribed mitigation measures have been implemented.
- G. Describe a post-project assessment program which could be used to evaluate the effectiveness of the proposed mitigation measures.

**NO-4** Where residential land uses are proposed in areas exposed to existing or projected exterior noise levels exceeding either 60 dB  $L_{dn}$ /CNEL or the performance standards of Table 6, an acoustical analysis shall be required as part of the environmental review process so that noise mitigation may be included in the project design.

Policy Regulates: Noise Receptors  
 Noise Source Type: Nontransportation and Transportation  
 Noise Receptor Type: Residential

**Discussion:** Projects subject to Policy NO-5. or NO-7. which are deemed to fall within the boundaries of the geographical limits set by Figures II-2 and II-3 in the General Plan, are also subject to Policy NO-4. Other circumstances exist which may justify an acoustical analysis including the need for an analysis of future noise levels, where multiple noise sources affecting a site (when single-source noise levels meet the standard), or other situations where there is reason to believe that noise levels are not, or will not remain, within the standards.

**NO-5** New residential development shall not be allowed where the noise level due to nontransportation noise sources will exceed the noise level standards of Table 6 as measured immediately within the property line of the new development.

Policy Regulates: Noise Receptors  
 Noise Source Type: Nontransportation  
 Noise Receptor Type: Residential

**NO-6** The compatibility of proposed nonresidential projects with existing and future noise levels due to transportation noise sources shall be evaluated through a comparison to Table 8, "Land Use Compatibility for Community Noise Environments" and Table 9, "Acceptable Noise Levels in Unoccupied Rooms", and to Figure II-4 in the General Plan for projects affected by aircraft noise.

Policy Regulates: Noise Receptors  
 Noise Source Type: Transportation  
 Noise Receptor Type: See Table 7-8, Figure II-4 in the GP

**Table 8**  
**Land Use Compatibility**  
**Sacramento County Noise Element**

<b>Land Use Category</b>	<b>Acceptable, L<sub>dn</sub>/CNEL</b>	<b>Conditionally Acceptable, L<sub>dn</sub>/CNEL</b>	<b>Unacceptable, L<sub>dn</sub>/CNEL</b>
Residential	60	75	75+
Agricultural Residential	65	75	75+
Transient Lodging – Motels. Hotels	60	75	75+
Schools, Libraries, Churches, Hospitals, Nursing Homes	60	70	70+
Auditoriums, Concert Halls, Amphitheaters, Sports Arenas	60	75	75+
Playgrounds, Neighborhood Parks	70	75	75+
Golf Courses, Riding Stables, Water Recreation, Cemeteries	75	80	80+
Office Buildings, Business Commercial and Professional	65	75	75+
Industrial, Manufacturing Utilities, Agriculture	70	80	80+

Notes: This table is to be used to determine the necessity for an acoustical study based on the exterior pre-mitigation noise exposure level. Any mitigation must achieve noise levels that are in compliance with the policies of the Noise Element.

**NO-7** Proposed development of residential land uses should not be permitted: 1) In areas exposed to existing or projected levels of noise from transportation noise sources which exceed 60 dB to 65 dB L<sub>dn</sub>/CNEL unless the project design includes effective mitigation measures to reduce noise to 60 dB to 65 dB L<sub>dn</sub>/CNEL or less in outdoor activity areas, and 45 dB L<sub>dn</sub>/CNEL or less in indoor areas; and 2) For 5 and 10 acre Agricultural-Residential land use the standard for exterior noise is also 60 dB to 65 dB L<sub>dn</sub>/CNEL. The standard remains at 45 dB L<sub>dn</sub>/CNEL for interior noise levels.

Policy Regulates: Noise Receptors  
 Noise Source Type: Transportation  
 Noise Receptor Type: Residential

**Discussion:** This policy applies to proposed residential projects adjacent to existing roadways or rail-lines generating high noise levels. If mitigation of the transportation noise cannot reduce outdoor noise to within the 60 dB to 65 dB  $L_{dn}$ /CNEL range and 45 dB  $L_{dn}$ /CNEL in indoor areas, the project is inconsistent with this policy.

**Table 9  
Acceptable Noise Levels in Unoccupied Rooms  
Affected by Transportation Noise  
Sacramento County Noise Element**

<b>Location</b>	<b>Average<sup>1</sup> Sound Level (dBA)</b>	<b>Average<sup>1</sup> Sound Level Location</b>	<b>(dBA)</b>
Radio studios, recording studios	25-30	Music Rooms	30-35
Concert halls, large auditoriums	30-35	Theaters (speech)	30-35
Motion picture theaters	40-45	Churches	35-40
Conference rooms, small offices	40-45	Classrooms	35-45
Public offices (large), banks, stores	45-50	Hospitals	40-45
Restaurants, cafeterias	45-55	Court Rooms	40-45
Libraries	40-45		
Notes:			
<sup>1</sup> Leq in worst-case hour during period of use.			
Source: Handbook of Noise Control, Cyril M. Harris ed., Second Edition			

## Impacts and Mitigation Measures

### Standards of Significance

CEQA guidelines state that implementation of a project would result in significant noise impacts if the project would result in any of the following:

- 1) Exposure of persons to, or generation of, noise levels in excess of standards established in the local plans or ordinances.
- 2) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels.
- 3) A substantial permanent increase in ambient noise levels in the project vicinity above levels without the project.
- 4) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.
- 5) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, where the project would expose people residing or working in the area to excessive noise levels.
- 6) For a project within the vicinity of a private airstrip, where the project would expose people residing or working in the project area to excessive noise levels.

### Thresholds for Determination of a Significant Noise Increase

Based on studies of test subject's reactions to changes in environmental noise levels, the Federal Interagency Commission on Noise (FICON) developed the following recommendations for thresholds to be used in assessing the significance of project-related noise level increases for transportation noise sources. Where background noise levels without the project would be less than 60 dB Ldn, a 5 dB or greater noise level increase due to the project is considered significant. Where background noise levels without the project would range from 60 to 65 dB Ldn, a 3 dB or greater noise level increase due to the project is considered significant. Finally, where background noise levels without the project would exceed 65 dB Ldn, a 1.5 dB or greater noise level increase due to the project is considered significant. This graduated scale is based on findings that people in quieter noise environments would tolerate larger increases in noise levels without adverse effects, whereas people already exposed to elevated noise levels exhibited adverse reactions to noise for smaller increases.

### Methodology

Because this DEIR considers the impacts associated with development within the SOIA the following methodology was employed for the impact analysis. Noise impacts were identified for new noise-sensitive developments located within areas affected by substantial existing or future noise sources (e.g., aircraft, automobile or truck traffic, railroad lines, etc.). Noise impacts were also identified for noise-producing projects proposed near existing or proposed noise-sensitive areas.

Finally, noise impacts were evaluated by comparing traffic noise generation associated with SOIA development relative to existing conditions. The analysis assumes that all new development would comply with either the City of Elk Grove or Sacramento County General Plan noise standards, depending on which are applicable to the SOIA at the time of development.

### **Analysis of Future Traffic Noise Levels**

The FHWA Highway Traffic Noise Prediction Model (FHWA-RD-77-108), with CALVENO noise emission levels, was used to predict traffic noise levels within the SOIA. Table 9 shows the predicted Ldn values at a reference distance of 100 feet from the roadway centerlines. Table 9 also shows the existing traffic noise levels and the degree by which existing levels will increase upon General Plan Buildout. The complete listing of FHWA Model inputs and results are provided in Appendices C-E.

**Table 9**  
**Predicted Traffic Noise Level and Project-Related Traffic Noise Level Increases**  
**City of Elk Grove Sphere of Influence – Elk Grove, California**

Road	Segment	Exist	Exist + Proj.	Ldn @ 100 Feet		Cum. + Proj.	Change
				Change	Cumulative		
Lambert Blvd	Bruceville Rd (West) to Bruceville Rd (East)	55	62	7	55	63	8
Franklin Blvd	Core Rd to Hood Franklin	57	70	13	57	61	4
Hood Franklin Rd	Interstate 5 to Franklin Blvd	63	66	3	66	70	4
Bilby Rd	Franklin Blvd to Willard Pkwy	62	66	4	65	66	1
Dillard Rd	State Route 99 to Riley Rd	62	64	2	62	62	0
Grant Line Rd	Wilton Rd to Calvine Rd	68	68	0	70	71	1
Grant Line Rd	Elk Grove Blvd to Wilton Rd	67	69	2	70	71	1
Grant Line Rd	Bradshaw Rd to Elk Grove Blvd	65	67	2	69	69	0
Grant Line Rd	State Route 99 to Bradshaw Rd	68	70	2	70	72	2
Waterman Rd	Grant Line Rd to Elk Grove Blvd	63	66	3	65	68	3
Elk Grove Blvd	Elk Grove Florin Rd to Bradshaw Rd	66	67	1	69	69	0
Elk Grove Blvd	State Route 99 to Elk Grove Florin Rd	70	71	1	71	72	1
Elk Grove Blvd	Laguna Springs Dr to State Route 99	70	71	1	71	71	0
Elk Grove Florin Blvd	East Stockton Blvd to Elk Grove Blvd	61	64	3	61	63	2
Elk Grove Blvd	Interstate 5 to Franklin Blvd	68	69	1	68	68	0
Elk Grove Blvd	Franklin Blvd to Bruceville Rd	69	70	1	70	70	0
Bradshaw Rd	Grant Line Rd to Bond Rd	63	66	3	65	68	3
Interstate 5	Laguna Blvd to Meadowview Rd	81	81	0	81	82	1
Interstate 5	Elk Grove Blvd to Laguna Blvd	79	80	1	80	81	1
Interstate 5	Hood Franklin Rd to Elk Grove Blvd	78	79	1	79	80	1
Interstate 5	Twin Cities Rd to Hood Franklin Rd	78	78	0	79	79	0
State Route 99	Arno Road to Dillard Rd	77	77	0	78	78	0
State Route 99	Dillard Rd to Grant Line Rd	77	77	0	78	78	0
State Route 99	Grant Line Rd to Elk Grove Blvd	78	79	1	79	79	0
Kammerer Rd	Bruceville Rd to Hood Franklin Rd	56	66	10	62	68	6
Bruceville Rd	Lambert Rd to Point Pleasant Rd	57	63	6	57	63	6
Bruceville Rd	Eschinger Rd to Kammerer Rd	59	70	11	59	69	10
Bruceville Rd	Poppy Ridge Rd to Whitelock Pkwy	61	69	8	61	68	7
Bruceville Rd	Whitelock Pkwy to Terrazzo Dr	70	70	0	70	71	1

Sources: Bollard Acoustical Consultants, Inc., FHWA RD-77-108

Note: Shaded cells represent significant project-related traffic noise increases.



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## Project Impacts and Mitigation Measures

### **Impact 1      Development within the SOIA would increase existing traffic noise levels at noise-sensitive land uses.**

Development within the SOIA would result in increased traffic noise along roadways used by project-generated traffic. As indicated in Table 9, the traffic noise increases associated with such development would range from 0 to 13 dB  $L_{dn}$  relative to existing conditions. The project-related increases would exceed the project thresholds of significance on thirteen (13) roadway segments. As a result, this impact is considered **significant**.

#### Mitigation Measure

As discussed above, a significant traffic noise impact is identified along 14 roadway segments. While repaving of the affected segments using open-graded asphalt, rubberized asphalt or similar material could reduce traffic noise levels 4 dB, thereby reducing this impact to a level of insignificance along some segments, this measure would not provide the required degree of noise reduction to fully mitigate this impact along all affected roadway segments. In addition, due to driveway access requirements and other physical constraints, the construction of solid noise barriers at the existing residences located along these impacted sections is similarly considered infeasible. As a result, this impact is considered **significant and unavoidable**.

### **Impact 2      Future noise-sensitive land uses developed within the SOIA could be exposed to elevated noise levels from both transportation and non-transportation noise sources.**

Although there are no specific proposals for noise-sensitive or noise-generating development within the SOIA, future development within the SOIA will likely result in noise-sensitive land uses being exposed to noise levels in excess of the Sacramento County Noise Element standards. For example, development of residential uses within the railroad noise contour distances shown in Table 5 or adjacent to the major roadways identified in Table 9 would result in exceedance of the County's noise standards.

Noise mitigation measures required of future noise-sensitive or noise-generating land uses proposed within the SOIA will vary. General noise mitigation options are described in the Environmental Setting section of this report. Detailed mitigation requirements will depend on several variables including project design, sensitivity or noise-generating potential of the project, site grading, natural and man-made shielding, proximity to noise sources or sensitive receptors, etc.

The Sacramento County Noise Element Policies and Implementation Measures were specifically developed to anticipate such impacts and to require the preparation of noise studies in such cases so that appropriate noise mitigation is included with each project. Because the County's General Plan Noise Element Policies require that a project's noise generation or exposure does not exceed the County's noise standards at sensitive receptors, this impact is self-mitigating. As a result, this impact is considered **less than significant**.

## Cumulative Setting, Impacts and Mitigation Measures

The buildout of the SOIA will invariably affect the future (cumulative) ambient noise environment within Sacramento County and the City of Elk Grove through increased noise from traffic and the development of local non-transportation noise sources. While it is difficult to project exactly how the ambient noise conditions will change following buildout of the SOIA, it is known that traffic noise levels will increase on a regional basis due to the additional traffic generated by buildout of various land use designations which have yet to be developed. Specifically, Table 9 shows the projected traffic noise levels at a reference distance of 100 feet from the various roadway centerlines for the cumulative buildout of the SOIA. It should be noted that Table 9 is intended to illustrate relative changes in traffic noise exposure due to development within the SOIA. Absolute traffic noise levels will depend on additional factors such as local shielding, distance to the roadway, etc.

Changes in railroad noise environments in the SOIA are difficult to predict. This is because rail lines affecting the SOIA are operating on fairly busy schedules currently, and there are limits to the number of operations a set of tracks can accommodate. Although no future growth information was available from the railroad operators, given the current operations it is unlikely the railroad tracks within the SOIA could accommodate even a doubling of traffic in the future, which would result in a 3 dB increase in railroad noise exposure along the tracks. As a result, future railroad noise levels are not predicted to significantly exceed existing conditions.

Changes in noise associated with non-transportation noise sources are similarly difficult to predict. Although new non-transportation noise sources such as grocery store loading docks and auto-repair facilities, to name a few, would result in localized increases in ambient noise conditions, the level of noise such new uses would be allowed to generate is regulated by the noise standards of the County's General Plan Noise Element.

### **Cumulative Noise Impacts**

#### **Impact 3      Development within the SOIA would increase cumulative traffic noise levels at noise-sensitive land uses.**

Development within the SOIA would result in increased traffic noise along roadways used by project-generated traffic. As indicated in Table 9, the traffic noise increases associated with such development would range from 0 to 10 dB  $L_{dn}$  relative to cumulative conditions without the project. The project-related increases would exceed the project thresholds of significance on nine (9) roadway segments. As a result, this impact is considered ***significant***.

#### **Mitigation Measure**

As discussed above, a significant traffic noise impact is identified along nine (9) roadway segments. While repaving of the affected segments using open-graded asphalt, rubberized asphalt or similar material could reduce traffic noise levels 4 dB, thereby reducing this impact to a level of insignificance along some segments, this measure would not provide the required degree of noise reduction to fully mitigate this impact along all affected roadway segments. In addition, due to driveway access requirements and other physical constraints, the construction of solid noise

barriers at the existing residences located along these impacted sections is similarly considered infeasible. As a result, this impact is considered **Significant and Unavoidable**.

**Appendix A-1**  
**City of Elk Grove Sphere of Influence**  
**24hr Continuous Noise Monitoring - Site A**  
**October 18-19, 2010**

Hour	Leq	Lmax	L50	L90
14:00	55	74	49	44
15:00	50	66	48	44
16:00	52	67	50	46
17:00	52	61	52	48
18:00	54	62	54	50
19:00	54	65	53	50
20:00	54	63	53	50
21:00	52	62	51	47
22:00	52	63	51	48
23:00	50	60	48	44
0:00	49	65	47	43
1:00	50	68	48	43
2:00	51	63	50	46
3:00	50	70	48	45
4:00	55	65	54	51
5:00	55	64	54	50
6:00	55	62	55	50
7:00	58	68	58	55
8:00	56	75	54	47
9:00	52	66	50	43
10:00	53	75	50	46
11:00	48	69	46	40
12:00	48	67	45	41
13:00	48	64	46	41

Statistical Summary						
	Daytime (7 a.m. - 10 p.m.)			Nighttime (10 p.m. - 7 a.m.)		
	High	Low	Average	High	Low	Average
Leq (Average)	58.0	47.9	53.2	55.3	48.6	52.5
Lmax (Maximum)	75.3	60.6	66.9	70.2	59.8	64.3
L50 (Median)	57.8	45.5	50.5	54.6	47.3	50.5
L90 (Background)	55.1	40.4	46.2	51.0	43.3	46.7

Computed Ldn, dB	59.0
% Daytime Energy	67%
% Nighttime Energy	33%

**Appendix A-2**  
**City of Elk Grove Sphere of Influence**  
**24hr Continuous Noise Monitoring - Site A**  
**October 19-20, 2010**

Hour	Leq	Lmax	L50	L90
14:00	51	67	48	43
15:00	53	71	48	44
16:00	51	71	49	43
17:00	54	77	50	46
18:00	54	65	53	49
19:00	53	68	52	49
20:00	54	65	53	50
21:00	54	61	53	50
22:00	53	62	52	50
23:00	52	63	51	48
0:00	51	65	49	43
1:00	48	57	47	43
2:00	47	57	46	41
3:00	47	59	45	41
4:00	51	62	49	45
5:00	55	77	54	50
6:00	58	62	57	54
7:00	60	67	60	59
8:00	59	90	56	52
9:00	55	75	51	47
10:00	55	70	53	44
11:00	49	72	46	43
12:00	54	75	49	44
13:00	50	61	49	44

Statistical Summary						
	Daytime (7 a.m. - 10 p.m.)			Nighttime (10 p.m. - 7 a.m.)		
	High	Low	Average	High	Low	Average
Leq (Average)	60.4	48.5	54.9	57.6	46.8	52.5
Lmax (Maximum)	89.8	61.3	70.3	76.7	56.6	62.6
L50 (Median)	60.3	46.5	51.4	57.1	45.3	50.0
L90 (Background)	58.5	42.5	47.1	54.2	40.8	46.3

Computed Ldn, dB	59.3
% Daytime Energy	74%
% Nighttime Energy	26%

**Appendix A-3**  
**City of Elk Grove Sphere of Influence**  
**24hr Continuous Noise Monitoring - Site B**  
**October 26-27, 2010**

Hour	Leq	Lmax	L50	L90
10:00	53	82	43	40
11:00	51	78	44	40
12:00	47	67	43	39
13:00	48	69	41	37
14:00	51	74	43	38
15:00	49	69	43	39
16:00	56	85	43	39
17:00	53	76	44	39
18:00	48	68	40	37
19:00	44	63	36	34
20:00	39	57	35	33
21:00	42	59	36	33
22:00	43	60	37	34
23:00	37	57	34	32
0:00	48	67	36	33
1:00	44	69	37	34
2:00	37	66	35	34
3:00	46	69	37	34
4:00	41	60	37	35
5:00	40	59	39	36
6:00	47	66	42	39
7:00	51	70	46	43
8:00	52	80	47	45
9:00	48	68	45	43

Statistical Summary						
	Daytime (7 a.m. - 10 p.m.)			Nighttime (10 p.m. - 7 a.m.)		
	High	Low	Average	High	Low	Average
Leq (Average)	56.2	38.9	50.6	47.8	36.6	44.0
Lmax (Maximum)	84.6	57.5	71.0	68.8	57.5	63.7
L50 (Median)	46.9	34.8	42.0	41.5	34.3	36.9
L90 (Background)	44.8	33.1	38.5	39.4	32.3	34.7

Computed Ldn, dB	52.2
% Daytime Energy	88%
% Nighttime Energy	12%

**Appendix A-4**  
**City of Elk Grove Sphere of Influence**  
**24hr Continuous Noise Monitoring - Site B**  
**October 27-28, 2010**

Hour	Leq	Lmax	L50	L90
10:00	47	64	43	40
11:00	51	83	39	35
12:00	46	69	41	37
13:00	46	68	40	36
14:00	46	64	43	37
15:00	51	67	42	34
16:00	45	63	40	36
17:00	47	63	42	37
18:00	43	60	39	36
19:00	40	55	38	34
20:00	40	53	39	37
21:00	42	60	39	36
22:00	39	58	34	31
23:00	37	59	33	30
0:00	41	55	34	32
1:00	46	66	37	35
2:00	37	45	37	35
3:00	37	46	37	35
4:00	43	67	39	37
5:00	42	56	41	40
6:00	46	56	44	42
7:00	50	71	47	44
8:00	52	80	46	44
9:00	50	71	46	43

