

3 REVISIONS TO THE DRAFT EIR

This chapter presents specific text changes made to the DEIR since its publication and public review that are based on comments received on the DEIR or Sacramento LAFCo staff-initiated changes. The changes are presented in the order in which they appear in the original DEIR and are identified by the DEIR page number. Text deletions are shown in ~~strikethrough~~, and text additions are shown in double underline.

The information contained within this chapter clarifies and expands on information in the DEIR and does not constitute “significant new information” requiring recirculation. (See Public Resources Code Section 21092.1; CEQA Guidelines Section 15088.5.)

CHAPTER 1, “INTRODUCTION”

Sacramento LAFCo discovered an internal routing error that resulted in the mis-placement of a comment letter on the notice of preparation from the Capital SouthEast Connector Joint Powers Authority. This letter identified that the Kammerer Road segment of the Capital SouthEast Connector Project is adjacent to the Bilby Ridge SOIA area and that future annexation of the area may require land dedication for this roadway facility. The DEIR addresses this planned roadway facility and its currently proposed alignment is identified in Exhibit 2-1 of this document.

The following text change is made to Table 1-1 on DEIR page 1-2 to acknowledge this comment letter:

Table 1-1 List of Commenters		
Commenter	Affiliation	Date of Comment
State Agencies		
Sharaya Souza, Staff Services Analyst	Native American Heritage Commission	June 2, 2017
Stephanie Tadlock, Environmental Scientist	Central Valley Regional Water Quality Control Board	June 2, 2017
Local Agencies		
Angela C. McIntire, Regional & Local Government Affairs	Sacramento Municipal Utilities District	June 9, 2017
<u>Tom Zlotkowski, Executive Director</u>	<u>Capital SouthEast Connector Joint Powers Authority</u>	<u>May 9, 2017</u>

SECTION 3.2, “AGRICULTURAL RESOURCES”

The following text change is made to Mitigation Measure 3.2-3 on DEIR page 3.2-15:

Mitigation Measure 3.2-3 Provision of agricultural buffering as part of future project design.

At the time of submittal of any application to annex territory within the Bilby Ridge SOIA area, the City shall demonstrate a requirement that future development implements ~~require the applicant to establish agricultural buffering features in the development site design. This shall include implementation of City Municipal Code, Chapter 14.05, “Agricultural Activities,” in effect at the time of the annexation application that may include notice to prospective buyers of the property screening, fencing, landscaping, setbacks, and other provisions to buffer agricultural uses. Prospective buyers of 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. Further, the City shall consider appropriate design elements (as determined by the City) that provide continued agricultural operations beyond the Bilby Ridge SOIA area.~~ Evidence of compliance with this mitigation measure shall be provided in the annexation application to LAFCo.

SECTION 3.3, "AIR QUALITY"

The text describing thresholds of significance on DEIR page 3.3-12 has been revised, as follows.

- ▲ cause construction-generated emissions of criteria air pollutant or precursors that exceed the SMAQMD-recommended thresholds of 85 lb/day for NO_x, 80 lb/day and 14.6 tons/year for PM₁₀, and 82 lb/day and 15 tons/year for PM_{2.5} and/or uncontrolled fugitive dust emissions. ~~SMAQMD does not specify a mass emission threshold for evaluating construction generated emissions of PM_{2.5}. Because PM_{2.5} is a subset of PM₁₀, the mass emission thresholds of 80 lb/day and 14.6 tons/year for PM₁₀ serves as a proxy to determine whether operational emissions of PM_{2.5} would be a significant contribution to the SVAB;~~

The text describing Mitigation Measure 3.3-1 on DEIR page 3.3-14 has been revised, as follows, for clarity.

Basic Construction Fugitive Dust Emissions Control Practices

The text describing Mitigation Measure 3.3-1 on DEIR page 3.3-14 has been revised, as follows.

Unpaved Roads

- ▲ Install wheel washers for all exiting trucks, or wash off all trucks and equipment leaving the site.
- ▲ Treat site accesses to a distance of 100 feet from the paved road with a 6 to 12-inch layer of wood chips, mulch, or gravel to reduce generation of road dust and road dust carryout onto public roads.
- ▲ Post a publicly visible sign with the telephone number and person to contact at the lead agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The phone number of the District shall also be visible to ensure compliance.

