

11.1 Introduction

This chapter describes the existing environmental and regulatory settings related to land use and agricultural resources in the project area. It begins with a description of existing land uses and agriculture and then summarizes applicable federal, state, and local planning documents. Impacts related to land use and agriculture that may result from implementation of the proposed project, as well as mitigation measures to reduce these impacts, are also presented.

The following sources of information were reviewed to prepare this chapter:

- Environmental Screening Analysis Final Technical Report, URS Corporation (2006)
- Sacramento County 1993 General Plan, Sacramento County (1993) and information developed by the County in its General Plan update now in process
- El Dorado County General Plan, El Dorado County (2004)
- Elk Grove General Plan, City of Elk Grove (2009)
- Folsom General Plan, City of Folsom (1993)
- Rancho Cordova General Plan, City of Rancho Cordova (2006a)

11.2 Environmental Setting

This section provides a regional overview of existing land uses in the project vicinity, as well as in the study area (Figure 11-1). For the purposes of this analysis, the land use study area is defined as 400 feet in either direction from the center line of the project corridor.

11.2.1 Existing Land Uses

11.2.1.1 Regional Overview

Sacramento County

Sacramento County extends from the low delta lands between the Sacramento and San Joaquin Rivers north to about 10 miles beyond the city of Sacramento and east to the foothills of the Sierra Nevada. Two of the three major regional employment centers are located in Sacramento County, one in downtown Sacramento and the more recent along the US 50 Corridor in the cities of Rancho Cordova and Folsom. Land in the southern region of the county is predominantly low-suburban to rural-density residential land. Agricultural uses and the Cosumnes River dominate the southwestern portion of the county.

While it is the most urbanized of the counties in the region, Sacramento County has a long history of agricultural activity. The majority of agricultural lands and activities are located in the south and

east county areas, including the Delta region. In 2008 the county grossed more than \$357 million in agricultural products (Sacramento County Agricultural Commissioner 2008). Top income-producing crops in the county are wine grapes, milk, nursery products, and pears.

El Dorado County

El Dorado County extends from Sacramento County on the west to the summit of the Sierra Nevada on the east. From west to east, the geography of El Dorado County progresses from foothill to mountainous terrain. Existing land uses include residential, commercial, and industrial urban development; rural and agricultural lands used for resource extraction; open space; and recreation. Residential and commercial development is concentrated primarily on the west side of the county in clusters along US 50, including Placerville and the unincorporated communities of El Dorado Hills and Cameron Park.