Statistical Summary						
	Daytime (7 a.m. - 10 p.m.)			Nighttime (10 p.m. - 7 a.m.)		
	High	Low	Average	High	Low	Average
Leq (Average)	52.5	40.4	47.9	46.1	37.1	42.3
Lmax (Maximum)	82.9	53.4	66.1	66.9	44.5	56.4
L50 (Median)	47.4	38.2	41.7	44.2	33.5	37.4
L90 (Background)	44.3	33.9	37.7	42.2	30.3	35.2

Computed Ldn, dB	50.1
% Daytime Energy	86%
% Nighttime Energy	14%

**Appendix A-5  
City of Elk Grove Sphere of Influence  
24hr Continuous Noise Monitoring - Site C  
October 18-19, 2010**

Hour	Leq	Lmax	L50	L90
15:00	60	76	46	38
16:00	48	62	46	41
17:00	50	62	49	47
18:00	50	61	50	47
19:00	52	61	52	50
20:00	53	72	52	51
21:00	53	67	52	51
22:00	52	62	52	49
23:00	51	63	50	49
0:00	49	64	48	45
1:00	49	72	48	45
2:00	49	69	47	44
3:00	49	67	46	42
4:00	49	71	46	41
5:00	51	64	48	43
6:00	53	66	52	48
7:00	55	65	55	52
8:00	54	73	52	47
9:00	50	68	46	39
10:00	47	64	43	36
11:00	47	71	42	35
12:00	49	69	42	35
13:00	54	79	43	36
14:00	48	71	43	36

Statistical Summary						
	Daytime (7 a.m. - 10 p.m.)			Nighttime (10 p.m. - 7 a.m.)		
	High	Low	Average	High	Low	Average
Leq (Average)	60.4	47.1	53.1	53.3	48.7	50.5
Lmax (Maximum)	78.8	60.8	68.0	71.9	62.4	66.5
L50 (Median)	54.6	41.7	47.5	52.3	46.0	48.7
L90 (Background)	51.6	35.2	42.8	49.3	41.3	45.2

Computed Ldn, dB	57.4
% Daytime Energy	75%
% Nighttime Energy	25%



**Appendix A-6**  
**City of Elk Grove Sphere of Influence**  
**24hr Continuous Noise Monitoring - Site C**  
**October 19-20, 2010**

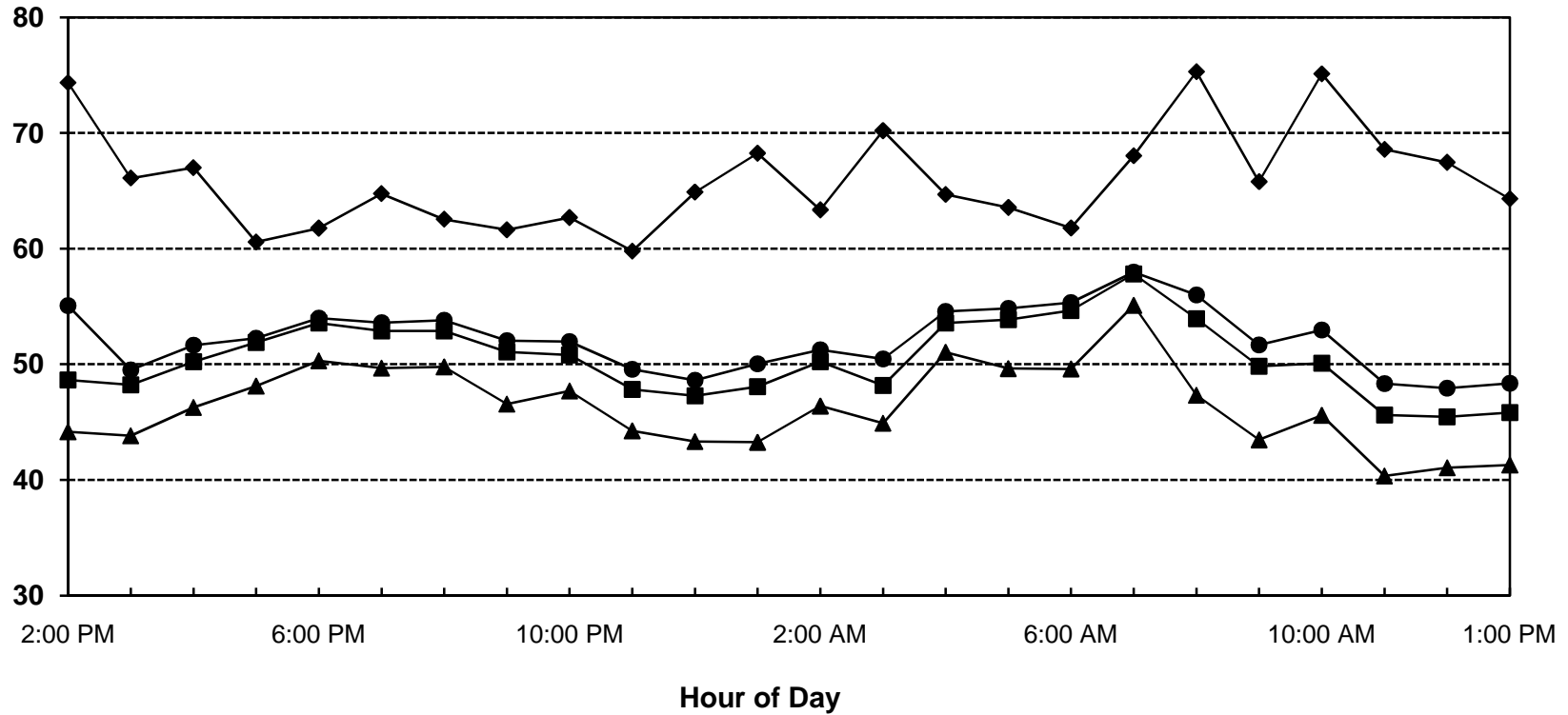
Hour	Leq	Lmax	L50	L90
15:00	48	71	45	38
16:00	47	65	45	40
17:00	49	68	47	42
18:00	49	64	48	43
19:00	52	59	52	50
20:00	53	61	53	51
21:00	52	60	51	49
22:00	51	58	51	48
23:00	51	64	51	49
0:00	51	61	51	49
1:00	51	60	51	48
2:00	50	55	50	48
3:00	52	70	51	49
4:00	51	59	51	49
5:00	51	65	50	47
6:00	53	65	52	48
7:00	55	69	54	51
8:00	52	70	51	46
9:00	49	62	46	41
10:00	50	72	44	39
11:00	48	75	44	38
12:00	52	71	44	38
13:00	49	66	44	37
14:00	50	69	45	38

Statistical Summary						
	Daytime (7 a.m. - 10 p.m.)			Nighttime (10 p.m. - 7 a.m.)		
	High	Low	Average	High	Low	Average
Leq (Average)	55.1	47.1	50.9	53.2	49.9	51.3
Lmax (Maximum)	74.7	58.9	66.7	69.7	54.6	61.7
L50 (Median)	54.3	43.7	47.5	52.0	49.8	50.8
L90 (Background)	51.4	37.3	42.8	49.4	46.6	48.3

Computed Ldn, dB	57.7
% Daytime Energy	60%
% Nighttime Energy	40%

**Appendix B-1  
City of Elk Grove Sphere of Influence  
24hr Continuous Noise Monitoring - Site A  
October 18-19, 2010**

Sound Level, dBA

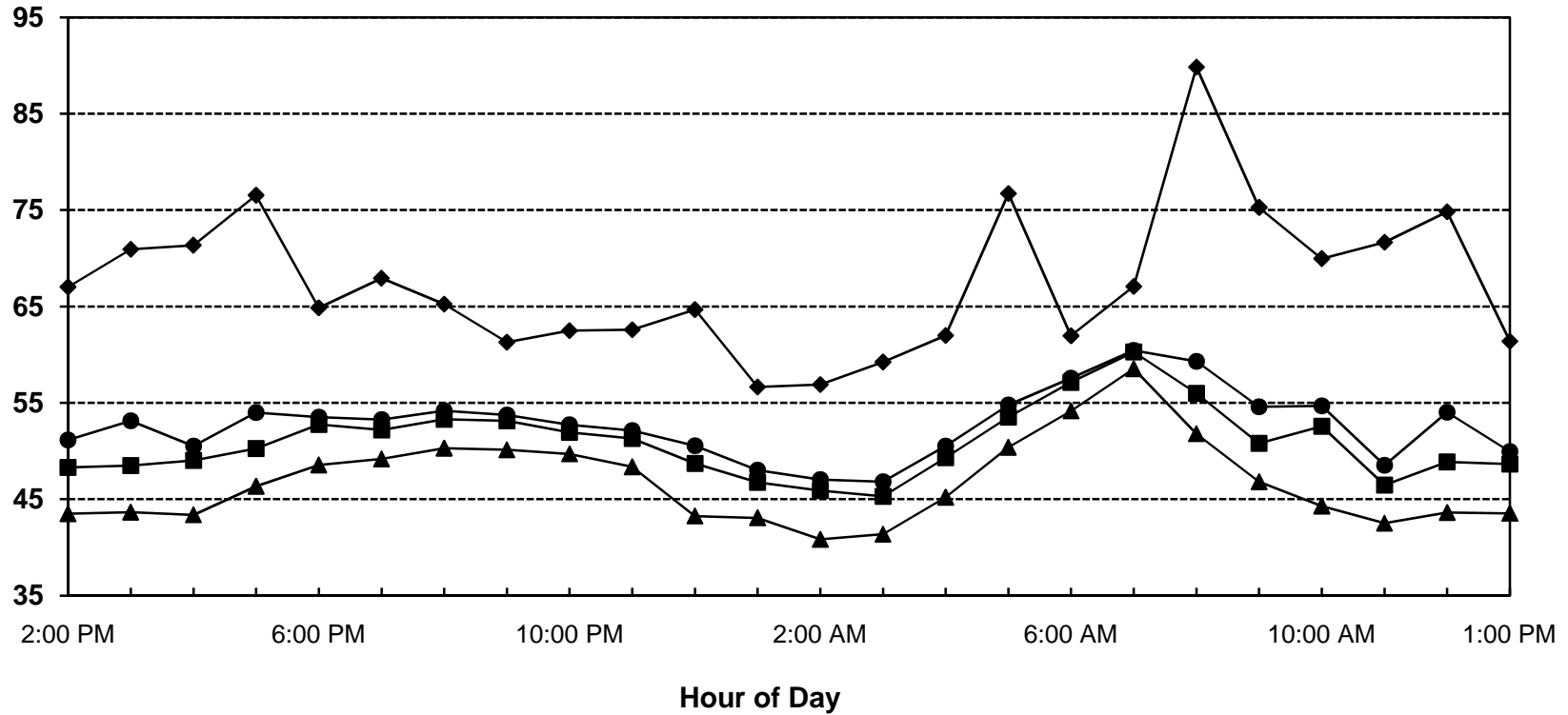


● Average (Leq)   
 ◆ Maximum (Lmax)   
 ■ L50   
 ▲ L90

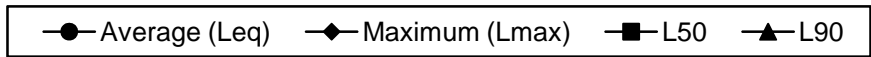
**Ldn: 59 dB**

**Appendix B-2**  
**City of Elk Grove Sphere of Influence**  
**24hr Continuous Noise Monitoring - Site A**  
**October 19-20, 2010**

Sound Level, dBA

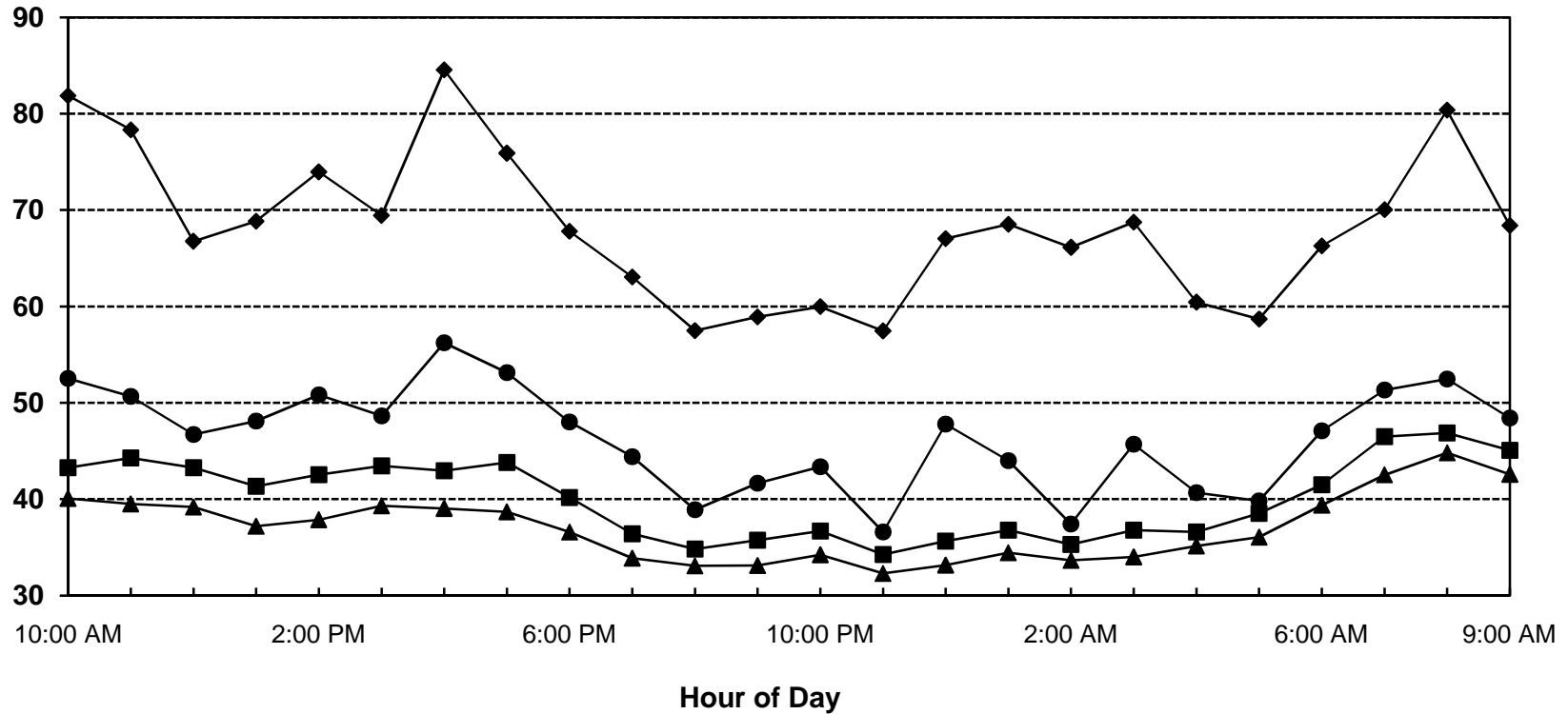


**Ldn: 59 dB**



**Appendix B-3**  
**City of Elk Grove Sphere of Influence**  
**24hr Continuous Noise Monitoring - Site B**  
**October 26-27, 2010**

Sound Level, dBA

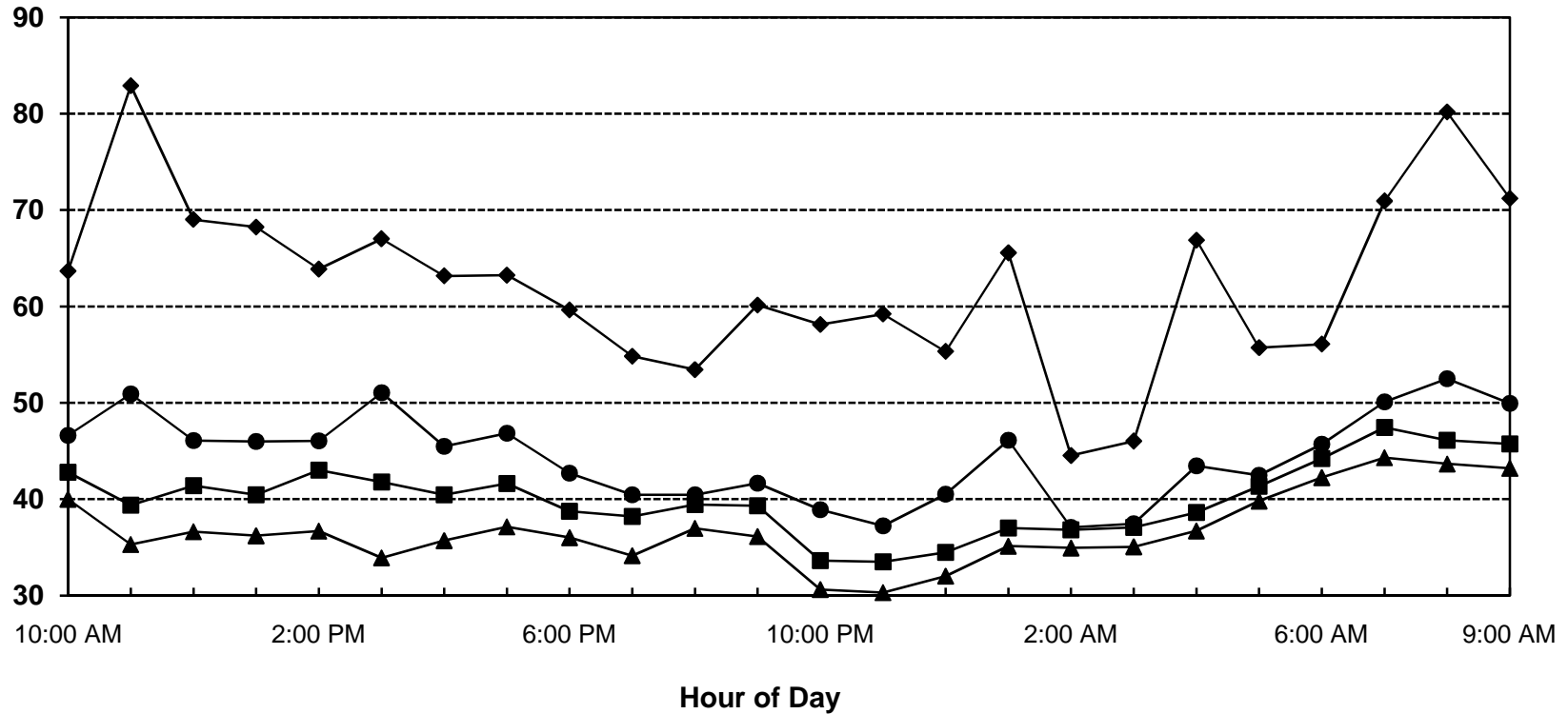


● Average (Leq)   
 ◆ Maximum (Lmax)   
 ■ L50   
 ▲ L90

**Ldn: 52 dB**

**Appendix B-4**  
**City of Elk Grove Sphere of Influence**  
**24hr Continuous Noise Monitoring - Site B**  
**October 27-28, 2010**