Offsite Exhaust Mitigation

- ▲ If, based upon the incorporation of all onsite measures described above (e.g., basic construction fugitive dust emissions control practices, enhanced exhaust control practices, enhanced fugitive PM dust control practices), NO_x and PM emissions still do not meet the SMAQMD recommended thresholds, an off-site mitigation fee for construction activities will be assessed for the purpose of offsetting NO_x and PM emissions such that emissions are reduced to a less-than-significant level. The fee calculation to offset daily emissions is based on the SMAQMD-determined cost to reduce one ton of NO_x (currently \$30,000 per ton). The mitigation fees will be determined by the City of Elk Grove and calculated in cooperation with the SMAQMD. The final mitigation fee will be based on contractor equipment inventories provided to SMAQMD and will reconcile any fee discrepancies due to schedule adjustments and increased or decreased equipment inventories. Equipment inventories and emissions estimates for subsequent construction activities shall be coordinated with SMAQMD, and the off-site mitigation fee measure shall be assessed to any construction phase that would result in an exceedance of SMAQMD's mass emission threshold for NO_x and PM.

Significance after Mitigation

Implementation of Mitigation Measure 3.3-1 would result in a reduction of fugitive PM₁₀ and PM_{2.5} dust and NO_x emissions from off-road equipment. Additionally, development within the SOIA Area, upon annexation, would be subject to City of Elk Grove General Plan policy CAQ-33, which requires assessment and mitigation of criteria air pollutant emissions, including the use of low-emission vehicles and equipment during construction, where feasible. If emissions reduction measures to support policy CAQ-30 of the City of Elk Grove General Plan were to be developed and implemented before construction were to begin, emissions would be further reduced.

~~However, because of the uncertainty of construction timing, phasing, and overlap of development of the SOIA area, construction-related emissions of criteria air pollutants and precursors could still~~

exceed significance thresholds. No additional feasible mitigation is available at this time. Therefore, this impact would be significant and unavoidable.

If a project cannot reduce construction-related emissions of criteria air pollutants and precursors to less than the applicable thresholds, a fee will be assessed to achieve the remaining mitigation off-site. The mitigation fees will be adopted by the City of Elk Grove and calculated in cooperation with the SMAQMD. With the implementation of Mitigation Measure 3.3-1, exhaust and fugitive dust emissions associated with construction activities would be mitigated to below SMAQMDs emissions thresholds for applicable pollutants. As a result, the project would remain in compliance with applicable air quality plans and not contribute substantially to existing air quality violations within the air district. Thus, with incorporation of Mitigation Measure 3.3-1, this impact would be reduced to less than significant.

The title of DEIR Table 3.3-5 on pages 3.3-16 and 3.3-17 has been revised, as follows.

Table 3.3-5 Summary of Maximum (Unmitigated) Operational Emissions of Criteria Air Pollutants and Precursors at Full Buildout (201925)

The text describing the SMAQMD screening methodology for CO emissions on DEIR page 3.3-18 has been revised, as follows.

SMAQMD recommends a screening methodology to determine whether CO emissions generated by traffic at congested intersections have the potential to exceed, or contribute to an exceedance of, the 8-hour CAAQS of 9.0 ppm µg/m³ or the 1-hour CAAQS of 20.0 ppm µg/m³ (SMAQMD 2016b). The screening methodology consists of two tiers of screening criteria, listed below. If the first tier is not met, then the second tier may be applied.

SECTION 3.4, “BIOLOGICAL RESOURCES”

The following text change is made to the third bullet of Mitigation Measure 3.4-2d on DEIR page 3.4-29:

- ▲ Impacts to nesting Swainson’s hawks and other raptors shall be avoided by establishing appropriate buffers around active nest sites identified during preconstruction raptor surveys. Project activity shall not commence within the buffer areas until a qualified biologist has determined, in consultation ~~coordination~~ with CDFW, that the young have fledged, the nest is no longer active, or reducing the buffer would not likely result in nest abandonment. CDFW guidelines recommend implementation of 0.25-mile-wide buffer for Swainson’s hawk and 500-foot for other raptors, but the size of the buffer may be adjusted if a qualified biologist and the project applicant, in consultation with CDFW, determine that such an adjustment would not be likely to adversely affect the nest. Monitoring of the nest by a qualified biologist during and after construction activities shall be required if the activity has potential to adversely affect the nest.

SECTION 3.12, “PUBLIC SERVICES AND RECREATION”

DEIR pages 3.12-1 and 3.12-2 have been revised, as follows.

FIRE PROTECTION AND EMERGENCY MEDICAL SERVICES

The CCSD Fire Department provides fire protection, and fire prevention, as well as life safety, technical rescue, and emergency medical and transportation services to the cities of Elk Grove and Galt, as well as unincorporated in this areas in the region covering over 157 square miles. of the County of Sacramento are provided by the Cosumnes Community Services District (CCSD) and the Sacramento Metropolitan Fire District (SMFD) (City of Elk Grove 2016a). The Sacramento Fire EMS Communication Center dispatches all fire agencies in Sacramento County. CCSD is the agency with

jurisdiction over primary fire protection and emergency medical response service within the SOIA area.