Sound Level, dBA

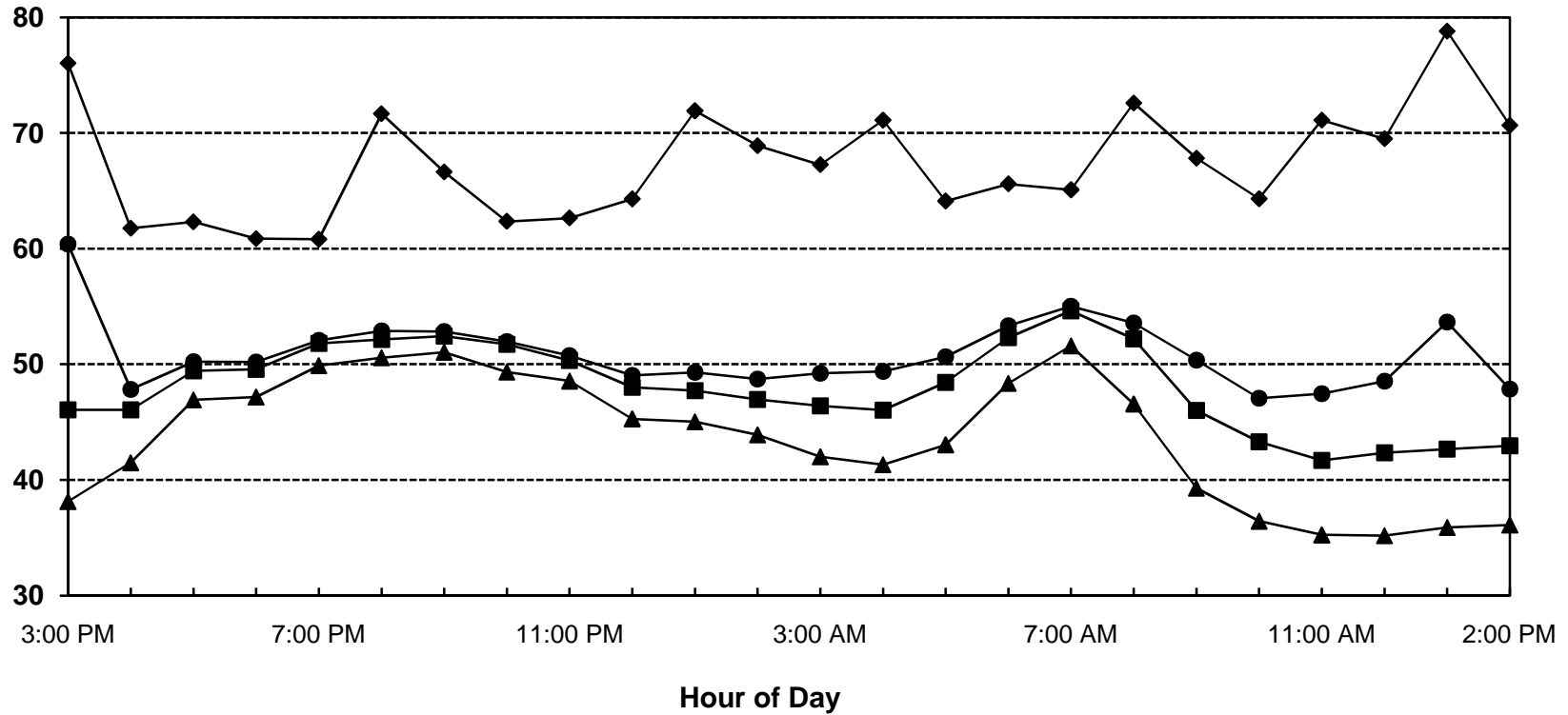


● Average (Leq)   
 ◆ Maximum (Lmax)   
 ■ L50   
 ▲ L90

**Ldn: 50 dB**

**Appendix B-5  
 City of Elk Grove Sphere of Influence  
 24hr Continuous Noise Monitoring - Site C  
 October 18-19, 2010**

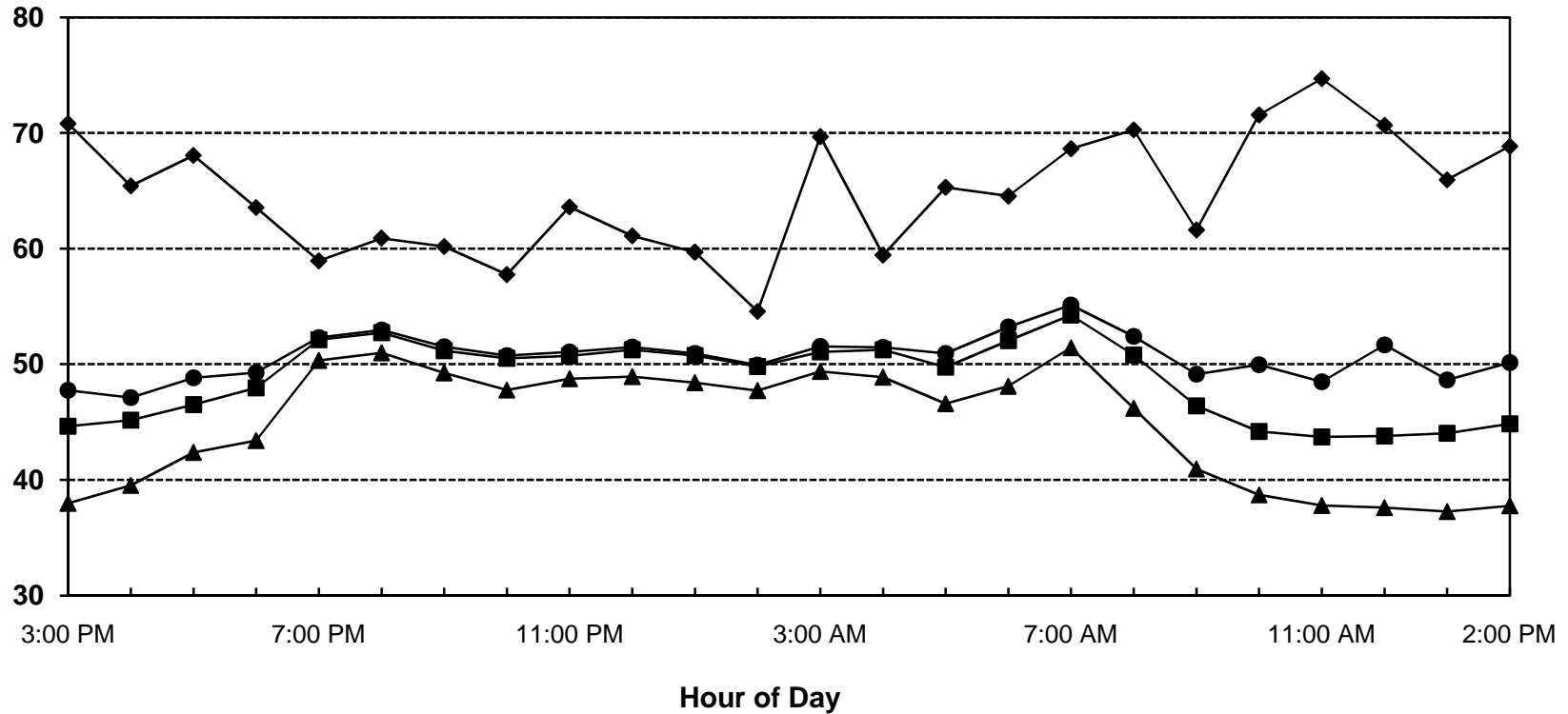
Sound Level, dBA



**Ldn: 57 dB**

**Appendix B-6**  
**City of Elk Grove Sphere of Influence**  
**24hr Continuous Noise Monitoring - Site C**  
**October 19-20, 2010**

Sound Level, dBA



● Average (Leq)   
 ◆ Maximum (Lmax)   
 ■ L50   
 ▲ L90

**Ldn: 58 dBA**

**Appendix C-1**

**FHWA-RD-77-108 Highway Traffic Noise Prediction Model**

**Data Input Sheet**

Project #: 2010-016 City of Elk Grove Sphere of Influence Amendment

Description: Existing No Project

Ldn/CNEL: Ldn

Hard/Soft: Soft

Segment	Roadway Name	Segment Description		ADT	Day %	Eve %	Night %	% Med. Trucks	% Hvy. Trucks	Speed	Distance	Offset (dB)
		From	To									
1	Lambert Blvd	Bruceville Rd (West)	Bruceville Rd (East)	898	83		17	2	2	55	100	
2	Franklin Blvd	Core Rd	Hood Franklin Rd	1,435	83		17	2	2	55	100	
3	Hood Franklin Rd	Interstate 5	Franklin Blvd	5,295	83		17	2	2	55	100	
4	Bilby Rd	Franklin Blvd	Willard Pkwy	4,771	83		17	2	2	55	100	
5	Dillard Rd	State Route 99	Riley Rd	4,676	83		17	2	2	55	100	
6	Grant Line Rd	Wilton Rd	Calvine Rd	16,200	83		17	2	2	55	100	
7	Grant Line Rd	Elk Grove Blvd	Wilton Rd	14,627	83		17	2	2	55	100	
8	Grant Line Rd	Bradshaw Rd	Elk Grove Blvd	9,525	83		17	2	2	55	100	
9	Grant Line Rd	State Route 99	Bradshaw Rd	16,081	83		17	2	2	55	100	
10	Waterman Rd	Grant Line Rd	Elk Grove Blvd	5,630	83		17	2	2	55	100	
11	Elk Grove Blvd	Elk Grove Florin Rd	Bradshaw Rd	13,800	83		17	2	2	50	100	
12	Elk Grove Blvd	State Route 99	Elk Grove Florin Rd	37,700	83		17	2	2	50	100	
13	Elk Grove Blvd	Laguna Springs Dr	State Route 99	31,028	83		17	2	2	50	100	
14	Elk Grove Florin Blvd	East Stockton Blvd	Elk Grove Blvd	5,504	83		17	2	2	45	100	
15	Elk Grove Blvd	Interstate 5	Franklin Blvd	24,000	83		17	2	2	50	100	
16	Elk Grove Blvd	Franklin Blvd	Bruceville Rd	29,600	83		17	2	2	50	100	
17	Bradshaw Rd	Grant Line Rd	Bond Rd	5,247	83		17	2	2	55	100	
18	Interstate 5	Laguna Blvd	Meadowview Rd	98,361	83		17	6	19	65	100	
19	Interstate 5	Elk Grove Blvd	Laguna Blvd	68,724	83		17	6	19	65	100	
20	Interstate 5	Hood Franklin Rd	Elk Grove Blvd	55,199	83		17	6	19	65	100	
21	Interstate 5	Twin Cities Rd	Hood Franklin Rd	48,642	83		17	6	19	65	100	
22	State Route 99	Arno Rd	Dillard Rd	67,570	83		17	4	8	65	100	
23	State Route 99	Dillard Rd	Grant Line Rd	62,520	83		17	4	8	65	100	
24	State Route 99	Grant Line Rd	Elk Grove Blvd	67,395	83		17	5	10	65	100	
25	Kammerer Rd	Bruceville Rd	Hood Franklin Rd	1,900	83		17	2	2	45	100	



**Appendix C-2**

**FHWA-RD-77-108 Highway Traffic Noise Prediction Model**

**Data Input Sheet**

Project #: 2010-016 City of Elk Grove Sphere of Influence Amendment

Description: Existing No Project

Ldn/CNEL: Ldn

Hard/Soft: Soft

Segment	Roadway Name	Segment Description		ADT	Day %	Eve %	Night %	% Med. Trucks	% Hvy. Trucks	Speed	Distance	Offset (dB)
		From	To									
26	Bruceville Rd	Lambert Rd	Point Pleasant Rd	1,523	83		17	2	2	55	100	
27	Bruceville Rd	Eshinger Rd	Kammerer Rd	2,100	83		17	2	2	55	100	
28	Bruceville Rd	Poppy Ridge Rd	Whitelock Pkwy	3,700	83		17	2	2	55	100	
29	Bruceville Rd	Whitelock Pkwy	Terrazzo Dr	24,700	83		17	2	2	55	100	

**Appendix C-3**

**FHWA-RD-77-108 Highway Traffic Noise Prediction Model**

**Data Input Sheet**

Project #: 2010-016 City of Elk Grove Sphere of Influence Amendment

Description: Existing Plus Project

Ldn/CNEL: Ldn

Hard/Soft: Soft

Segment	Roadway Name	Segment Description		ADT	Day %	Eve %	Night %	% Med. Trucks	% Hvy. Trucks	Speed	Distance	Offset (dB)
		From	To									
1	Lambert Blvd	Bruceville Rd (West)	Bruceville Rd (East)	4,820	83		17	2	2	55	100	
2	Franklin Blvd	Core Rd	Hood Franklin Rd	27,550	83		17	2	2	55	100	
3	Hood Franklin Rd	Interstate 5	Franklin Blvd	12,130	83		17	2	2	55	100	
4	Bilby Rd	Franklin Blvd	Willard Pkwy	9,850	83		17	2	2	55	100	
5	Dillard Rd	State Route 99	Riley Rd	6,420	83		17	2	2	55	100	
6	Grant Line Rd	Wilton Rd	Calvine Rd	18,630	83		17	2	2	55	100	
7	Grant Line Rd	Elk Grove Blvd	Wilton Rd	23,810	83		17	2	2	55	100	
8	Grant Line Rd	Bradshaw Rd	Elk Grove Blvd	12,890	83		17	2	2	55	100	
9	Grant Line Rd	State Route 99	Bradshaw Rd	26,580	83		17	2	2	55	100	
10	Waterman Rd	Grant Line Rd	Elk Grove Blvd	10,520	83		17	2	2	55	100	
11	Elk Grove Blvd	Elk Grove Florin Rd	Bradshaw Rd	18,560	83		17	2	2	50	100	
12	Elk Grove Blvd	State Route 99	Elk Grove Florin Rd	43,710	83		17	2	2	50	100	
13	Elk Grove Blvd	Laguna Springs Dr	State Route 99	43,260	83		17	2	2	50	100	
14	Elk Grove Florin Blvd	East Stockton Blvd	Elk Grove Blvd	10,420	83		17	2	2	45	100	
15	Elk Grove Blvd	Interstate 5	Franklin Blvd	26,000	83		17	2	2	50	100	
16	Elk Grove Blvd	Franklin Blvd	Bruceville Rd	32,370	83		17	2	2	50	100	
17	Bradshaw Rd	Grant Line Rd	Bond Rd	11,670	83		17	2	2	55	100	
18	Interstate 5	Laguna Blvd	Meadowview Rd	103,430	83		17	6	19	65	100	
19	Interstate 5	Elk Grove Blvd	Laguna Blvd	77,750	83		17	6	19	65	100	
20	Interstate 5	Hood Franklin Rd	Elk Grove Blvd	66,530	83		17	6	19	65	100	
21	Interstate 5	Twin Cities Rd	Hood Franklin Rd	48,650	83		17	6	19	65	100	
22	State Route 99	Arno Rd	Dillard Rd	69,510	83		17	4	8	65	100	
23	State Route 99	Dillard Rd	Grant Line Rd	67,560	83		17	4	8	65	100	
24	State Route 99	Grant Line Rd	Elk Grove Blvd	92,830	83		17	5	10	65	100	
25	Kammerer Rd	Bruceville Rd	Hood Franklin Rd	17,080	83		17	2	2	45	100	

**Appendix C-4**

**FHWA-RD-77-108 Highway Traffic Noise Prediction Model**

**Data Input Sheet**

Project #: 2010-016 City of Elk Grove Sphere of Influence Amendment

Description: Existing Plus Project

Ldn/CNEL: Ldn

Hard/Soft: Soft

Segment	Roadway Name	Segment Description		ADT	Day %	Eve %	Night %	% Med. Trucks	% Hvy. Trucks	Speed	Distance	Offset (dB)
		From	To									
26	Bruceville Rd	Lambert Rd	Point Pleasant Rd	5,450	83		17	2	2	55	100	
27	Bruceville Rd	Eshinger Rd	Kammerer Rd	29,330	83		17	2	2	55	100	
28	Bruceville Rd	Poppy Ridge Rd	Whitelock Pkwy	22,640	83		17	2	2	55	100	
29	Bruceville Rd	Whitelock Pkwy	Terrazzo Dr	27,450	83		17	2	2	55	100	

**Appendix C-5**  
**FHWA-RD-77-108 Highway Traffic Noise Prediction Model**  
**Data Input Sheet**

Project #: 2010-016 City of Elk Grove Sphere of Influence Amendment  
Description: Future No Project  
Ldn/CNEL: Ldn  
Hard/Soft: Soft

Segment	Roadway Name	Segment Description		ADT	Day %	Eve %	Night %	% Med. Trucks	% Hvy. Trucks	Speed	Distance	Offset (dB)
		From	To									
1	Lambert Blvd	Bruceville Rd (West)	Bruceville Rd (East)	900	83		17	2	2	55	100	
2	Franklin Blvd	Core Rd	Hood Franklin Rd	1,440	83		17	2	2	55	100	
3	Hood Franklin Rd	Interstate 5	Franklin Blvd	12,090	83		17	2	2	55	100	
4	Bilby Rd	Franklin Blvd	Willard Pkwy	8,350	83		17	2	2	55	100	
5	Dillard Rd	State Route 99	Riley Rd	4,680	83		17	2	2	55	100	
6	Grant Line Rd	Wilton Rd	Calvine Rd	28,230	83		17	2	2	55	100	
7	Grant Line Rd	Elk Grove Blvd	Wilton Rd	28,690	83		17	2	2	55	100	
8	Grant Line Rd	Bradshaw Rd	Elk Grove Blvd	20,870	83		17	2	2	55	100	
9	Grant Line Rd	State Route 99	Bradshaw Rd	25,380	83		17	2	2	55	100	
10	Waterman Rd	Grant Line Rd	Elk Grove Blvd	9,320	83		17	2	2	55	100	
11	Elk Grove Blvd	Elk Grove Florin Rd	Bradshaw Rd	25,850	83		17	2	2	50	100	
12	Elk Grove Blvd	State Route 99	Elk Grove Florin Rd	46,090	83		17	2	2	50	100	
13	Elk Grove Blvd	Laguna Springs Dr	State Route 99	42,470	83		17	2	2	50	100	
14	Elk Grove Florin Blvd	East Stockton Blvd	Elk Grove Blvd	5,740	83		17	2	2	45	100	
15	Elk Grove Blvd	Interstate 5	Franklin Blvd	24,010	83		17	2	2	50	100	
16	Elk Grove Blvd	Franklin Blvd	Bruceville Rd	31,460	83		17	2	2	50	100	
17	Bradshaw Rd	Grant Line Rd	Bond Rd	7,890	83		17	2	2	55	100	
18	Interstate 5	Laguna Blvd	Meadowview Rd	111,690	83		17	6	19	65	100	
19	Interstate 5	Elk Grove Blvd	Laguna Blvd	80,380	83		17	6	19	65	100	
20	Interstate 5	Hood Franklin Rd	Elk Grove Blvd	66,300	83		17	6	19	65	100	
21	Interstate 5	Twin Cities Rd	Hood Franklin Rd	64,100	83		17	6	19	65	100	
22	State Route 99	Arno Rd	Dillard Rd	82,750	83		17	4	8	65	100	
23	State Route 99	Dillard Rd	Grant Line Rd	77,960	83		17	4	8	65	100	
24	State Route 99	Grant Line Rd	Elk Grove Blvd	82,510	83		17	5	10	65	100	
25	Kammerer Rd	Bruceville Rd	Hood Franklin Rd	7,650	83		17	2	2	45	100	

**Appendix C-6**  
**FHWA-RD-77-108 Highway Traffic Noise Prediction Model**  
**Data Input Sheet**

Project #: 2010-016 City of Elk Grove Sphere of Influence Amendment  
 Description: Future No Project  
 Ldn/CNEL: Ldn  
 Hard/Soft: Soft

Segment	Roadway Name	Segment Description		ADT	Day %	Eve %	Night %	% Med. Trucks	% Hvy. Trucks	Speed	Distance	Offset (dB)
		From	To									
26	Bruceville Rd	Lambert Rd	Point Pleasant Rd	1,530	83		17	2	2	55	100	
27	Bruceville Rd	Eshinger Rd	Kammerer Rd	2,110	83		17	2	2	55	100	
28	Bruceville Rd	Poppy Ridge Rd	Whitelock Pkwy	3,710	83		17	2	2	55	100	
29	Bruceville Rd	Whitelock Pkwy	Terrazzo Dr	24,710	83		17	2	2	55	100	

**Appendix C-7**

**FHWA-RD-77-108 Highway Traffic Noise Prediction Model**

**Data Input Sheet**

Project #: 2010-016 City of Elk Grove Sphere of Influence Amendment

Description: Future Plus Project

Ldn/CNEL: Ldn

Hard/Soft: Soft

Segment	Roadway Name	Segment Description		ADT	Day %	Eve %	Night %	% Med. Trucks	% Hvy. Trucks	Speed	Distance	Offset (dB)
		From	To									
1	Lambert Blvd	Bruceville Rd (West)	Bruceville Rd (East)	5,320	83		17	2	2	55	100	
2	Franklin Blvd	Core Rd	Hood Franklin Rd	3,650	83		17	2	2	55	100	
3	Hood Franklin Rd	Interstate 5	Franklin Blvd	26,300	83		17	2	2	55	100	
4	Bilby Rd	Franklin Blvd	Willard Pkwy	11,620	83		17	2	2	55	100	
5	Dillard Rd	State Route 99	Riley Rd	4,680	83		17	2	2	55	100	
6	Grant Line Rd	Wilton Rd	Calvine Rd	32,490	83		17	2	2	55	100	
7	Grant Line Rd	Elk Grove Blvd	Wilton Rd	33,270	83		17	2	2	55	100	
8	Grant Line Rd	Bradshaw Rd	Elk Grove Blvd	23,430	83		17	2	2	55	100	
9	Grant Line Rd	State Route 99	Bradshaw Rd	41,590	83		17	2	2	55	100	
10	Waterman Rd	Grant Line Rd	Elk Grove Blvd	15,650	83		17	2	2	55	100	
11	Elk Grove Blvd	Elk Grove Florin Rd	Bradshaw Rd	30,300	83		17	2	2	50	100	
12	Elk Grove Blvd	State Route 99	Elk Grove Florin Rd	48,710	83		17	2	2	50	100	
13	Elk Grove Blvd	Laguna Springs Dr	State Route 99	45,690	83		17	2	2	50	100	
14	Elk Grove Florin Blvd	East Stockton Blvd	Elk Grove Blvd	9,000	83		17	2	2	45	100	
15	Elk Grove Blvd	Interstate 5	Franklin Blvd	24,010	83		17	2	2	50	100	
16	Elk Grove Blvd	Franklin Blvd	Bruceville Rd	32,520	83		17	2	2	50	100	
17	Bradshaw Rd	Grant Line Rd	Bond Rd	17,030	83		17	2	2	55	100	
18	Interstate 5	Laguna Blvd	Meadowview Rd	123,330	83		17	6	19	65	100	
19	Interstate 5	Elk Grove Blvd	Laguna Blvd	93,220	83		17	6	19	65	100	
20	Interstate 5	Hood Franklin Rd	Elk Grove Blvd	80,040	83		17	6	19	65	100	
21	Interstate 5	Twin Cities Rd	Hood Franklin Rd	61,740	83		17	6	19	65	100	
22	State Route 99	Arno Rd	Dillard Rd	85,780	83		17	4	8	65	100	
23	State Route 99	Dillard Rd	Grant Line Rd	83,720	83		17	4	8	65	100	
24	State Route 99	Grant Line Rd	Elk Grove Blvd	99,110	83		17	5	10	65	100	
25	Kammerer Rd	Bruceville Rd	Hood Franklin Rd	25,820	83		17	2	2	45	100	

**Appendix C-8**  
**FHWA-RD-77-108 Highway Traffic Noise Prediction Model**  
**Data Input Sheet**

Project #: 2010-016 City of Elk Grove Sphere of Influence Amendment  
 Description: Future Plus Project  
 Ldn/CNEL: Ldn  
 Hard/Soft: Soft

Segment	Roadway Name	Segment Description		ADT	Day %	Eve %	Night %	% Med. Trucks	% Hvy. Trucks	Speed	Distance	Offset (dB)
		From	To									
26	Bruceville Rd	Lambert Rd	Point Pleasant Rd	5,940	83		17	2	2	55	100	
27	Bruceville Rd	Eshinger Rd	Kammerer Rd	19,340	83		17	2	2	55	100	
28	Bruceville Rd	Poppy Ridge Rd	Whitelock Pkwy	17,680	83		17	2	2	55	100	
29	Bruceville Rd	Whitelock Pkwy	Terrazzo Dr	30,680	83		17	2	2	55	100	

**Appendix D-1**

**FHWA-RD-77-108 Highway Traffic Noise Prediction Model**

**Predicted Levels**

Project #: 2010-016 City of Elk Grove Sphere of Influence Amendment

Description: Existing No Project

Ldn/CNEL: Ldn

Hard/Soft: Soft

Segment	Roadway Name	Segment Description		Autos	Medium Heavy		Total
		From	To		Trucks	Trucks	
1	Lambert Blvd	Bruceville Rd (West)	Bruceville Rd (East)	53.8	44.1	48.0	55
2	Franklin Blvd	Core Rd	Hood Franklin Rd	55.8	46.1	50.1	57
3	Hood Franklin Rd	Interstate 5	Franklin Blvd	61.5	51.8	55.7	63
4	Bilby Rd	Franklin Blvd	Willard Pkwy	61.1	51.3	55.3	62
5	Dillard Rd	State Route 99	Riley Rd	61.0	51.3	55.2	62
6	Grant Line Rd	Wilton Rd	Calvine Rd	66.4	56.6	60.6	68
7	Grant Line Rd	Elk Grove Blvd	Wilton Rd	65.9	56.2	60.1	67
8	Grant Line Rd	Bradshaw Rd	Elk Grove Blvd	64.1	54.3	58.3	65
9	Grant Line Rd	State Route 99	Bradshaw Rd	66.3	56.6	60.6	68
10	Waterman Rd	Grant Line Rd	Elk Grove Blvd	61.8	52.1	56.0	63
11	Elk Grove Blvd	Elk Grove Florin Rd	Bradshaw Rd	64.5	55.3	59.5	66
12	Elk Grove Blvd	State Route 99	Elk Grove Florin Rd	68.8	59.7	63.9	70
13	Elk Grove Blvd	Laguna Springs Dr	State Route 99	68.0	58.8	63.0	70
14	Elk Grove Florin Blvd	East Stockton Blvd	Elk Grove Blvd	59.2	50.6	55.1	61
15	Elk Grove Blvd	Interstate 5	Franklin Blvd	66.9	57.7	61.9	68
16	Elk Grove Blvd	Franklin Blvd	Bruceville Rd	67.8	58.6	62.8	69
17	Bradshaw Rd	Grant Line Rd	Bond Rd	61.5	51.8	55.7	63
18	Interstate 5	Laguna Blvd	Meadowview Rd	75.2	70.4	78.9	81
19	Interstate 5	Elk Grove Blvd	Laguna Blvd	73.7	68.8	77.3	79
20	Interstate 5	Hood Franklin Rd	Elk Grove Blvd	72.7	67.9	76.4	78
21	Interstate 5	Twin Cities Rd	Hood Franklin Rd	72.2	67.3	75.8	78
22	State Route 99	Arno Rd	Dillard Rd	74.3	67.0	73.5	77
23	State Route 99	Dillard Rd	Grant Line Rd	73.9	66.7	73.1	77
24	State Route 99	Grant Line Rd	Elk Grove Blvd	74.1	68.0	74.4	78
25	Kammerer Rd	Bruceville Rd		54.5	46.0	50.5	56



**Appendix D-2**

**FHWA-RD-77-108 Highway Traffic Noise Prediction Model**

**Predicted Levels**

Project #: 2010-016 City of Elk Grove Sphere of Influence Amendment

Description: Existing No Project

Ldn/CNEL: Ldn

Hard/Soft: Soft

Segment	Roadway Name	Segment Description		Autos	Medium Heavy		Total
		From	To		Trucks	Trucks	
26	Bruceville Rd	Lambert Rd	Point Pleasant Rd	56.1	46.4	50.3	57
27	Bruceville Rd	Eshinger Rd	Kammerer Rd	57.5	47.8	51.7	59
28	Bruceville Rd	Poppy Ridge Rd	Whitelock Pkwy	59.9	50.2	54.2	61
29	Bruceville Rd	Whitelock Pkwy	Terrazzo Dr	68.2	58.5	62.4	70

**Appendix D-3**

**FHWA-RD-77-108 Highway Traffic Noise Prediction Model**

**Predicted Levels**

Project #: 2010-016 City of Elk Grove Sphere of Influence Amendment

Description: Existing Plus Project

Ldn/CNEL: Ldn

Hard/Soft: Soft

Segment	Roadway Name	Segment Description		Autos	Medium Heavy		Total
		From	To		Trucks	Trucks	
1	Lambert Blvd	Bruceville Rd (West)	Bruceville Rd (East)	61.1	51.4	55.3	62
2	Franklin Blvd	Core Rd	Hood Franklin Rd	68.7	59.0	62.9	70
3	Hood Franklin Rd	Interstate 5	Franklin Blvd	65.1	55.4	59.3	66
4	Bilby Rd	Franklin Blvd	Willard Pkwy	64.2	54.5	58.4	66
5	Dillard Rd	State Route 99	Riley Rd	62.3	52.6	56.6	64
6	Grant Line Rd	Wilton Rd	Calvine Rd	67.0	57.3	61.2	68
7	Grant Line Rd	Elk Grove Blvd	Wilton Rd	68.0	58.3	62.3	69
8	Grant Line Rd	Bradshaw Rd	Elk Grove Blvd	65.4	55.7	59.6	67
9	Grant Line Rd	State Route 99	Bradshaw Rd	68.5	58.8	62.7	70
10	Waterman Rd	Grant Line Rd	Elk Grove Blvd	64.5	54.8	58.7	66
11	Elk Grove Blvd	Elk Grove Florin Rd	Bradshaw Rd	65.8	56.6	60.8	67
12	Elk Grove Blvd	State Route 99	Elk Grove Florin Rd	69.5	60.3	64.5	71
13	Elk Grove Blvd	Laguna Springs Dr	State Route 99	69.4	60.3	64.5	71
14	Elk Grove Florin Blvd	East Stockton Blvd	Elk Grove Blvd	61.9	53.4	57.9	64
15	Elk Grove Blvd	Interstate 5	Franklin Blvd	67.2	58.1	62.3	69
16	Elk Grove Blvd	Franklin Blvd	Bruceville Rd	68.2	59.0	63.2	70
17	Bradshaw Rd	Grant Line Rd	Bond Rd	64.9	55.2	59.2	66
18	Interstate 5	Laguna Blvd	Meadowview Rd	75.4	70.6	79.1	81
19	Interstate 5	Elk Grove Blvd	Laguna Blvd	74.2	69.4	77.8	80
20	Interstate 5	Hood Franklin Rd	Elk Grove Blvd	73.5	68.7	77.2	79
21	Interstate 5	Twin Cities Rd	Hood Franklin Rd	72.2	67.3	75.8	78
22	State Route 99	Arno Rd	Dillard Rd	74.4	67.1	73.6	77
23	State Route 99	Dillard Rd	Grant Line Rd	74.3	67.0	73.5	77
24	State Route 99	Grant Line Rd	Elk Grove Blvd	75.5	69.3	75.8	79
25	Kammerer Rd	Bruceville Rd		64.1	55.5	60.0	66

**Appendix D-4**

**FHWA-RD-77-108 Highway Traffic Noise Prediction Model**

**Predicted Levels**

Project #: 2010-016 City of Elk Grove Sphere of Influence Amendment

Description: Existing Plus Project

Ldn/CNEL: Ldn

Hard/Soft: Soft

Segment	Roadway Name	Segment Description		Autos	Medium Heavy		Total
		From	To		Trucks	Trucks	
26	Bruceville Rd	Lambert Rd	Point Pleasant Rd	61.6	51.9	55.9	63
27	Bruceville Rd	Eshinger Rd	Kammerer Rd	68.9	59.2	63.2	70
28	Bruceville Rd	Poppy Ridge Rd	Whitelock Pkwy	67.8	58.1	62.0	69
29	Bruceville Rd	Whitelock Pkwy	Terrazzo Dr	68.7	58.9	62.9	70

## Appendix D-5

### FHWA-RD-77-108 Highway Traffic Noise Prediction Model

#### Predicted Levels

Project #: 2010-016 City of Elk Grove Sphere of Influence Amendment

Description: Future No Project

Ldn/CNEL: Ldn

Hard/Soft: Soft

Segment	Roadway Name	Segment Description		Autos	Medium Heavy		Total
		From	To		Trucks	Trucks	
1	Lambert Blvd	Bruceville Rd (West)	Bruceville Rd (East)	53.8	44.1	48.0	55
2	Franklin Blvd	Core Rd	Hood Franklin Rd	55.8	46.1	50.1	57
3	Hood Franklin Rd	Interstate 5	Franklin Blvd	65.1	55.4	59.3	66
4	Bilby Rd	Franklin Blvd	Willard Pkwy	63.5	53.8	57.7	65
5	Dillard Rd	State Route 99	Riley Rd	61.0	51.3	55.2	62
6	Grant Line Rd	Wilton Rd	Calvine Rd	68.8	59.1	63.0	70
7	Grant Line Rd	Elk Grove Blvd	Wilton Rd	68.8	59.1	63.1	70
8	Grant Line Rd	Bradshaw Rd	Elk Grove Blvd	67.5	57.7	61.7	69
9	Grant Line Rd	State Route 99	Bradshaw Rd	68.3	58.6	62.5	70
10	Waterman Rd	Grant Line Rd	Elk Grove Blvd	64.0	54.2	58.2	65
11	Elk Grove Blvd	Elk Grove Florin Rd	Bradshaw Rd	67.2	58.0	62.2	69
12	Elk Grove Blvd	State Route 99	Elk Grove Florin Rd	69.7	60.5	64.7	71
13	Elk Grove Blvd	Laguna Springs Dr	State Route 99	69.4	60.2	64.4	71
14	Elk Grove Florin Blvd	East Stockton Blvd	Elk Grove Blvd	59.3	50.8	55.3	61
15	Elk Grove Blvd	Interstate 5	Franklin Blvd	66.9	57.7	61.9	68
16	Elk Grove Blvd	Franklin Blvd	Bruceville Rd	68.1	58.9	63.1	70
17	Bradshaw Rd	Grant Line Rd	Bond Rd	63.2	53.5	57.5	65
18	Interstate 5	Laguna Blvd	Meadowview Rd	75.8	70.9	79.4	81
19	Interstate 5	Elk Grove Blvd	Laguna Blvd	74.3	69.5	78.0	80
20	Interstate 5	Hood Franklin Rd	Elk Grove Blvd	73.5	68.7	77.2	79
21	Interstate 5	Twin Cities Rd	Hood Franklin Rd	73.4	68.5	77.0	79
22	State Route 99	Arno Rd	Dillard Rd	75.2	67.9	74.4	78
23	State Route 99	Dillard Rd	Grant Line Rd	74.9	67.6	74.1	78
24	State Route 99	Grant Line Rd	Elk Grove Blvd	75.0	68.8	75.3	79
25	Kammerer Rd	Bruceville Rd	Hood Franklin Rd	60.6	52.0	56.5	62

**Appendix D-6**

**FHWA-RD-77-108 Highway Traffic Noise Prediction Model**

**Predicted Levels**

Project #: 2010-016 City of Elk Grove Sphere of Influence Amendment

Description: Future No Project

Ldn/CNEL: Ldn

Hard/Soft: Soft

Segment	Roadway Name	Segment Description		Autos	Medium Heavy		Total
		From	To		Trucks	Trucks	
26	Bruceville Rd	Lambert Rd	Point Pleasant Rd	56.1	46.4	50.3	57
27	Bruceville Rd	Eshinger Rd	Kammerer Rd	57.5	47.8	51.7	59
28	Bruceville Rd	Poppy Ridge Rd	Whitelock Pkwy	60.0	50.2	54.2	61
29	Bruceville Rd	Whitelock Pkwy	Terrazzo Dr	68.2	58.5	62.4	70

## Appendix D-7

### FHWA-RD-77-108 Highway Traffic Noise Prediction Model

#### Predicted Levels

Project #: 2010-016 City of Elk Grove Sphere of Influence Amendment

Description: Future Plus Project

Ldn/CNEL: Ldn

Hard/Soft: Soft

Segment	Roadway Name	Segment Description		Autos	Medium Heavy		Total
		From	To		Trucks	Trucks	
1	Lambert Blvd	Bruceville Rd (West)	Bruceville Rd (East)	61.5	51.8	55.8	63
2	Franklin Blvd	Core Rd	Hood Franklin Rd	59.9	50.2	54.1	61
3	Hood Franklin Rd	Interstate 5	Franklin Blvd	68.5	58.8	62.7	70
4	Bilby Rd	Franklin Blvd	Willard Pkwy	64.9	55.2	59.1	66
5	Dillard Rd	State Route 99	Riley Rd	61.0	51.3	55.2	62
6	Grant Line Rd	Wilton Rd	Calvine Rd	69.4	59.7	63.6	71
7	Grant Line Rd	Elk Grove Blvd	Wilton Rd	69.5	59.8	63.7	71
8	Grant Line Rd	Bradshaw Rd	Elk Grove Blvd	68.0	58.3	62.2	69
9	Grant Line Rd	State Route 99	Bradshaw Rd	70.5	60.7	64.7	72
10	Waterman Rd	Grant Line Rd	Elk Grove Blvd	66.2	56.5	60.4	68
11	Elk Grove Blvd	Elk Grove Florin Rd	Bradshaw Rd	67.9	58.7	62.9	69
12	Elk Grove Blvd	State Route 99	Elk Grove Florin Rd	69.9	60.8	65.0	72
13	Elk Grove Blvd	Laguna Springs Dr	State Route 99	69.7	60.5	64.7	71
14	Elk Grove Florin Blvd	East Stockton Blvd	Elk Grove Blvd	61.3	52.7	57.2	63
15	Elk Grove Blvd	Interstate 5	Franklin Blvd	66.9	57.7	61.9	68
16	Elk Grove Blvd	Franklin Blvd	Bruceville Rd	68.2	59.0	63.2	70
17	Bradshaw Rd	Grant Line Rd	Bond Rd	66.6	56.9	60.8	68
18	Interstate 5	Laguna Blvd	Meadowview Rd	76.2	71.4	79.8	82
19	Interstate 5	Elk Grove Blvd	Laguna Blvd	75.0	70.2	78.6	81
20	Interstate 5	Hood Franklin Rd	Elk Grove Blvd	74.3	69.5	78.0	80
21	Interstate 5	Twin Cities Rd	Hood Franklin Rd	73.2	68.4	76.8	79
22	State Route 99	Arno Rd	Dillard Rd	75.3	68.0	74.5	78
23	State Route 99	Dillard Rd	Grant Line Rd	75.2	67.9	74.4	78
24	State Route 99	Grant Line Rd	Elk Grove Blvd	75.8	69.6	76.1	79
25	Kammerer Rd	Bruceville Rd	Hood Franklin Rd	65.9	57.3	61.8	68

**Appendix D-8**

**FHWA-RD-77-108 Highway Traffic Noise Prediction Model**

**Predicted Levels**

Project #: 2010-016 City of Elk Grove Sphere of Influence Amendment

Description: Future Plus Project

Ldn/CNEL: Ldn

Hard/Soft: Soft

Segment	Roadway Name	Segment Description		Autos	Medium Heavy		Total
		From	To		Trucks	Trucks	
26	Bruceville Rd	Lambert Rd	Point Pleasant Rd	62.0	52.3	56.2	63
27	Bruceville Rd	Eshinger Rd	Kammerer Rd	67.1	57.4	61.4	69
28	Bruceville Rd	Poppy Ridge Rd	Whitelock Pkwy	66.7	57.0	61.0	68
29	Bruceville Rd	Whitelock Pkwy	Terrazzo Dr	69.1	59.4	63.4	71

**Appendix E-1**

**FHWA-RD-77-108 Highway Traffic Noise Prediction Model**

**Noise Contour Output**

Project #: 2010-016 City of Elk Grove Sphere of Influence Amendment

Description: Existing No Project

Ldn/CNEL: Ldn

Hard/Soft: Soft

Segment	Roadway Name	Segment Description		----- Distances to Traffic Noise Contours -----				
		From	To	75	70	65	60	55
1	Lambert Blvd	Bruceville Rd (West)	Bruceville Rd (East)	5	10	22	48	103
2	Franklin Blvd	Core Rd	Hood Franklin Rd	7	14	30	65	140
3	Hood Franklin Rd	Interstate 5	Franklin Blvd	16	34	72	156	335
4	Bilby Rd	Franklin Blvd	Willard Pkwy	15	31	67	145	313
5	Dillard Rd	State Route 99	Riley Rd	14	31	66	143	308
6	Grant Line Rd	Wilton Rd	Calvine Rd	33	71	152	328	706
7	Grant Line Rd	Elk Grove Blvd	Wilton Rd	31	66	142	306	660
8	Grant Line Rd	Bradshaw Rd	Elk Grove Blvd	23	50	107	230	496
9	Grant Line Rd	State Route 99	Bradshaw Rd	33	70	151	326	703
10	Waterman Rd	Grant Line Rd	Elk Grove Blvd	16	35	75	162	349
11	Elk Grove Blvd	Elk Grove Florin Rd	Bradshaw Rd	25	55	118	253	546
12	Elk Grove Blvd	State Route 99	Elk Grove Florin Rd	50	107	230	495	1067
13	Elk Grove Blvd	Laguna Springs Dr	State Route 99	43	94	202	435	937
14	Elk Grove Florin Blvd	East Stockton Blvd	Elk Grove Blvd	12	25	54	117	252
15	Elk Grove Blvd	Interstate 5	Franklin Blvd	37	79	170	366	789
16	Elk Grove Blvd	Franklin Blvd	Bruceville Rd	42	91	196	421	908
17	Bradshaw Rd	Grant Line Rd	Bond Rd	15	33	72	155	333
18	Interstate 5	Laguna Blvd	Meadowview Rd	245	527	1136	2448	5274
19	Interstate 5	Elk Grove Blvd	Laguna Blvd	193	415	895	1927	4153
20	Interstate 5	Hood Franklin Rd	Elk Grove Blvd	167	359	773	1665	3588
21	Interstate 5	Twin Cities Rd	Hood Franklin Rd	153	330	711	1531	3298
22	State Route 99	Arno Rd	Dillard Rd	143	308	663	1429	3079
23	State Route 99	Dillard Rd	Grant Line Rd	136	292	630	1357	2924
24	State Route 99	Grant Line Rd	Elk Grove Blvd	153	329	710	1529	3294
25	Kammerer Rd	Bruceville Rd		6	12	27	57	124