The CCSD is one of the leading agencies in the Automatic Aid Agreement Between Sacramento County Fire Agencies for All Hazard Response. As a result, the CCSD operates with the Sacramento Metropolitan Fire District (SMFD) and the, the City of Sacramento Fire Department (SFD) to ensure that the closest, most appropriate unit available is dispatched to all incidents and fire district boundaries are not a factor when an incident occurs (Local Agency Formation Commission [LAFCo] 2016), and the CCSD share common jurisdictional boundaries and participate in a regional automatic/mutual aid agreement. The CCSD Fire Department also has a mutual aid agreements with the surrounding volunteer fire districts in southern Sacramento County, including Wilton, Courtland, Walnut Grove, and Herald Fire Districts. As a result of the existing automatic and mutual aid agreements, the closest unit available is dispatched to an incident and fire district boundaries are not an issue when an incident occurs (Local Agency Formation Commission [LAFCo] 2016).

The Bilby Ridge site is within the CCSD service boundary. The CCSD Fire Department's administrative office, training facility, and fleet management are located is headquartered at 10573 East Stockton Boulevard, Elk Grove. The CCSD provides fire protection, fire prevention, and emergency medical, rescue and transportation services to the cities of Elk Grove and Galt, as well as unincorporated areas in the region covering over 157 square miles. The CCSD Fire Department operates out of eight strategically located fire stations: six in the Elk Grove area and two additional stations in the City of Galt, including a state-of-the-art fire training facility. The closest fire stations to the SOIA area are Station 72 or Station 74, at 10035 Atkins Drive and 6501 Laguna Park Drive, respectively. Station 72 is located approximately 1.3 miles north and Station 74 is located approximately 4.4 miles north of the project site. The Sacramento Regional Fire/EMS Communication Center (SRFWCC) dispatches all fire agencies in Sacramento County. The SRFECC is governed by a Joint Powers Agreement (JPA) Board of Directors that is made up of representatives from CCSD, SMFD, SFD, and the City of Folsom Fire Department.

In addition, the following fire stations have been designed by the CCSD and the City within the SOIA area:

- ▲ Station 77, near the intersection of Poppy Ridge Road and Big Horn Boulevard;
- ▲ Station 78, in the Sterling Meadows subdivision approximately 0.5-mile north of Kammerer Road and just east of the future Lotz Parkway alignment; and
- ▲ Station 79 near the intersection of Bradshaw Road and Grant Line Road.

Service Response

CCSD Fire Department responds to various emergencies dispatched throughout the community, including fires, vehicle collisions, hazardous materials spills, and medical and public assistance calls. The department has over ~~150~~ 165 sworn personnel in the Operations Division, which has units devoted to fire suppression, training, and emergency medical services. The department currently staffs eight Type 1 engine companies (designed to fight structure fires), one ladder truck company, seven ambulances, and a command vehicle each day on a 24-hour basis. The department also operates eight Type III fire engines (for fighting wildland or grass fires), ~~and other~~ specialty apparatus are staffed using these personnel as seasons and emergency circumstances dictate their use. Specialty apparatus includes one heavy foam unit, a heavy rescue, a mass decontamination trailer, a mass casualty incident trailer, a swift water rescue boat, and two flood boat response trailers (containing eight boats total) (LAFCo 2016).

The department provides ambulance transportation and pre-hospital care for the portions of the unincorporated area of Sacramento County, including those in the Wilton, Courtland, Walnut Grove,

and Herald Fire District jurisdictions; and the cities of Elk Grove and Galt. The department employs over 80 paramedics and 47 over 60 emergency medical technicians. The department's seven full-time ambulances are staffed and operate 24 hours per day. Three additional fire stations have been designated by the CCSD and the City within the SOIA area as follows:

- ~~▲ Station 77 is designated to be near the intersection of Poppy Ridge Road and Big Horn Boulevard;~~
- ~~▲ Station 78 is designed to be in the Sterling Meadows subdivision, approximately one half mile north of Kammerer Road and just east of the future Lotz Parkway alignment; and~~
- ~~▲ Station 79 is designated to be near the intersection of Bradshaw Road and Grant Line Road.~~

The Fire Prevention Bureau is staffed by the Fire Marshal, five Fire Inspectors, and one Public Education Officer. The Bureau provides four primary services to the community including plan review and construction inspection, periodic inspection of buildings and hazardous processes, fire investigation, and public education (LAFCo, 2016).

Service Standards

CCSD Fire Department is currently handling more emergency response calls than the state average, because of substantial growth, and increases in traffic volumes and traffic congestion. CCSD Fire Department has established a response time goal of arriving on scene in seven minutes or less of a 911 call, 90 percent of the time (LAFCo 2016).

The text describing parks and recreation on DEIR page 3.12-4 has been revised, as follows.

PARKS AND RECREATION

CCSD and the City of Elk Grove (cooperatively and individually) have existing facilities either constructed or planned immediately north of the SOIA area. This includes parks, open space, trails, community centers, specialized recreation facilities, and maintenance facilities that serve the park and recreation needs of the various communities where the facilities are located. These facilities were sized to serve the population of the existing and planned community.

The City of Elk Grove and CCSD develop and operate parks and recreation facilities located in the Laguna Ridge Specific Plan, Southeast Policy Area, Sterling Meadows, and Silverado Village in accordance with a Memorandum of Understanding (MOU). The City is responsible for funding the development and operations of the parks and recreation facilities. The CCSD will own these facilities and exclusively provide their programming. Eight new parks have been completed in the Laguna Ridge Specific Plan Area.

Cosumnes Community Services District

CCSD provides parks and recreation to the City of Elk Grove, as well as unincorporated areas in the region. CCSD encompasses roughly 1,577 square miles and an estimated population of 183,333 people, of which 160,688 are in the Elk Grove area. CCSD currently operates 94 parks, totaling an estimated 714 acres, 256 acres of landscape corridors, 18 miles of trails, a nine-hole golf course, two community centers, four recreation centers, 18 miles of trains, and two aquatic complexes. CCSD also provides many recreation programs and activities to residents within the district (CCSD 2017). CCSD has established a Parks Master Plan to plan for future parks and recreational facilities through 2025. The Parks and Recreation Master Plan focuses on land, facilities, and program needs, including a complete analysis of all district operational policy and funding mechanisms. The 2016 plan determined that a need currently exists for more park acreage. No parks and recreation services are currently provided or planned within the SOIA area. CCSD is working on a new Parks and Recreation Master Plan that is scheduled for completion in early 2018.

CCSD is active in planning and constructing park sites and recreational facilities to meet service demands and strives to achieve the goal of 5 acres per 1,000 residents (CCSD 2009). CCSD follows a 10-step process to plan, design, and construct park projects. On average, it requires 2 years and 3 months to complete a small park project, and 3 years and 6 months for larger projects. The closest park to the SOIA area is Backer Park, which is approximately 10.5 acres located north of Bilby Road. The nearest community park is Morse Community Park, which is located approximately 1.5 miles north of the SOIA area. ~~There are six additional parks located within approximately 2 miles north and east of the project site (CCSD 2017).~~

~~The City of Elk Grove and the CCSD have entered into a memorandum of agreement for the development and operation of new parks and recreation facilities in new development areas that include the Laguna Ridge Specific Plan and the Southeast Policy Area Community Plan that are adjacent to the SOIA area. The CCSD will own these facilities and exclusively provide their programming.~~

City of Elk Grove

~~The City of Elk Grove is authorized to provide parks and recreational services within the city. As identified in the MOU, the City will construct the future Civic Center Aquatic Facility and Community Park with the City's future Civic Center. The Aquatic Center is scheduled to be open to the public in the summer of 2018, and CCSD have an agreement for joint ownership of all future parks in the Laguna Ridge Specific Plan (LRSP) and the future Civic Center Community Park located in the LRSP planned for a grand opening in 2018 (City of Elk Grove 2004; City of Elk Grove 2016b).~~

DEIR page 3.12-5 has been revised, as follows.

California Emergency Response/Evacuation Plans

The State of California passed legislation authorizing directing the Office of Emergency Services to prepare a Standard Emergency Management System (SEMS) program, which sets forth measures by which a jurisdiction should handle emergency disasters. Noncompliance with SEMS could result in the State withholding disaster relief from the noncomplying jurisdiction in the event of an emergency disaster.

The City of Elk Grove and CCSD both have current emergency operations plans that address the Bilby Ridge SOIA.

The text describing the City of Elk Grove General Plan on DEIR page 3.12-10 has been revised, as follows.

- ▲ **Policy PF-2:** The City shall coordinate with outside service agencies—including water and sewer providers, the Elk Grove Community Services District [now known as the Cosumnes Community Services District], and the Elk Grove Unified School District—during the review of plans and development projects.

The text in “Impact 3.12-1: Increased demand for fire protection and emergency medical services” on DEIR page 3.12-13 has been revised, as follows.