**Appendix E-2**

**FHWA-RD-77-108 Highway Traffic Noise Prediction Model**

**Noise Contour Output**

Project #: 2010-016 City of Elk Grove Sphere of Influence Amendment

Description: Existing No Project

Ldn/CNEL: Ldn

Hard/Soft: Soft

Segment	Roadway Name	Segment Description		----- Distances to Traffic Noise Contours -----				
		From	To	75	70	65	60	55
26	Bruceville Rd	Lambert Rd	Point Pleasant Rd	7	15	31	68	146
27	Bruceville Rd	Eshinger Rd	Kammerer Rd	8	18	39	84	181
28	Bruceville Rd	Poppy Ridge Rd	Whitelock Pkwy	12	26	57	122	264
29	Bruceville Rd	Whitelock Pkwy	Terrazzo Dr	43	94	202	434	935

**Appendix E-3**

**FHWA-RD-77-108 Highway Traffic Noise Prediction Model**

**Noise Contour Output**

Project #: 2010-016 City of Elk Grove Sphere of Influence Amendment

Description: Existing Plus Project

Ldn/CNEL: Ldn

Hard/Soft: Soft

Segment	Roadway Name	Segment Description		----- Distances to Traffic Noise Contours -----				
		From	To	75	70	65	60	55
1	Lambert Blvd	Bruceville Rd (West)	Bruceville Rd (East)	15	31	68	146	315
2	Franklin Blvd	Core Rd	Hood Franklin Rd	47	101	217	467	1006
3	Hood Franklin Rd	Interstate 5	Franklin Blvd	27	58	125	270	582
4	Bilby Rd	Franklin Blvd	Willard Pkwy	24	51	109	235	507
5	Dillard Rd	State Route 99	Riley Rd	18	38	82	177	381
6	Grant Line Rd	Wilton Rd	Calvine Rd	36	77	167	360	775
7	Grant Line Rd	Elk Grove Blvd	Wilton Rd	42	91	197	424	913
8	Grant Line Rd	Bradshaw Rd	Elk Grove Blvd	28	61	131	281	606
9	Grant Line Rd	State Route 99	Bradshaw Rd	46	98	212	456	982
10	Waterman Rd	Grant Line Rd	Elk Grove Blvd	25	53	114	246	529
11	Elk Grove Blvd	Elk Grove Florin Rd	Bradshaw Rd	31	67	143	309	665
12	Elk Grove Blvd	State Route 99	Elk Grove Florin Rd	55	118	254	546	1177
13	Elk Grove Blvd	Laguna Springs Dr	State Route 99	54	117	252	543	1169
14	Elk Grove Florin Blvd	East Stockton Blvd	Elk Grove Blvd	18	39	83	179	385
15	Elk Grove Blvd	Interstate 5	Franklin Blvd	39	83	179	386	833
16	Elk Grove Blvd	Franklin Blvd	Bruceville Rd	45	96	208	447	964
17	Bradshaw Rd	Grant Line Rd	Bond Rd	26	57	122	263	567
18	Interstate 5	Laguna Blvd	Meadowview Rd	253	545	1175	2531	5454
19	Interstate 5	Elk Grove Blvd	Laguna Blvd	209	451	971	2093	4509
20	Interstate 5	Hood Franklin Rd	Elk Grove Blvd	189	406	876	1886	4064
21	Interstate 5	Twin Cities Rd	Hood Franklin Rd	153	330	711	1531	3298
22	State Route 99	Arno Rd	Dillard Rd	146	314	676	1456	3138
23	State Route 99	Dillard Rd	Grant Line Rd	143	308	663	1429	3079
24	State Route 99	Grant Line Rd	Elk Grove Blvd	189	408	879	1893	4078
25	Kammerer Rd	Bruceville Rd		25	54	115	249	535

**Appendix E-4**

**FHWA-RD-77-108 Highway Traffic Noise Prediction Model**

**Noise Contour Output**

Project #: 2010-016 City of Elk Grove Sphere of Influence Amendment

Description: Existing Plus Project

Ldn/CNEL: Ldn

Hard/Soft: Soft

Segment	Roadway Name	Segment Description		----- Distances to Traffic Noise Contours -----				
		From	To	75	70	65	60	55
26	Bruceville Rd	Lambert Rd	Point Pleasant Rd	16	34	74	159	342
27	Bruceville Rd	Eshinger Rd	Kammerer Rd	49	105	226	487	1049
28	Bruceville Rd	Poppy Ridge Rd	Whitelock Pkwy	41	88	190	410	883
29	Bruceville Rd	Whitelock Pkwy	Terrazzo Dr	47	100	216	466	1004

**Appendix E-5**

**FHWA-RD-77-108 Highway Traffic Noise Prediction Model**

**Noise Contour Output**

Project #: 2010-016 City of Elk Grove Sphere of Influence Amendment

Description: Future No Project

Ldn/CNEL: Ldn

Hard/Soft: Soft

Segment	Roadway Name	Segment Description		----- Distances to Traffic Noise Contours -----				
		From	To	75	70	65	60	55
1	Lambert Blvd	Bruceville Rd (West)	Bruceville Rd (East)	5	10	22	48	103
2	Franklin Blvd	Core Rd	Hood Franklin Rd	7	14	30	65	141
3	Hood Franklin Rd	Interstate 5	Franklin Blvd	27	58	125	270	581
4	Bilby Rd	Franklin Blvd	Willard Pkwy	21	45	98	211	454
5	Dillard Rd	State Route 99	Riley Rd	14	31	66	143	309
6	Grant Line Rd	Wilton Rd	Calvine Rd	47	102	220	475	1022
7	Grant Line Rd	Elk Grove Blvd	Wilton Rd	48	103	223	480	1033
8	Grant Line Rd	Bradshaw Rd	Elk Grove Blvd	39	84	180	388	836
9	Grant Line Rd	State Route 99	Bradshaw Rd	44	95	205	442	952
10	Waterman Rd	Grant Line Rd	Elk Grove Blvd	23	49	105	227	488
11	Elk Grove Blvd	Elk Grove Florin Rd	Bradshaw Rd	39	83	179	385	829
12	Elk Grove Blvd	State Route 99	Elk Grove Florin Rd	57	122	263	566	1220
13	Elk Grove Blvd	Laguna Springs Dr	State Route 99	54	115	249	536	1155
14	Elk Grove Florin Blvd	East Stockton Blvd	Elk Grove Blvd	12	26	56	120	259
15	Elk Grove Blvd	Interstate 5	Franklin Blvd	37	79	170	367	790
16	Elk Grove Blvd	Franklin Blvd	Bruceville Rd	44	95	204	439	946
17	Bradshaw Rd	Grant Line Rd	Bond Rd	20	44	94	203	437
18	Interstate 5	Laguna Blvd	Meadowview Rd	266	574	1237	2664	5740
19	Interstate 5	Elk Grove Blvd	Laguna Blvd	214	461	993	2140	4610
20	Interstate 5	Hood Franklin Rd	Elk Grove Blvd	188	405	874	1882	4054
21	Interstate 5	Twin Cities Rd	Hood Franklin Rd	184	396	854	1840	3964
22	State Route 99	Arno Rd	Dillard Rd	164	352	759	1636	3525
23	State Route 99	Dillard Rd	Grant Line Rd	157	339	730	1572	3387
24	State Route 99	Grant Line Rd	Elk Grove Blvd	175	377	812	1750	3770
25	Kammerer Rd	Bruceville Rd	Hood Franklin Rd	15	31	68	146	313

**Appendix E-6**

**FHWA-RD-77-108 Highway Traffic Noise Prediction Model**

**Noise Contour Output**

Project #: 2010-016 City of Elk Grove Sphere of Influence Amendment

Description: Future No Project

Ldn/CNEL: Ldn

Hard/Soft: Soft

Segment	Roadway Name	Segment Description		----- Distances to Traffic Noise Contours -----				
		From	To	75	70	65	60	55
26	Bruceville Rd	Lambert Rd	Point Pleasant Rd	7	15	32	68	146
27	Bruceville Rd	Eshinger Rd	Kammerer Rd	8	18	39	84	181
28	Bruceville Rd	Poppy Ridge Rd	Whitelock Pkwy	12	26	57	123	264
29	Bruceville Rd	Whitelock Pkwy	Terrazzo Dr	43	94	202	434	936

**Appendix E-7**

**FHWA-RD-77-108 Highway Traffic Noise Prediction Model  
Noise Contour Output**

Project #: 2010-016 City of Elk Grove Sphere of Influence Amendment  
 Description: Future Plus Project  
 Ldn/CNEL: Ldn  
 Hard/Soft: Soft

Segment	Roadway Name	Segment Description		----- Distances to Traffic Noise Contours -----				
		From	To	75	70	65	60	55
1	Lambert Blvd	Bruceville Rd (West)	Bruceville Rd (East)	16	34	72	156	336
2	Franklin Blvd	Core Rd	Hood Franklin Rd	12	26	56	121	261
3	Hood Franklin Rd	Interstate 5	Franklin Blvd	45	98	210	453	975
4	Bilby Rd	Franklin Blvd	Willard Pkwy	26	57	122	263	566
5	Dillard Rd	State Route 99	Riley Rd	14	31	66	143	309
6	Grant Line Rd	Wilton Rd	Calvine Rd	52	112	242	521	1123
7	Grant Line Rd	Elk Grove Blvd	Wilton Rd	53	114	246	529	1141
8	Grant Line Rd	Bradshaw Rd	Elk Grove Blvd	42	90	195	419	903
9	Grant Line Rd	State Route 99	Bradshaw Rd	61	132	285	614	1324
10	Waterman Rd	Grant Line Rd	Elk Grove Blvd	32	69	149	320	690
11	Elk Grove Blvd	Elk Grove Florin Rd	Bradshaw Rd	43	92	199	428	922
12	Elk Grove Blvd	State Route 99	Elk Grove Florin Rd	59	127	273	587	1265
13	Elk Grove Blvd	Laguna Springs Dr	State Route 99	56	121	261	563	1213
14	Elk Grove Florin Blvd	East Stockton Blvd	Elk Grove Blvd	16	35	75	162	349
15	Elk Grove Blvd	Interstate 5	Franklin Blvd	37	79	170	367	790
16	Elk Grove Blvd	Franklin Blvd	Bruceville Rd	45	97	208	449	967
17	Bradshaw Rd	Grant Line Rd	Bond Rd	34	73	157	339	730
18	Interstate 5	Laguna Blvd	Meadowview Rd	285	613	1321	2846	6132
19	Interstate 5	Elk Grove Blvd	Laguna Blvd	236	509	1096	2362	5089
20	Interstate 5	Hood Franklin Rd	Elk Grove Blvd	213	460	990	2134	4597
21	Interstate 5	Twin Cities Rd	Hood Franklin Rd	179	387	833	1795	3866
22	State Route 99	Arno Rd	Dillard Rd	168	361	778	1676	3610
23	State Route 99	Dillard Rd	Grant Line Rd	165	355	765	1649	3552
24	State Route 99	Grant Line Rd	Elk Grove Blvd	198	426	918	1977	4260
25	Kammerer Rd	Bruceville Rd	Hood Franklin Rd	33	71	152	327	705

**Appendix E-8**

**FHWA-RD-77-108 Highway Traffic Noise Prediction Model**

**Noise Contour Output**

Project #: 2010-016 City of Elk Grove Sphere of Influence Amendment

Description: Future Plus Project

Ldn/CNEL: Ldn

Hard/Soft: Soft

Segment	Roadway Name	Segment Description		----- Distances to Traffic Noise Contours -----				
		From	To	75	70	65	60	55
26	Bruceville Rd	Lambert Rd	Point Pleasant Rd	17	36	78	168	362
27	Bruceville Rd	Eshinger Rd	Kammerer Rd	37	79	171	369	795
28	Bruceville Rd	Poppy Ridge Rd	Whitelock Pkwy	35	75	161	347	748
29	Bruceville Rd	Whitelock Pkwy	Terrazzo Dr	50	108	233	502	1081

# Appendix F

## City of Elk Grove Sphere of Influence Amendment - Elk Grove, California Franklin Field Airport Noise Contours

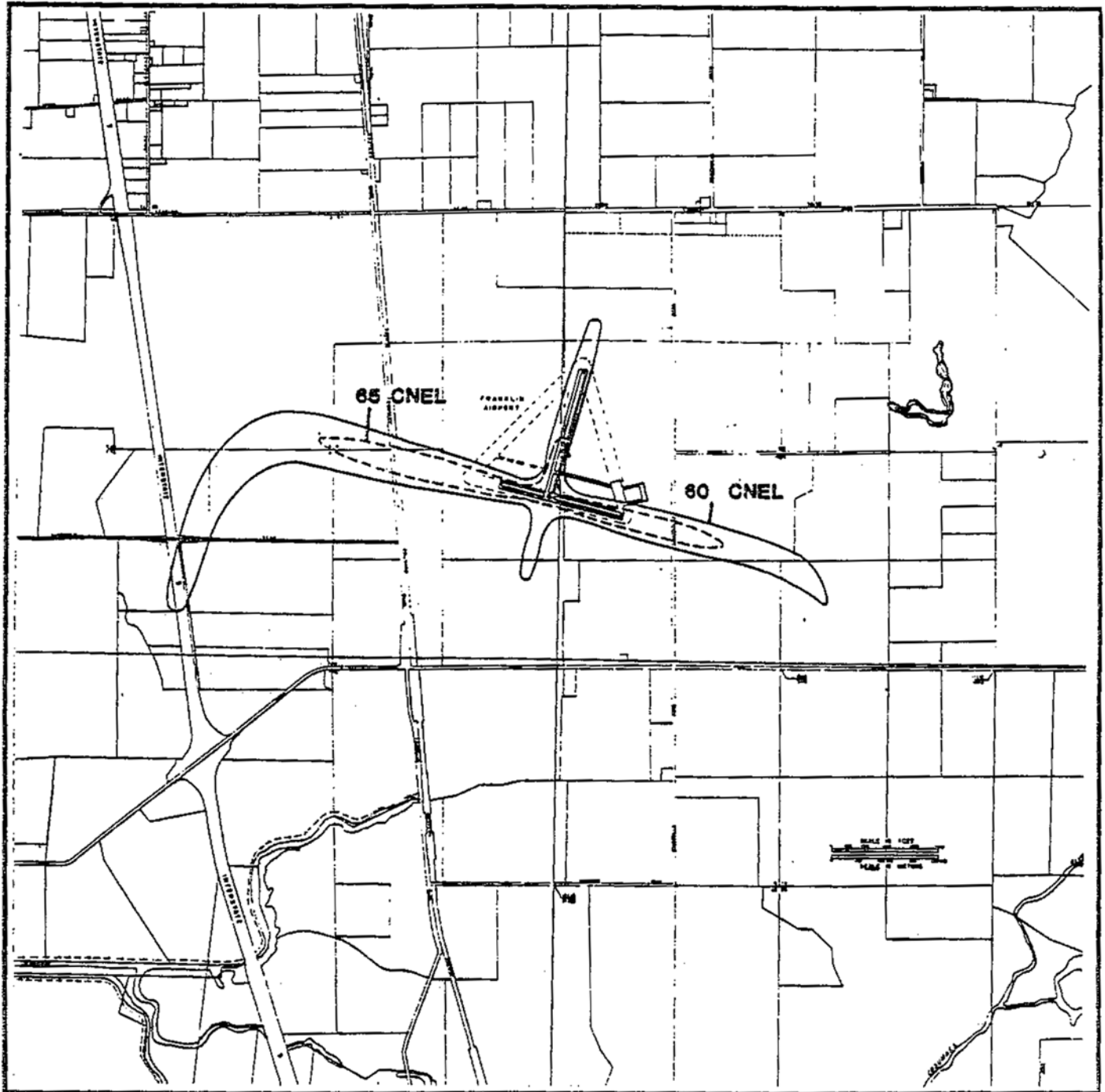


Figure 7 from Franklin Field Comprehensive Land Use Plan (1992)



## **Appendix F: Transportation Impact Study**





**TRANSPORTATION IMPACT STUDY**  
**ELK GROVE SPHERE OF INFLUENCE AMENDMENT**

Prepared for:

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Submitted by:

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July 2011

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## 1. INTRODUCTION

This study addresses existing conditions, impacts, and mitigation measures associated with amending the City of Elk Grove Sphere of Influence (SOI) to include 7,869 acres south of the City's existing SOI boundary. The project site is located in the unincorporated area of Sacramento County, California. The project area is generally located south-southwest of the existing City of Elk Grove boundaries close to the community of Franklin-Laguna. More specifically, the area to be included in the City's Sphere of Influence (SOI) is described as the areas south of Bilby Road, Kammerer Road, and Grant Line Road, extending south to Eschinger Road and Cosumnes River; east towards Cosumnes River and just past Freeman Road; and west towards Interstate 5 (I-5) and the Union Pacific Railroad tracks. Figure 1 shows the SOI amendment area. The proposed boundary does not reach the Cosumnes River east of State Route 99 (SR 99) but follows the 100-year FEMA floodplain.

The purpose of this analysis is to describe anticipated transportation conditions assuming the proposed Elk Grove SOI is built out. Impacts are identified to disclose the general effect that would result from project approval and subsequent development of the SOI area. Due to the general nature of the land use development assumptions for buildout of the proposed project, the transportation analysis, is not, and cannot be as detailed as subsequent future project specific annexation and development proposals that will ultimately be required.

This study analyzes the on and off-site traffic impacts of the proposed project on roadway and freeway facilities in the study area under existing and cumulative conditions without and with the proposed SOI amendment.

### STUDY AREA

The following 24 roadway and 7 freeway segments were selected for analysis based on their proximity to the project sites, their expected usage by project traffic, and the project's expected travel characteristics. Figure 1 shows the proposed SOI amendment area and the study area.