The project consists of an expansion of the City of Elk Grove’s Sphere of Influence to include the Bilby Ridge SOIA area. Although the SOIA does not propose any land use changes or development, future development could occur if the property is annexed. A preliminary land use scenario map includes commercial elements, a residential component, a business professional area, and parks. The future development could increase demand for fire protection and emergency medical services in the SOIA area. As the recognized primary service provider for fire protection and emergency medical and rescue services, the CCSD and the City would be encouraged to work together closely to identify fire station locations, equipment and personnel need to support any increased demands on

the CCSD. The development review process should minimize service impacts to joint responder agencies, such as SMFD and SFD (LAFCo 2016).

The text in “Impact 3.12-1: Increased demand for fire protection and emergency medical services” on DEIR page 3.12-13 has been revised, as follows.

CCSD currently provides fire protection and emergency medical services to the area and would remain the provider if the SOIA is approved. The CCSD Fire Department receives its funding through property taxes, fees for services, and occasional grant funding. New development projects are required to pay fire protection development fees to fund additional facilities and equipment. These funds would help pay for all costs associated with the development of a new fire station, if needed. A Community Facilities District (CFD) has also been established to assist in the long-term mitigation of growth impacts. Annexation into the CFD or lump sum payment to offset growth impacts are required of property owners of new growth development through a balloting process. Due to the substantial number of residents (an estimated 5,540 persons) and employees (an estimated 4,359 persons) that could be accommodated within the SOIA area, the CCSD anticipates the need to construct additional facilities and hire additional firefighters and emergency medical personnel to accommodate the increased demand for services. The construction and operation of new off-site facilities and expansion of existing off-site facilities by CCSD could result in significant environmental impacts. Therefore, this impact would be **potentially significant**.

The text of Mitigation Measure 3.12-1 on DEIR page 3.12-13 has been revised, as follows.

Mitigation Measure 3.12-1: Demonstrate adequate fire protection facilities are available before annexation of territory within the SOIA area.

At the time of submittal of any application to annex territory within the SOIA area, the City of Elk Grove shall provide documentation demonstrating ~~demonstrate that~~ CCSD’s determination that fire protection and life safety facilities will meet the service demands of development identified for the annexation territory, or that fair-share funding will be provided for the construction of new or expansion of existing fire protection facilities, as needed, to accommodate the increase in demand resulting from development of the annexation territory. The City of Elk Grove shall demonstrate future development has incorporated adequate water supply and fire flow pressure, fire hydrants, and access to structures by firefighting equipment and personnel and where appropriate, identified on-site fire suppression systems for all new commercial and industrial development into design plans consistent with General Plan polices PF-7, PF-21, and SA-32 and Action SA-37-Action 1, SA-37-Action 2, and SA-37-Action 4. Any expansion of service shall not adversely affect current service levels. Evidence of compliance with this mitigation measure shall be provided in the annexation application to LAFCo.

SECTION 3.13, “TRAFFIC, TRANSPORTATION, AND CIRCULATION”

The following corrections are made to Table 3.13-7 on DEIR page 3.13-26:

Table 3.13-7 Bilby Ridge Vehicle Trip Generation – Modified SACMET TDF Model

Development		Total Vehicle Trips ¹		
		Daily	AM	PM
Build-out	Total Trips	34,529	2,730	3,097
	Internal Trips	3,926	2,439 <u>291</u>	2,739 <u>358</u>
	External Trips	30,603	2,439	2,739

Notes:
¹ Trip generation is based on the Bilby Ridge Modified SACMET TDF model.
 Source: Fehr & Peers 2017

Table 3.13-9 on DEIR page 3.13-37 is corrected below:

Roadway Segment	Threshold LOS	Lanes (Two-Way Total) ¹	Daily Capacity	Cumulative No Project Conditions			Cumulative Plus Project Conditions		
				Daily Volume	LOS	V/C Ratio	Daily Volume	LOS	V/C Ratio
16. Bilby Rd - Willard Pkwy to Coop Dr	D	24	18,000	3,700	A	0.21	4,800	A	0.27
17. Bilby Rd - Coop Dr to Bruceville Rd	D	24	18,000	8,800	A	0.49	11,900	B	0.66

SECTION 3.14, “UTILITIES”

The following text changes are made to the first full sentence on DEIR page 3.14-15:

The available ~~excess~~ supply capacity during normal years is projected to range from 140,000 afy in 2020 to 84,600 afy in 2052, and in dry years the excess supply is projected to range between 60,700 afy in 2020 and 11,800 afy in 2052 (SCWA 2016).