#### **Roadway Segments**

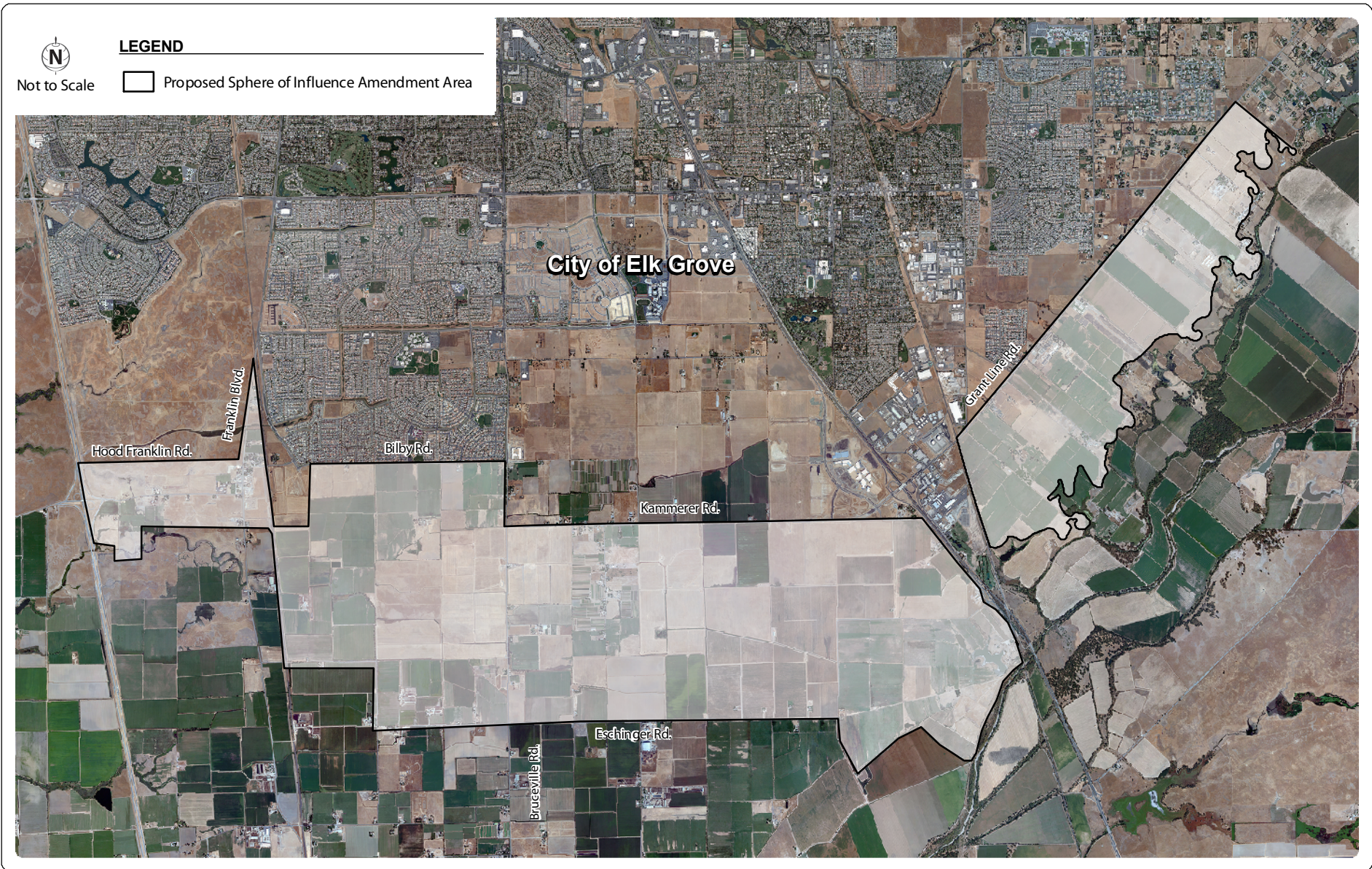
1. Elk Grove Boulevard – I-5 to Franklin Boulevard
2. Elk Grove Boulevard – Franklin Boulevard to Bruceville Road
3. Elk Grove Boulevard – Bruceville Road to SR 99
4. Elk Grove Boulevard – SR 99 to Elk Grove-Florin Road
5. Elk Grove Boulevard – Elk Grove-Florin Road to Bradshaw Road
6. Grant Line Road – SR 99 to Bradshaw Road
7. Grant Line Road – Bradshaw Road to Elk Grove Boulevard
8. Grant Line Road – Elk Grove Boulevard to Wilton Road
9. Grant Line Road – Wilton Road to Calvine Road
10. Hood-Franklin Road – I-5 to Franklin Boulevard
11. Bilby Road – Franklin Boulevard to Bruceville Road
12. Kammerer Road – Bruceville Road to West Stockton Boulevard

13. Eschinger Road – Bruceville Road to SR 99
14. Dillard Road – State Route 99 (SR 99) to Wilton Road
15. Lambert Road – Interstate 5 (I-5) to Bruceville Road
16. Franklin Boulevard – Elk Grove Boulevard to Whitelock Parkway
17. Franklin Boulevard – Lambert Road to Hood-Franklin Road
18. Bruceville Road – Elk Grove Boulevard to Whitelock Parkway
19. Bruceville Road – Whitelock Parkway to Kammerer Road
20. Bruceville Road – Kammerer Road to Eschinger Road
21. Bruceville Road – Eschinger Road to Lambert Road
22. Elk Grove-Florin Road – East Stockton Boulevard to Elk Grove Boulevard
23. Waterman Road – Elk Grove Boulevard to Grant Line Road
24. Bradshaw Road – Elk Grove Boulevard to Grant Line Road

**Freeway Segments**

1. Interstate 5 – North of Laguna Boulevard
2. Interstate 5 – Laguna Boulevard to Elk Grove Boulevard
3. Interstate 5 – Elk Grove Boulevard to Hood-Franklin Road
4. Interstate 5 – Hood-Franklin Road to Twin Cities Road
5. State Route 99 – Twin Cities Road to Dillard Road
6. State Route 99 – Dillard Road to Grant Line Road
7. State Route 99 – Grant Line Road to Elk Grove Boulevard





## ANALYSIS METHODOLOGY

Level of service (LOS) is a qualitative measure describing the operating condition of intersections and roadways. LOS ranges from A through F, which represents driving conditions from best to worst, respectively. In general, LOS A represents free-flow conditions with no congestion, and LOS F represents severe congestion and delay under stop-and-go conditions.

### Roadway and Freeway Segments

Roadway and freeway segments were analyzed by comparing average daily traffic volumes to the capacity thresholds presented in Table 1. The capacity thresholds for arterials and rural facilities are from the Sacramento County, *Traffic Impact Analysis Guidelines*, July 2004. The capacity thresholds for freeways are from the City of Elk Grove, *Traffic Impact Analysis Guidelines*, July 2000. These thresholds are used to identify the need for new or upgraded facilities.

In most cases, the results are representative of observed conditions. However, analysis results may not be representative of peak travel conditions where the presence of closely spaced intersections on arterial roadways or bottlenecks on freeway segments result in vehicle queuing and reduced travel speeds. As appropriate, these conditions are noted and discussed.

**TABLE 1  
LEVEL OF SERVICE DEFINITIONS FOR STUDY ROADWAYS<sup>1</sup>**

Facility Type	Number of Lanes	Maximum Daily Volume				
		LOS A	LOS B	LOS C	LOS D	LOS E
Arterial, Low Access Control <sup>2</sup>	2	9,000	10,500	12,000	13,500	15,000
	4	18,000	21,000	24,000	27,000	30,000
	6	27,000	31,500	36,000	40,500	45,000
Arterial, Moderate Access Control <sup>3</sup>	2	10,800	12,600	14,400	16,200	18,000
	4	21,600	25,200	28,800	32,400	36,000
	6	32,400	37,800	43,200	48,600	54,000
Arterial, High Access Control <sup>4</sup>	2	12,000	14,000	16,000	18,000	20,000
	4	24,000	28,000	32,000	36,000	40,000
	6	36,000	42,000	48,000	54,000	60,000
Rural, 2-Lane Highway	2	2,400	4,800	7,900	13,500	22,900
Rural 2-lane Road, 24'-36' of pavement, paved shoulders	2	2,200	4,300	7,100	12,200	20,000
Rural 2-lane Road, 24'-36' of pavement, no shoulders	2	1,800	3,600	5,900	10,100	17,000
Freeway <sup>5</sup>	4	28,000	43,200	61,600	74,400	80,000
	6	42,000	64,800	92,400	111,600	120,000
	8	56,000	86,400	123,200	148,800	160,000

Notes:

<sup>1</sup> Both number of lanes and daily volume thresholds are two-way totals.

- 2 Low access control roads generally have frequent driveways and speeds of 25 to 35 mph.
- 3 Medium access control roads generally have limited driveways and speeds of 30 to 35 mph.
- 4 High access control roads generally have no driveways and speeds of 35 to 50 mph.
- 5 Freeway capacities from City of Elk Grove Traffic Impact Analysis Guidelines.

Source:

Sacramento County Traffic Impact Analysis Guidelines, 2004  
City of Elk Grove Traffic Impact Analysis Guidelines, 2000  
Fehr & Peers, 2011

### ***Analysis Evaluation Criteria***

The transportation impact analysis identifies impacts to the roadway, transit, and bicycle/pedestrian systems. For the purposes of this transportation impact analysis, the criteria listed below was developed to determine the significance of identified impacts.

#### Roadway System (Sacramento County)

Consistent with the County of Sacramento *Traffic Impact Analysis Guidelines*, a project is considered to have a significant effect if it would result in a roadway operating at an acceptable LOS (LOS D for rural areas and LOS E for urban areas to deteriorate to an unacceptable LOS. For roadways already operating at an unacceptable LOS, a project is considered to have a significant effect if it increases the volume-to-capacity ratio by more than 0.05.

The County defines the minimum acceptable operation level for its roadways to be LOS D for rural areas and LOS E for urban areas. The urban areas are those areas within the Urban Service Boundary as shown in the Land Use Element of the Sacramento County General Plan. The areas outside the Urban Service Boundary are considered rural.

#### Roadway System (City of Elk Grove)

Consistent with the City of Elk Grove *Traffic Impact Analysis Guidelines*, a project is considered to have a significant effect if it causes a roadway to change from LOS D or better to LOS E or F. For roadways that operate at unacceptable levels of service without the project, an impact is considered significant if the project increase the volume-to-capacity ratio by 0.05 or more.

#### Freeway Facilities

A Transportation Concept Report (TCR) assesses a highway's current and future operating conditions and uses that and other information to establish a 20-year route concept for each segment of the route. A route concept is comprised of a Concept LOS and a description of the concept facility. The TCR then determines the nature and extent of improvements to attain the route concept. The Concept LOS applies to State highway intersections, interchange ramp terminal intersections, freeway segments, and freeway ramp junctions or weaving sections.

The *Caltrans State Route 99 Transportation Corridor Concept Report (2010)* and the *Transportation Corridor Concept Report Interstate 5 (2010)* identify the 20-year concept LOS for SR 99 and I-5 at LOS F in the study area.

Caltrans District 3 generally established minimum concept LOS standards for the twenty-year horizon at LOS D for rural segments and LOS E for urban segments. Consistent with these minimum concept

standards, the project was considered to have a significant effect if it would result in LOS F operations or add traffic to a freeway segment already operating at an unacceptable LOS F.

#### Bicycle and Pedestrian Facilities

Consistent with the County of Sacramento *Traffic Impact Analysis Guidelines*, a project is considered to have a significant effect if it would:

- Eliminate or adversely affect an existing bikeway or pedestrian facility in a way that would discourage its use
- Interfere with the implementation of a planned bikeway as shown in the Bicycle Master Plan, or be in conflict with the Pedestrian Master Plan
- Result in unsafe conditions for bicyclists or pedestrians, including unsafe bicycle/pedestrian, bicycle/motor vehicle, or pedestrian/motor vehicle conflicts

#### Transit System

A project is considered to have a significant effect if it would disrupt or interfere with existing or planned transit operations or facilities.

### **REPORT ORGANIZATION**

The remainder of this report consists of the following chapters:

- Chapter 2 – Existing Conditions
- Chapter 3 – Traffic Volume Forecasts
- Chapter 4 – Existing Plus Project Conditions
- Chapter 5 – Cumulative Conditions

## 2. EXISTING CONDITIONS

This chapter describes the existing transportation system and traffic operations near the project site. In general, the existing physical and operating characteristics of the roadway system, transit system, and bicycle/pedestrian system are described in this section to provide a context for understanding the severity of impacts caused by the proposed project.

### ROADWAY SYSTEM

Implementation of the proposed project will most directly affect roadways in the County of Sacramento and the City of Elk Grove. SR 99 and I-5 will also serve the project.

State Route 99 (SR 99) is a north-south freeway within the study area with interchanges at Laguna Boulevard, Elk Grove Boulevard, Grant Line Road, and Dillard Road. It consists of two lanes in each direction from south of Grant Line Road to just south of Elk Grove Boulevard, where a High Occupancy Vehicle (HOV) lane is added in each direction. The full access SR 99/Grant Line Road interchange at the partial SR 99/Eschinger Road interchange (SB access only) would provide direct freeway access to the SOI amendment area.

Interstate 5 (I-5) is a north-south freeway within the study area with interchanges at Hood-Franklin Road, Elk Grove Boulevard, and Laguna Boulevard. It consists of two lanes in each direction south of Laguna Boulevard and three lanes in each direction north of Laguna Boulevard. The full access I-5/Hood-Franklin Road interchange would provide direct freeway access to the SOI amendment area.

Elk Grove Boulevard is a major east-west roadway that extends from Interstate 5 (I-5) to Grant Line Road. Through the study area, Elk Grove Boulevard is generally a six-lane roadway from I-5 to SR 99, a four-lane roadway from SR 99 to Elk Grove-Florin Road. East of Elk-Grove Florin Road, Elk Grove Boulevard narrows to two-lanes.

Grant Line Road is a major north-south arterial that extends from SR 99 to White Rock Road in unincorporated Sacramento County. Grant Line Road has a Type L-9 partial cloverleaf interchange at SR 99 with a six-lane overcrossing that can accommodate eight through lanes. Grant Line Road transitions to two-lanes east of SR 99.

Hood-Franklin Road is an east-west two-lane rural roadway that extends from Franklin Boulevard/River Road in the West. It provides access from the project area to Interstate 5. Hood-Franklin Road is located outside the County's Urban Services Boundary. Hood-Franklin Road has a Type L-9 partial cloverleaf interchange at I-5 with a two-lane overcrossing.

Bilby Road is an east-west two-lane collector roadway that extends from Franklin Boulevard to Bruceville Road in the East.

Kammerer Road is an east-west roadway that extends from SR 99 to Bruceville Road. Kammerer Road has six lanes between SR 99 and Lent Ranch Parkway and narrows to a two-lane facility to the west.

Eschinger Road is an east-west two-lane roadway between SR 99 and Bruceville Road. Eschinger is located outside the County's Urban Services Boundary.

Dillard Road is an east-west two-lane rural roadway that extends from SR 99 in the West to Jackson Road in the East. Dillard road is located outside the County's Urban Services Boundary.

Lambert Road is an east-west two-lane rural roadway that extends from Bruceville Road west to River Road. Lambert Road is located outside the County's Urban Services Boundary.

Franklin Boulevard is a north-south roadway that extends from Twin Cities Road (south of the project) to the City of Sacramento in the North. It is a two-lane rural road between Lambert Road and Hood-Franklin Road and is outside the County's Urban Services Boundary. In the City of Elk Grove, Franklin Boulevard is two lanes to Whitelock Parkway and a four lane between Whitelock Parkway and Elk Grove Boulevard.

Bruceville Road is a north-south roadway that extends from Desmond Road in southern Sacramento County north to Valley Hi Drive. From Lambert Road to Kammerer Road, Bruceville Road is a two-lane rural roadway and is outside the County's Urban Services Boundary. In the city of Elk Grove, Bruceville Road is two lanes between Kammerer Road and Whitelock Parkway it is a two-lane arterial. North of Whitelock Parkway, Bruceville Road is four lanes.

Waterman Road is a north-south two-lane roadway between Grant Line Road and Elk Grove Boulevard in the study area.

Bradshaw Road is a north-south two-lane roadway between Grant Line Road and Elk Grove Boulevard in the study area.

## TRAFFIC OPERATIONS ANALYSIS

This section describes the traffic conditions on the existing roadway and freeway segments.

### *Roadway and Freeway Segment Operations*

Tables 3 and 4 summarizes study roadway and freeway segment operations under existing conditions, respectively, and include the following information for each study roadway segment:

- Daily roadway capacity
- Daily traffic volume (two-way total)
- Volume-to-capacity ratio
- LOS

<b>TABLE 2 ROADWAY SEGMENT LEVEL OF SERVICE – EXISTING CONDITIONS</b>				
Roadway Segment	Daily Capacity <sup>1</sup>	Existing Conditions		
		Daily Volume <sup>2</sup>	V/C Ratio	LOS
1. Elk Grove Boulevard – I-5 to Franklin Boulevard	54,000	24,000	0.44	A
2. Elk Grove Boulevard – Franklin Boulevard to Bruceville Road	54,000	29,600	0.55	A
3. Elk Grove Boulevard – Bruceville Road to SR 99	54,000	31,028	0.57	A

**TABLE 2  
ROADWAY SEGMENT LEVEL OF SERVICE – EXISTING CONDITIONS**

Roadway Segment	Daily Capacity <sup>1</sup>	Existing Conditions		
		Daily Volume <sup>2</sup>	V/C Ratio	LOS
4. Elk Grove Boulevard – SR 99 to Elk Grove-Florin Road	36,000	<b>37,700</b>	<b>1.05</b>	<b>F</b>
5. Elk Grove Boulevard – Elk Grove-Florin Road to Bradshaw Road	18,000	13,800	0.77	C
6. Grant Line Road – SR 99 to Bradshaw Road	18,000	16,081	0.89	D
7. Grant Line Road – Bradshaw Road to Elk Grove Boulevard	18,000	9,525	0.53	A
8. Grant Line Road – Elk Grove Boulevard to Wilton Road	18,000	14,627	0.81	D
9. Grant Line Road – Wilton Road to Calvine Road	18,000	16,200	0.90	D
10. Hood-Franklin Road – I-5 to Franklin Boulevard	20,000	5,295	0.26	C
11. Bilby Road – Franklin Boulevard to Bruceville Road	18,000	4,771	0.26	A
12. Kammerer Road – Bruceville Road to West Stockton Boulevard	17,000	1,900	0.11	B
13. Eschinger Road – Bruceville Road to SR 99	17,000	1,000	0.06	A
14. Dillard Road – SR 99 to Wilton Road	17,000	4,676	0.28	C
15. Lambert Road – I-5 to Bruceville Road	17,000	898	0.05	A
16. Franklin Boulevard – Elk Grove Boulevard to Whitelock Parkway	36,000	14,000	0.39	C
17. Franklin Boulevard – Hood-Franklin Road to Lambert Road	20,000	1,435	0.07	A
18. Bruceville Road – Elk Grove Boulevard to Whitelock Parkway	36,000	24,700	0.69	A
19. Bruceville Road – Whitelock Parkway to Kammerer Road	18,000	3,700	0.21	A
20. Bruceville Road – Kammerer Road to Eschinger Road	17,000	2,100	0.12	B
21. Bruceville Road – Eschinger Road to Lambert Road	17,000	1,500	0.09	A
22. Elk Grove Florin Road – East Stockton Boulevard to Elk Grove Boulevard	18,000	5,504	0.31	A
23. Waterman Road – Elk Grove Boulevard to Grant Line Road	18,000	5,630	0.31	A
24. Bradshaw Road – Elk Grove Boulevard to Grant Line Road	18,000	5,247	0.29	A

Notes: <sup>1</sup> The capacity of each roadway is based on the number of lanes and the facility type.

<sup>2</sup>Daily traffic volumes are mid-week from 2009 and 2010 from City of Elk Grove and County of Sacramento.

Bold text indicates unacceptable LOS.

Source: Fehr & Peers, 2011. City of Elk Grove, 2010. County of Sacramento, 2010.

**TABLE 3  
FREEWAY SEGMENT LEVEL OF SERVICE – EXISTING CONDITIONS**

Roadway Segment	Daily Capacity <sup>1</sup>	Existing Conditions		
		Daily Volume <sup>2</sup>	V/C Ratio	LOS
1. I-5 – North of Laguna Boulevard	120,000	98,361	0.82	D
2. I-5 – Laguna Boulevard to Elk Grove Boulevard	80,000	68,724	0.86	D
3. I-5 – Elk Grove Boulevard to Hood-Franklin Road	80,000	55,199	0.69	C
4. I-5 – Hood-Franklin Road to Twin Cities Road	80,000	48,642	0.61	C
5. SR 99 – Twin Cities Road to Dillard Road	80,000	67,570	0.84	D
6. SR 99 – Dillard Road to Grant Line Road	80,000	62,520	0.78	D
7. SR 99 – Grant Line Road to Elk Grove Boulevard	80,000	67,395	0.84	D

Notes: <sup>1</sup> The capacity of each roadway is based on the number of lanes and the facility type.  
<sup>2</sup> Daily traffic volumes are mid-week from Caltrans for 2011.  
Bold text indicates unacceptable LOS.

Source: Fehr & Peers, 2011

As shown in Table 3, most of the study roadway segments operate acceptably, except for Elk Grove Boulevard between SR 99 to Elk Grove-Florin Road, which operates at LOS F. In addition, the segment of Elk Grove Boulevard between SR 99 and Bruceville Road experiences congested conditions during the evening peak hour that are characterized by significant vehicle queuing. The congestion on this segment is due primarily to the closely-spaced ramp-terminal intersection at the SR 99/Elk Grove Boulevard interchange and several closely spaced intersections and driveways.

All of the freeway segments operate acceptably, LOS E or better, based on daily traffic volumes. However, bottlenecks on SR 99 north of Elk Grove Boulevard causes vehicle queue spillback that can impact northbound SR 99 near Elk Grove Boulevard during the morning peak hour.

### ***Bicycle and Pedestrian Facilities***

In the study area, the nearest dedicated bicycle and pedestrian facilities are limited to improved frontages in the City of Elk Grove, with the closest facilities near the SR 99/Grant Line Road interchange. These facilities include pedestrian sidewalks, traffic signal controlled crosswalks, Class II on-street bike lanes, and street lighting. Roadways in the SOI area are shared use facilities with no dedicated pedestrian or bicycle facilities, which is consistent with the predominately agricultural land use.

### ***Transit Service***

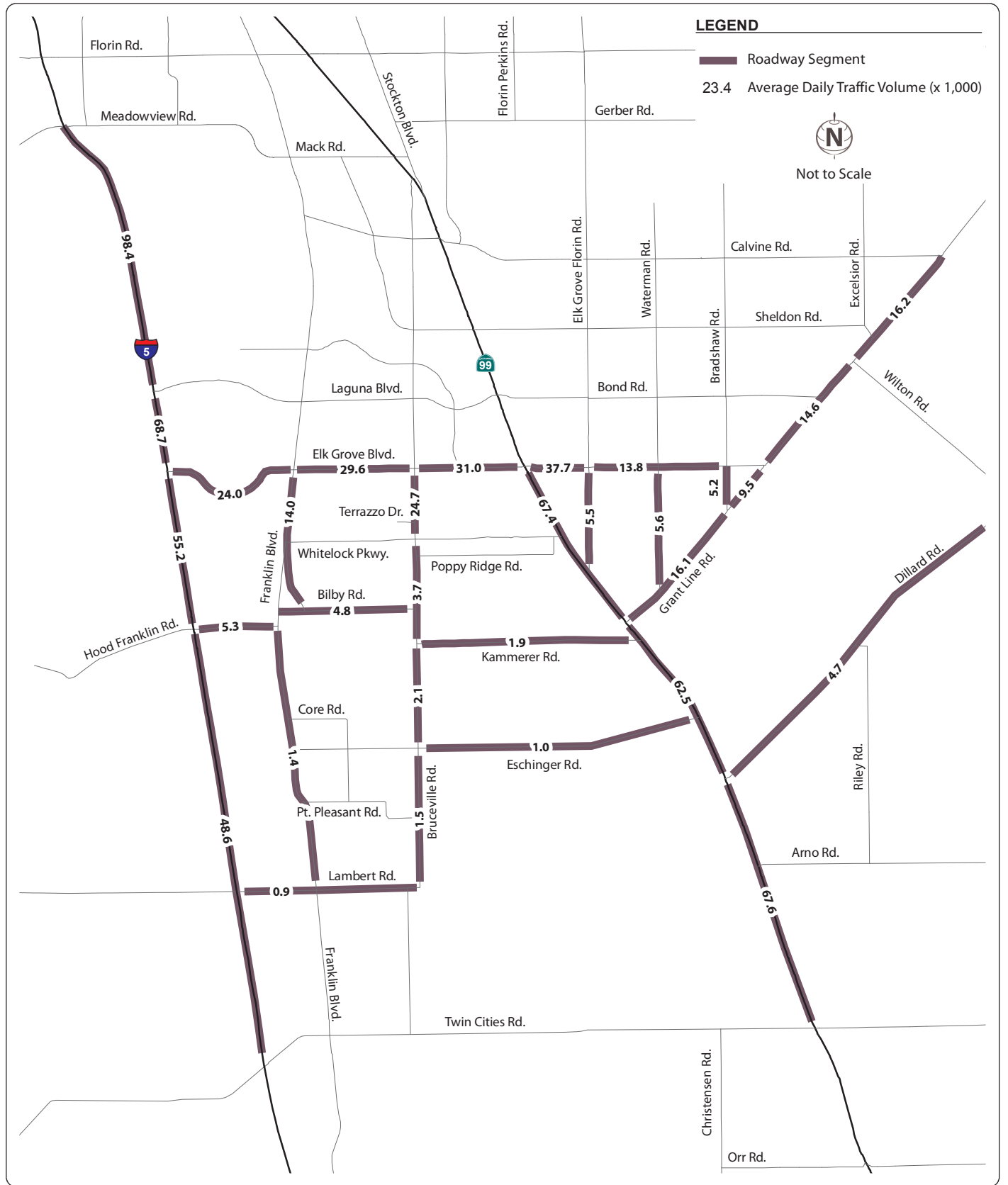
The City of Elk Grove operates e-tran to provide transit service to its residents. E-tran provides the following services:

- Fixed-route local bus service (e-tran) within the City
- Commuter service to Sacramento, Galt, and Lodi



- Connections to Sacramento Regional Transit District light rail transit stations on the SR 99 and U.S. 50 corridors
- Park &ride facilities located throughout the community

The closest routes to the SOI amendment area operate on Bilby Road between Franklin Boulevard and Bruceville Road and on Grant Line Road between Bradshaw Road and Waterman Road. The SOI amendment area is not served by e-tran.



### 3. TRAFFIC VOLUME FORECASTS

This chapter outlines the development of traffic volume forecasts for the analysis of potential impacts associated with expanding the Elk Grove Sphere of Influence (SOI).

#### TRAFFIC MODEL ASSUMPTIONS AND FORECASTS

A modified version of SACOG's SACMET Regional Travel Demand Forecasting Model was used to develop daily roadway segment traffic volume forecasts under "Existing Plus Project" and Cumulative conditions without and with the SOI amendment area.

As a regional-scale model, the SACMET Travel Demand Forecasting Model lacked sufficient detail for the local-scale application for the SOI amendment. The modifications included creating a 'sub-area version' of the model that still retains the entire model but is calibrated and validated with the specific project study area of the City of Elk Grove and Southern Sacramento County.

After modifying the model, it was able to accurately replicate base year conditions and respond in the appropriate direction and magnitude when changes were made to input variables. Table 4 summarizes the model validation based on the thresholds contained in the Model Validation and Reasonableness Checking Manual (TMIP/FHWA 1997) and Travel Forecasting Guidelines (Caltrans 1992). The validation included each of the roadway segments listed in Chapter 1.

<b>Validation Item</b>	<b>Criteria for Acceptance</b>	<b>Daily Volumes Model Results</b>
Percent of Links Within Caltrans Deviation Allowance	>75%	81%
Percent Root Mean Squared Error	<40%	20%
Correlation Coefficient	>0.88	0.97
Source: Fehr & Peers, 2011		

As outlined above, the sub-area model was used to forecast traffic volumes for each analysis scenario. The Elk Grove SOI amendment area model incorporates the following:

- 2035 land use forecasts in the SACMET planning area
- Additional traffic analysis zone (TAZ) detail in the SOI amendment area
- Program level concept land use estimates for the SOI amendment area based on estimates developed by the City of Elk Grove in consultation with LAFCo. Table 5 shows the concept land use. These land use inputs were developed to provide a general program level concept for the potential future impacts that may result for future development in the SOI amendment area. For purposes of developing the traffic volume forecasts, the concept land use was allocated to the SOI amendment area using general land use transportation planning principals like locating more intensive land uses (e.g., commercial uses) along major transportation corridors like Kammerer

Road that are more accessible and consistent with planned development in Elk Grove north of Kammerer Road.

- Roadway network consistent with the MTP for 2035 as outlined in Table 6, which shows major programmed improvements in the study area, which includes the western segment of the proposed Capital SouthEast Connector project.

<b>TABLE 5 PROGRAM LEVEL LAND USE ESTIMATES FOR ELK GROVE SOI AMENDMENT AREA</b>	
<b>Land Use Category</b>	<b>Acres Proposed within the SOIA</b>
Rural Residential (0.1 to 0.5 du/acre)	1,625
Estate Residential (0.6 to 4.0 du/acre)	320
Low Density Residential (4.1 to 7.0 du/acre)	2,390
Medium Density Residential (7.1 to 15.0 du/acre)	131
High Density Residential (15.1 to 30.0 du/acre)	76
<b>Total - Residential</b>	<b>4,542</b>
Office/Multi-Family (20.0 du/ac maximum)	146
Commercial/Office	28
Commercial/Office/Multi-Family	32
Commercial	659
Office	46
Public Schools	483
Institution	113
Public/Quasi Public	230
Light Industry	247
Heavy Industry	357
<b>Total – Retail / Non-Retail</b>	<b>2,340</b>
Open Space <sup>1</sup>	987
<b>Total – SOI Area</b>	<b>7,869</b>
1. SOI Area limited to FEMA 100 – year floodplain Source: Sacramento Local Agency Formation Commission Proposed City of Elk Grove Sphere of Influence Amendment (LAFCo # 09-10) Project Description	

**TABLE 6  
MTP 2035 ROADWAY PROJECTS**

Roadway	Improvement
Bruceville Road	Widen: 6 lanes from Big Horn Road to Kammerer Road
Elk Grove Boulevard	Widen: 6 lanes from UPRR to Franklin Boulevard
Franklin Boulevard	Widen: 6 lanes from Elk Grove Boulevard to Whitelock Parkway
Grant Line Road	Widen: 4 lanes from Waterman Road to Calvine Road
	Widen: 6 Lanes from East Stockton Boulevard to Waterman Road with UPRR overcrossing
Kammerer Road	Widen: 6 lanes from SR 99 to Bruceville Road
	Extend: 4 Lanes from Bruceville Road to I-5 with UPRR overcrossing
Source: MTP 2035	

**SOI Amendment Area Trip Generation and Distribution**

Based on the program level land use estimates summarized in Table 6, the SOI amendment area would generate about 327,800 vehicle trips per day. Of these trips, about nine to six percent would stay within the SOI area under existing and cumulative conditions, respectively. This higher trip internalization under existing conditions is due in part to improved accessibility due to the planned MTP roadway improvements summarized in Table 7. The external trip distribution is summarized in Table 7.

**TABLE 7  
SOI AMENDMENT AREA PROJECT TRIP DISTRIBUTION**

North	South	East	West
75%	17%	7%	1%
Source: Fehr and Peers, 2011			

**Traffic Forecasts**

All traffic volume forecasts were adjusted using the difference method, which accounts for the difference between the base year traffic model volumes and existing counts by adding the increment of growth from the traffic model (future model – base year model) to the existing count for each study facility. Figures 3 through 5 present the following information:

- Figure 3 – Existing Plus Project Condition Daily Traffic Volume Forecast.
- Figure 4 – Cumulative Conditions Daily Traffic Volume Forecast.
- Figure 5 – Cumulative Plus Project Conditions Daily Traffic Volume Forecast.









## 4. EXISTING PLUS PROJECT CONDITIONS

This chapter evaluates the potential impacts associated with expanding the Elk Grove Sphere of Influence (SOI) area to the south and southwest of the existing Elk Grove city limits as described in Chapter 1.

### TRAFFIC OPERATIONS ANALYSIS

For existing plus project conditions, the SOI amendment area was assumed to be completely developed under 2010 conditions. The traffic volume forecasts shown on Figure 3 were analyzed using the analysis methodology presented in Chapter 1.

#### *Roadway and Freeway Segment Operations*

Tables 9 and 10 summarize study roadway and freeway segment operations under existing plus project conditions, respectively, and include the following information for each study roadway segment:

- Daily roadway capacity
- Daily traffic volume (two-way total)
- Volume-to-capacity ratio
- LOS

The LOS results indicate that implementation of the proposed project would cause impacts on 10 roadway segments and one freeway segment. Specific impact statements and mitigation are presented below.

Roadway Segment	Daily Capacity <sub>1</sub>	Existing Conditions			Existing Plus Project		
		Daily Volume	V/C Ratio	LOS <sup>2</sup>	Daily Volume	V/C Ratio	LOS <sup>2</sup>
1. Elk Grove Boulevard – I-5 to Franklin Boulevard	54,000	24,000	0.44	A	26,000	0.48	A
2. Elk Grove Boulevard – Franklin Boulevard to Bruceville Road	54,000	29,600	0.55	A	32,400	0.60	A
3. Elk Grove Boulevard – Bruceville Road to SR 99	54,000	31,028	0.57	A	43,300	0.80	D
4. Elk Grove Boulevard –SR 99 to Elk Grove-Florin Road	36,000	<b>37,700</b>	<b>1.05</b>	<b>F</b>	<b>43,700</b>	<b>1.21</b>	<b>F</b>
5. Elk Grove Boulevard – Elk Grove-Florin Road to Bradshaw Road	18,000	13,800	0.77	C	<b>18,600</b>	<b>1.03</b>	<b>F</b>
6. Grant Line Road – SR 99 to Bradshaw Road	18,000	16,081	0.89	D	<b>26,600</b>	<b>1.48</b>	<b>F</b>

**TABLE 8  
ROADWAY SEGMENT LEVEL OF SERVICE – EXISTING PLUS PROJECT CONDITIONS**

Roadway Segment	Daily Capacity <sub>1</sub>	Existing Conditions			Existing Plus Project		
		Daily Volume	V/C Ratio	LOS <sup>2</sup>	Daily Volume	V/C Ratio	LOS <sup>2</sup>
7. Grant Line Road – Bradshaw Road to Elk Grove Boulevard	18,000	9,525	0.53	A	12,900	0.72	C
8. Grant Line Road – Elk Grove Boulevard to Wilton Road	18,000	14,627	0.81	D	<b>23,800</b>	<b>1.32</b>	<b>F</b>
9. Grant Line Road – Wilton Road to Calvine Road	18,000	16,200	0.90	D	<b>18,600</b>	<b>1.03</b>	<b>F</b>
10. Hood-Franklin Road – I-5 to Franklin Boulevard	20,000	5,295	0.26	C	12,100	0.61	D
11. Bilby Road – Franklin Boulevard to Bruceville Road	18,000	4,771	0.26	A	9,900	0.55	A
12. Kammerer Road – Bruceville Road to West Stockton Boulevard	17,000	1,900	0.11	B	<b>17,100</b>	<b>1.01</b>	<b>F</b>
13. Eschinger Road – Bruceville Road to SR 99	17,000	1,000	0.06	A	<b>29,300</b>	<b>1.72</b>	<b>F</b>
14. Dillard Road – SR 99 and Wilton Road	17,000	4,676	0.28	C	6,400	0.38	D
15. Lambert Road – Bruceville Road (West) and Bruceville Road (East)	17,000	898	0.05	A	4,800	0.28	C
16. Franklin Boulevard – Elk Grove Boulevard to Whitelock Parkway	36,000	14,000	0.39	C	25,300	0.70	C
17. Franklin Boulevard – Hood-Franklin Road to Lambert Road	20,000	1,435	0.07	A	<b>27,600</b>	<b>1.38</b>	<b>F</b>
18. Bruceville Road – Elk Grove Boulevard to Whitelock Parkway	36,000	24,700	0.69	A	27,500	0.76	C
19. Bruceville Road – Whitelock Parkway to Kammerer Road	18,000	3,700	0.21	A	<b>22,600</b>	<b>1.26</b>	<b>F</b>
20. Bruceville Road – Kammerer Road to Eschinger Road	17,000	2,100	0.12	B	<b>29,300</b>	<b>1.72</b>	<b>F</b>
21. Bruceville Road – Eschinger Road to Lambert Road	17,000	1,500	0.09	A	5,400	0.32	C
22. Elk Grove-Florin Road – East Stockton Boulevard to Elk Grove Boulevard	18,000	5,504	0.31	A	10,400	0.58	A
23. Waterman Road – Elk Grove Boulevard to Grant Line Road	18,000	5,630	0.31	A	10,500	0.58	A
24. Bradshaw Road – Elk Grove Boulevard to Grant Line Road	18,000	5,247	0.29	A	11,700	0.65	B

**TABLE 8  
ROADWAY SEGMENT LEVEL OF SERVICE – EXISTING PLUS PROJECT CONDITIONS**

Roadway Segment	Daily Capacity <sub>1</sub>	Existing Conditions			Existing Plus Project		
		Daily Volume	V/C Ratio	LOS <sup>2</sup>	Daily Volume	V/C Ratio	LOS <sup>2</sup>
Notes: <sup>1</sup> The capacity of each roadway is based on the number of lanes and the facility type. <sup>2</sup> Level of Service (LOS) based on <i>Traffic Impact Analysis Guidelines</i> , City of Elk Grove, July 2000. Bold text indicates unacceptable LOS. Shading indicates project impact. Source: Fehr & Peers, 2011. City of Elk Grove, 2010. County of Sacramento, 2010.							

**TABLE 9  
FREEWAY SEGMENT LEVEL OF SERVICE – EXISTING PLUS PROJECT CONDITIONS**

Roadway Segment	Daily Capacity <sub>1</sub>	Existing Conditions			Existing Plus Project		
		Daily Volume	V/C Ratio	LOS <sup>2</sup>	Daily Volume	V/C Ratio	LOS <sup>2</sup>
1. I-5 – North of Laguna Boulevard	120,000	98,361	0.82	D	103,400	0.86	D
2. I-5 – Laguna Boulevard to Elk Grove Boulevard	80,000	68,724	0.86	D	77,800	0.97	E
3. I-5 – Elk Grove Boulevard to Hood-Franklin Road	80,000	55,199	0.69	C	66,500	0.83	D
4. I-5 – Hood-Franklin Road to Twin Cities Road	80,000	48,642	0.61	C	48,700	0.61	C
5. SR 99 – Twin Cities Road to Dillard Road	80,000	67,570	0.84	D	69,500	0.87	D
6. SR 99 – Dillard Road to Grant Line Road	80,000	62,520	0.78	D	67,600	0.85	D
7. SR 99 – Grant Line Road to Elk Grove Boulevard	80,000	67,395	0.84	D	<b>92,800</b>	<b>1.16</b>	<b>F</b>
Notes: <sup>1</sup> The capacity of each roadway is based on the number of lanes and the facility type. <sup>2</sup> Level of Service (LOS) based on <i>Traffic Impact Analysis Guidelines</i> , City of Elk Grove, July 2000. Bold text indicates unacceptable LOS. Shading indicates project impact. Source: Fehr & Peers, 2010. City of Elk Grove, 2010. County of Sacramento, 2010.							

**Impact 1 – Increased Average Daily Traffic Volumes on Local Roadways under Existing Plus Project Conditions**

Implementation of the proposed project would result in an increase in average daily traffic volumes on roadways in the County of Sacramento and City of Elk Grove under existing plus project conditions. The increase in traffic volume would cause deterioration in the daily LOS resulting in a significant impact for the following existing roadways:

- Elk Grove Boulevard –SR 99 to Elk Grove-Florin Road
- Elk Grove Boulevard – Elk Grove-Florin Road to Bradshaw Road
- Grant Line Road – SR 99 to Bradshaw Road
- Grant Line Road – Elk Grove Boulevard to Wilton Road
- Grant Line Road – Wilton Road to Calvine Road
- Kammerer Road – Bruceville Road to West Stockton Boulevard
- Eschinger Road – Bruceville Road to SR 99
- Franklin Boulevard – Hood-Franklin Road to Lambert Road
- Bruceville Road – Whitelock Parkway to Kammerer Road
- Bruceville Road – Kammerer Road to Eschinger Road

The impact results because adequate roadways have not yet been identified to support the potential land use changes that would occur under implementation of the proposed project. Over 218,000 vehicle trips per day were added to the existing roadway network without adding new roadways or assuming that existing roadways would be widened. Under these circumstances, many of the study roadways would operate at levels worse than the stated significance criteria resulting in a significant impact.

#### **Mitigation Measure 1**

To accommodate the addition of project trips to the existing network, substantial roadway improvements will have to be constructed. Future development within the project area will be responsible for constructing on- and off-site roadway infrastructure including new north-south roadway connections to planned development in the City of Elk Grove (north of Kammerer Road) and east-west connections for access to I-5 and SR 99. Depending on the specific location and intensity of development within the project area, these improvements could include the following:

- Widening Grant Line Road to four lanes from SR 99 to Calvine Road
- Constructing a grade-separated crossing of the Union Pacific Railroad (UPRR) east of SR 99 on Grant Line Road
- Widening Kammerer Road to four lanes from Bruceville Road and West Stockton Boulevard
- Widening or upgrading Franklin Boulevard from Hood-Franklin road to Lambert Road
- Widening Bruceville Road from Whitelock Parkway to Eschinger Road
- Constructing elements of the SouthEast Connector project like the extension of Kammerer Road from Bruceville Road to Franklin Boulevard, a grade-separated crossing of the Union Pacific Railroad (UPRR), and upgrade of the I-5/Hood-Franklin Road
- Upgrading the SR 99/Eschinger Road interchanges.

The impacted segment of Elk Grove Boulevard from SR 99 to Elk Grove-Florin Road is identified as a four-lane arterial on the City's General Plan Circulation Element. The segment is already four-lanes. Therefore, widening this segment of Elk Grove Boulevard to reduce the significance of the impact would be inconstant with the City's General Plan. The specific number of lanes and scope of specific roadway mitigation improvements will be established by subsequent traffic studies that will be required for all future development proposals. Sufficient travel lanes to provide acceptable LOS D operations on roadway within the project area and in the City of Elk Grove shall be determined in these studies.

Some of the roadways affected by this mitigation measure may not be subject to control by the City of Elk Grove if the project area were annexed by the City and developed. Examples include segments of Franklin Boulevard and Bruceville Road. Improvements to these roadways would require coordination and adherence to regulatory standards of the County of Sacramento County. Therefore, the City of Elk Grove shall cooperate with the County of Sacramento to establish mitigation improvements that will provide level of service consistent with the County's General Plan.

### Significance After Mitigation

Implementation of this mitigation measure would require that future development construct roadway improvements necessary to accommodate level thresholds adopted by General Plans in the City of Elk Grove and County of Sacramento. However, it is not certain that identified mitigation would reduce identified impacts to a less than significant level and that some of the identified impacts are outside the jurisdictions of the City of Elk Grove. It is conservatively assumed that the impact will be **significant and unavoidable**.

### Impact 2 – Increased Average Daily Traffic Volumes on I-5 and SR 99 under Existing Plus Project Conditions

Implementation of the proposed project would result in an increase in average daily traffic volumes on I-5 and SR 99 through the study area under existing plus project conditions. The increase in traffic volume would cause deterioration in daily LOS from LOS D to LOS F on the segment of SR 99 from Grant Line Road to Elk Grove Boulevard resulting in a significant impact.

As discussed in Chapter 2, bottlenecks on SR 99 north of Elk Grove Boulevard causes vehicle queue spillback that can impact northbound SR 99 near Elk Grove Boulevard during the morning peak hour. The State Route 99 Transportation Corridor Concept Report does not show any improvements for this segment of SR 99 for the 20-year concept facility. The “Ultimate” facility for this segment is a six-lane freeway with two high-occupancy vehicle lanes.

This impact occurs because adequate capacity does not exist on SR 99 to accommodate buildout of the project area.

### Mitigation Measure 2

The City of Elk Grove in cooperation with Caltrans, the County of Sacramento, City of Sacramento, and the Sacramento Area Council of Governments shall identify a funding strategy to construct additional mainline capacity and operational improvement on SR 99. The funding strategy could include fair-share contribution from future development in the project area. The specific improvements should be based on Caltrans’ concept for SR 99 and may include operational improvement downstream of the impact segment.

### Significance After Mitigation

Implementation of this mitigation measure would improve operations, but SR 99 is forecast to continue to operate at LOS F based on The State Route 99 Transportation Corridor Concept Report. Therefore, this impact will be **significant and unavoidable**.

### Impact 3 – Increased Demand for Bicycle and Pedestrian Facilities Under Existing Plus Project Conditions

Implementation of the proposed project and subsequent development of the project area will substantially increase demand for bicycle and pedestrian facilities under existing plus project conditions. The project area has only limited dedicated bicycle or pedestrian facilities. Most bicycle and pedestrian travel is limited to existing roadways that must be shared with autos. This is a significant impact.

Policy CI-5 (CI-5-Action 5) of the *Elk Grove General Plan* states that the City shall develop and implement Pedestrian and Bikeway Master Plans to provide safe and convenient pedestrian and on- and off-street bicycle facilities throughout the City. The City's current Bicycle and Pedestrian Master Plan include proposed facilities on Kammerer Road, Grant Line Road, and potential extension on Bruceville Road into the SOI amendment area and along the planned alignment of the Kammerer Road extension to Franklin Road. However, the City has not planned for comprehensive bicycle and pedestrian facilities in the SOI amendment area.

Development of the project area would create a substantial demand for new bicycle and pedestrian facilities in the project area. This would include new off-street bike paths, on-street bike lanes or bike routes, and sidewalks. Since the City has not prepared comprehensive bicycle and pedestrian facilities for the SOI amendment area, this is a significant impact.

### **Mitigation Measure 3**

Prior to development occurring in the project area, the City of Elk Grove shall update the Bicycle and Pedestrian Master Plan to delineate bicycle and pedestrian facilities in the project area consistent with the goals and policies of the City's General Plan. The update will identify on-street and off-street bikeways and pedestrian routes as well as support facilities. Development in the SOI amendment area shall be responsible for implementing the master plan recommendation as development occurs in the project area.

### **Significance After Mitigation**

Implementation of this mitigation measure would require future development and the City of Elk Grove to implement the bicycle and pedestrian facilities necessary to support the increased demand in the project area. Therefore, this impact will be **less than significant** after mitigation.

### **Impact 4 – Increased Demand for Transit Service Under Existing Plus Project Conditions**

Implementation of the proposed project and subsequent development of the project area will substantially increase demand for public transit service under existing plus project conditions. The project area is not served by existing public transit and future service is not planned to extend to the project area. This is a significant impact.

Policy CI-5 of the *Elk Grove General Plan* states that the City shall require that transit service is provided in all areas of Elk Grove, including rural areas, so that transit dependant residents of those areas are not cut off from community services, events, and activities. Policy CI-7 states that the City shall encourage an approach to public transit service in Elk Grove which will provide the opportunity for workers living in other areas of Sacramento County to use all forms of public transit, including bus rapid transit and light rail, to travel to jobs in Elk Grove, as well as for Elk Grove workers to use public transit to commute to jobs outside the city.

The size and scale of the proposed project would create a substantial demand for new transit service to the project area. This could include bus or fixed rail transit. Since the City has not prepared plans to extend transit to the area, this impact is significant.

### **Mitigation Measure 4**

Prior to development occurring in the project area, the City of Elk Grove shall complete a transit master plan for the project area consistent with policies of the City's General Plan. This plan will identify the

roadways to be used by bus transit routes, locations for bus turnouts and pedestrian shelters, locations for bus transfer stations, alignment for fixed route rail service, and the location of rail service stations. Future development in the project area and the City of Elk Grove shall be responsible for implementing the master plan recommendations as development occurs in the project area.

### **Significance After Mitigation**

Implementation of this mitigation measure would require future development and the City of Elk Grove to implement the transit facilities necessary to support the expansion of bus and fixed rail transit service to the project area. Therefore, this impact will be **less than significant** after mitigation.



## 5. CUMULATIVE CONDITIONS

This chapter evaluates the potential impacts associated with expanding the Elk Grove Sphere of Influence (SOI) on cumulative year traffic conditions.

### TRAFFIC OPERATIONS ANALYSIS

The purpose of the cumulative (2035) transportation impact analysis is to determine if implementation of the proposed project in addition to planned cumulative growth will adversely affect the planned transportation system. The MTP for 2035 identifies roadway and transit improvement that are proposed to accommodate future travel demand and are included in Table 6 for major study area facilities.

The SOI amendment area is located just south of the western segment of the proposed Capital SouthEast Connector project, which is a 35-mile roadway that will link communities in El Dorado County and Sacramento County and the cities of Folsom, Rancho Cordova, and Elk Grove. It will connect between U.S. 50 in El Dorado Hills to I-5 at Hood-Franklin Road southwest of Elk Grove. Many of the roadway improvements shown in Table 6 are located along potential alignments of the SouthEast Connector project, including improvements on Grant Line Road, Kammerer Road, and Hood-Franklin Road. There are not planned roadway improvements in the SOI amendment area.

#### ***Roadway and Freeway Segment Operations***

Tables 10 and 11 summarize study roadway and freeway segment operations under cumulative conditions, respectively, and include the following information for each study roadway segment:

- Daily roadway capacity
- Daily traffic volume (two-way total)
- Volume-to-capacity ratio
- LOS

The LOS results indicate that implementation of the proposed project would cause impacts on 5 roadway segments and six freeway segments. Specific impact statements and mitigation are presented below.

**TABLE 10  
ROADWAY SEGMENT LEVEL OF SERVICE – CUMULATIVE PLUS PROJECT CONDITIONS**

Roadway Segment	Daily Capacity <sub>1</sub>	Cumulative Conditions			Cumulative Plus Project		
		Daily Volume	V/C Ratio	LOS <sup>2</sup>	Daily Volume	V/C Ratio	LOS <sup>2</sup>
1. Elk Grove Boulevard – I-5 to Franklin Boulevard	54,000	24,000	0.44	A	26,000	0.48	A
2. Elk Grove Boulevard – Franklin Boulevard to Bruceville Road	54,000	31,500	0.58	A	32,500	0.60	B
3. Elk Grove Boulevard – Bruceville Road to SR 99	54,000	42,500	0.79	C	45,700	0.85	D
4. Elk Grove Boulevard – State Route 99 to Elk Grove-Florin Road	<b>36,000</b>	<b>46,100</b>	<b>1.28</b>	<b>F</b>	<b>48,700</b>	<b>1.35</b>	<b>F</b>
5. Elk Grove Boulevard – Elk Grove-Florin Road to Bradshaw Road	36,000	25,900	0.72	C	30,300	0.84	D
6. Grant Line Road – SR 99 to Bradshaw Road	54,000	25,400	0.47	A	41,600	0.77	C
7. Grant Line Road – Bradshaw Road to Elk Grove Boulevard	36,000	20,900	0.58	A	23,400	0.65	B
8. Grant Line Road – Elk Grove Boulevard to Wilton Road	36,000	28,700	0.80	C	<b>33,300</b>	<b>0.93</b>	<b>E</b>
9. Grant Line Road – Wilton Road to Calvine Road	36,000	28,200	0.78	C	<b>32,500</b>	<b>0.90</b>	<b>E</b>
10. Hood-Franklin Road – I-5 to Franklin Boulevard	36,000	12,100	0.34	A	26,300	0.73	C
11. Bilby Road – Franklin Boulevard to Bruceville Road	36,000	8,400	0.23	A	11,600	0.32	A
12. Kammerer Road – Bruceville Road to West Stockton Boulevard	54,000	7,700	0.14	A	25,800	0.48	A
13. Eschinger Road – Bruceville Road to SR 99	17,000	1,100	0.06	A	<b>31,800</b>	<b>1.87</b>	<b>F</b>
14. Dillard Road – SR 99 To Wilton Road	17,000	4,700	0.28	C	4,700	0.28	C
15. Lambert Road – I-5 to Bruceville Road	17,000	900	0.05	A	5,300	0.31	C
16. Franklin Boulevard – Elk Grove Boulevard to Whitelock Parkway	36,000	10,600	0.29	A	22,400	0.62	B
17. Franklin Boulevard – Hood-Franklin Road to Lambert Road	20,000	1,400	0.07	A	3,700	0.19	B
18. Bruceville Road – Elk Grove Boulevard to Whitelock Parkway	54,000	24,700	0.46	A	30,700	0.57	A
19. Bruceville Road – Whitelock Parkway to Kammerer Road	54,000	3,700	0.07	A	17,700	0.33	A

**TABLE 10  
ROADWAY SEGMENT LEVEL OF SERVICE – CUMULATIVE PLUS PROJECT CONDITIONS**

Roadway Segment	Daily Capacity <sup>1</sup>	Cumulative Conditions			Cumulative Plus Project		
		Daily Volume	V/C Ratio	LOS <sup>2</sup>	Daily Volume	V/C Ratio	LOS <sup>2</sup>
20. Bruceville Road – Kammerer Road to Eschinger Road	17,000	2,100	0.12	B	<b>19,300</b>	<b>1.14</b>	<b>F</b>
21. Bruceville Road – Eschinger Road to Lambert Road	17,000	1,500	0.09	A	5,900	0.35	C
22. Elk Grove Florin Road – East Stockton Boulevard to Elk Grove Boulevard	18,000	5,700	0.32	A	9,000	0.50	D
23. Waterman Road – Elk Grove Boulevard to Grant Line Road	36,000	9,300	0.26	A	15,700	0.44	A
24. Bradshaw Road – Elk Grove Boulevard to Grant Line Road	54,000	7,900	0.15	A	17,000	0.31	A

Notes: <sup>1</sup> The capacity of each roadway is based on the number of lanes and the facility type.  
<sup>2</sup> Level of Service (LOS) based on *Traffic Impact Analysis Guidelines*, City of Elk Grove, July 2000.  
 Bold text indicates unacceptable LOS.  
 Shading indicates project impact.  
 Source: Fehr & Peers, 2011. City of Elk Grove, 2010. County of Sacramento, 2010.

**TABLE 11  
FREEWAY SEGMENT LEVEL OF SERVICE – CUMULATIVE PLUS PROJECT CONDITIONS**

Roadway Segment	Daily Capacity <sup>1</sup>	Cumulative Conditions			Cumulative Plus Project		
		Daily Volume	V/C Ratio	LOS <sup>2</sup>	Daily Volume	V/C Ratio	LOS <sup>2</sup>
1. I-5 – North of Laguna Boulevard	120,000	111,700	0.93	E	<b>123,300</b>	<b>1.03</b>	<b>F</b>
2. I-5 – Laguna Boulevard to Elk Grove Boulevard	80,000	<b>80,400</b>	<b>1.00</b>	<b>F</b>	<b>93,200</b>	<b>1.17</b>	<b>F</b>
3. I-5 – Elk Grove Boulevard to Hood-Franklin Road	80,000	66,300	0.83	D	<b>80,000</b>	<b>1.00</b>	<b>F</b>
4. I-5 – Hood-Franklin Road to Twin Cities Road	80,000	64,100	0.80	D	61,700	0.77	D
5. SR 99 – Twin Cities Road to Dillard Road	80,000	<b>82,800</b>	<b>1.03</b>	<b>F</b>	<b>85,800</b>	<b>1.07</b>	<b>F</b>
6. SR 99 – Dillard Road to Grant Line Road	80,000	78,000	0.97	E	<b>83,700</b>	<b>1.05</b>	<b>F</b>
7. SR 99 – Grant Line Road to Elk Grove Boulevard	80,000	<b>82,500</b>	<b>1.03</b>	<b>F</b>	<b>99,100</b>	<b>1.24</b>	<b>F</b>

**TABLE 11  
FREEWAY SEGMENT LEVEL OF SERVICE – CUMULATIVE PLUS PROJECT CONDITIONS**

Roadway Segment	Daily Capacity <sup>1</sup>	Cumulative Conditions			Cumulative Plus Project		
		Daily Volume	V/C Ratio	LOS <sup>2</sup>	Daily Volume	V/C Ratio	LOS <sup>2</sup>
Notes: <sup>1</sup> The capacity of each roadway is based on the number of lanes and the facility type. <sup>2</sup> Level of Service (LOS) based on <i>Traffic Impact Analysis Guidelines</i> , City of Elk Grove, July 2000. Bold text indicates unacceptable LOS. Shading indicates project impact. Source: Fehr & Peers, 2010. City of Elk Grove, 2010. County of Sacramento, 2010.							

**Impact 5 – Increased Average Daily Traffic Volumes on Local Roadways under Cumulative Plus Project Conditions**

Implementation of the proposed project would result in an increase in average daily traffic volumes on roadways in the County of Sacramento and City of Elk Grove under cumulative plus project conditions. The increase in traffic volume would cause deterioration in the daily LOS resulting in a significant impact for the following roadways:

- Elk Grove Boulevard –SR 99 to Elk Grove-Florin Road
- Grant Line Road – Elk Grove Boulevard to Wilton Road
- Grant Line Road – Wilton Road to Calvine Road
- Eschinger Road – Bruceville Road to SR 99
- Bruceville Road – Kammerer Road to Lambert Road

The impact results because adequate roadways have not yet been identified to support the potential land use changes that would occur under implementation of the proposed project. Under these circumstances, many of the study roadways would operate at levels worse than the stated significance criteria resulting in a significant impact.

**Mitigation Measure 5**

To accommodate the addition of project trips to the future roadway network, substantial roadway improvements will have to be constructed. Future development within the project area will be responsible for constructing on- and off-site roadway infrastructure including new north-south roadway connections to planned development in the City of Elk Grove (north of Kammerer Road) and east-west connections for access to I-5 and SR 99. Depending on the specific location and intensity of development within the project area, these improvements could include the following:

- Widening Grant Line Road from Elk Grove Boulevard to Calvine Road
- Widening Kammerer Road to four lanes from Bruceville Road and West Stockton Boulevard

- Widening Bruceville Road from Kammerer Road to Lambert Road
- Upgrading the SR 99/Eschinger Road interchanges.

The impacted segment of Elk Grove Boulevard from SR 99 to Elk Grove-Florin Road is identified as a four-lane arterial on the City's General Plan Circulation Element. The segment is already four-lanes. Therefore, widening this segment of Elk Grove Boulevard to reduce the significance of the impact would be inconsistent with the City's General Plan. The specific number of lanes and scope of specific roadway mitigation improvements will be established by subsequent traffic studies that will be required for all future development proposals. Sufficient travel lanes to provide acceptable LOS D operations on roadways within the project area and in the City of Elk Grove shall be determined in these studies.

Some of the roadways affected by this mitigation measure would not be in the jurisdiction of the City of Elk Grove if the project area were annexed by the City and developed. Examples include segments of Bruceville Road. Improvements to these roadways would require coordination and adherence to regulatory standards of the County of Sacramento County. Therefore, the City of Elk Grove should cooperate with the County of Sacramento to establish mitigation improvements that will provide level of service consistent with the County's General Plan.

### **Significance After Mitigation**

Implementation of this mitigation measure would require that future development construct roadway improvements necessary to accommodate level thresholds adopted by General Plans in the City of Elk Grove and County of Sacramento. However, it is not certain that identified mitigation would reduce identified impacts to a less than significant level and that some of the identified impacts are outside the jurisdictions of the City of Elk Grove, it is conservatively assumed that the impact will be **significant and unavoidable**.

### **Impact 6 – Increased Average Daily Traffic Volumes on I-5 and SR 99 under Cumulative Plus Project Conditions**

Implementation of the proposed project would result in an increase in average daily traffic volumes on I-5 and SR 99 through the study area under existing plus project conditions. The increase in traffic volume would impact all of the study freeway segments except for the segment I-5 from Elk Grove Boulevard to Twin Cities Road.

As discussed in Chapter 2, bottlenecks on SR 99 north of Elk Grove Boulevard causes vehicle queue spillback that can impact northbound SR 99 near Elk Grove Boulevard during the morning peak hour. The State Route 99 Transportation Corridor Concept Report does not show any improvements for the impacted segment of SR 99 for the 20-year concept facility. Transportation Corridor Concept Report Interstate 5 shows the addition of high-occupancy (HOV) lane on I-5 north of Hood-Franklin Road. However, Caltrans identifies the 20-year concept level of service for I-5 and SR 99 as LOS F for the study segments.

This impact occurs because adequate capacity is not planned on I-5 or SR 99 to accommodate cumulative traffic volumes with buildout of the proposed project area

### **Mitigation Measure 6**

Implement Mitigation Measure 2.

### Significance After Mitigation

Implementation of this mitigation measure would improve operations, but I-5 and SR 99 are forecast to continue to operate at LOS F. Therefore, this impact will be **significant and unavoidable**.

### Impact 7 – Increased Demand for Bicycle and Pedestrian Facilities Under Cumulative Plus Project Conditions

Implementation of the proposed project and subsequent development of the project area will substantially increase demand for bicycle and pedestrian facilities under existing plus project conditions. The project area has only limited dedicated bicycle or pedestrian facilities. Most bicycle and pedestrian travel is limited to existing roadways that must be shared with autos. This is a significant impact.

Policy CI-5 (CI-5-Action 5) of the *Elk Grove General Plan* states that the City shall develop and implement Pedestrian and Bikeway Master Plans to provide safe and convenient pedestrian and on- and off-street bicycle facilities throughout the City. The City's current Bicycle and Pedestrian Master Plan include proposed facilities on Kammerer Road, Grant Line Road, and potential extension on Bruceville Road into the SOI amendment area and along the planned alignment of the Kammerer Road extension to Franklin Boulevard. However, the City has not planned for comprehensive bicycle and pedestrian facilities in the SOI amendment area.

Development of the project area would create a substantial demand for new bicycle and pedestrian facilities in the project area. This would include new off-street bike paths, on-street bike lanes or bike routes, and sidewalks. Since the City has not prepared comprehensive bicycle and pedestrian facilities for the SOI amendment area, this is a significant impact.

### Mitigation Measure 7

Implement Mitigation Measure 3.

### Significance After Mitigation

Implementation of this mitigation measure would require future development and the City of Elk Grove to implement the bicycle and pedestrian facilities necessary to support the increased demand in the project area. Therefore, this impact will be **less than significant** after mitigation.

### Impact 8 – Increased Demand for Transit Service Under Cumulative Plus Project Conditions

Implementation of the proposed project and subsequent development of the project area will substantially increase demand for public transit service under existing plus project conditions. The project area is not served by existing public transit and future service is not planned to extend to the project area. This is a significant impact.

Policy CI-5 of the *Elk Grove General Plan* states that the City shall require that transit service is provided in all areas of Elk Grove, including rural areas, so that transit dependant residents of those areas are not cut off from community services, events, and activities. Policy CI-7 states that the City shall encourage an approach to public transit service in Elk Grove which will provide the opportunity for workers living in other areas of Sacramento County to use all forms of public transit, including bus rapid transit and light

rail, to travel to jobs in Elk Grove, as well as for Elk Grove workers to use public transit to commute to jobs outside the city.

The size and scale of the proposed project would create a substantial demand for new transit service to the project area. This could include bus or fixed rail transit. Since the City has not prepared plans to extend transit to the area, this impact is significant.

#### **Mitigation Measure 8**

Implement Mitigation Measure 4.

#### **Significance After Mitigation**

Implementation of this mitigation measure would require future development and the City of Elk Grove to implement the transit facilities necessary to support the expansion of bus and fixed rail transit service to the project area. Therefore, this impact will be **less than significant** after mitigation.