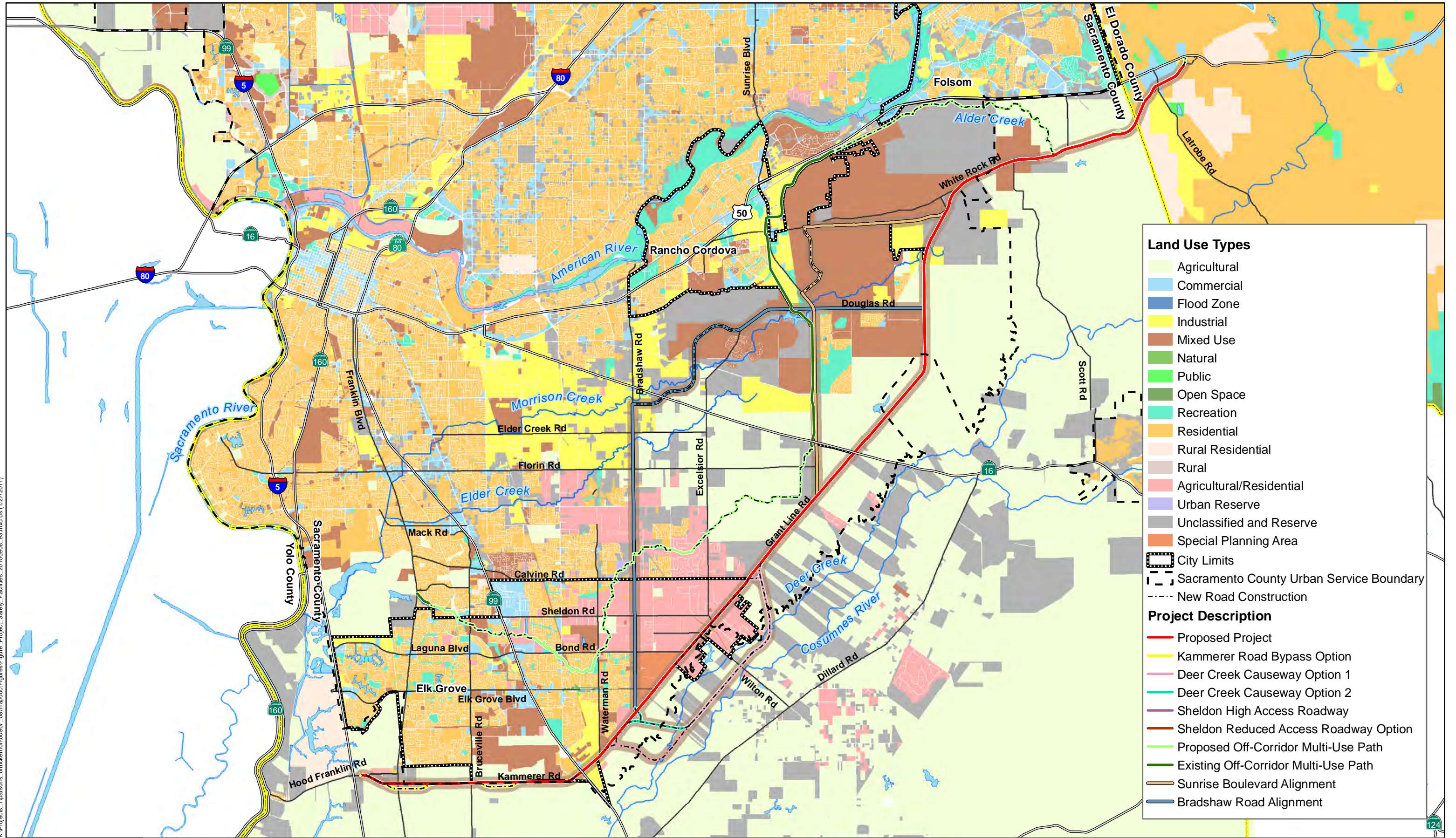
Agricultural lands and forestlands make up a large percentage of the undeveloped lands in El Dorado County. Agricultural influences and activities contribute to the economic stability of the county through crop production, serve as the foundation of the county's rural lifestyle, and serve as a key element in the sense of community of many rural regions. In 2009, the county had a gross crop value of \$37.4 million, including timber (El Dorado County Department of Agriculture 2009). Forest lands, including National Forests, occupy 636,000 acres (55%) of the county. Lands on the west slope of the county are considered the most valuable for agriculture because of the area's gentler slopes and richer soils. Historically, grazing of cattle and other livestock was the primary economic contributor in El Dorado County. The production of fruit (including wine grapes) and nuts has become a major contributor to the county's agricultural production value.

11.2.1.2 Study Area

As shown in Figure 11-1, the project corridor extends from the I-5/Hood Franklin Road interchange in southwest Sacramento County east and north approximately 35 miles, terminating at US 50 approximately 3 miles past the El Dorado County line. The majority of the land is used for agriculture, rural and open space, residential, commercial, industrial, and mixed-use. Table 11-1 shows the acreages of land-use types in the study area.

Near the I-5/Hood Franklin Road interchange, the project alignment runs adjacent to the southern boundary of the city of Elk Grove. Agriculture and residential land uses dominate the project area. The Sheldon community of Elk Grove, which is bisected by the existing alignment of Grant Line Road, is characterized by large-lot residential uses and small clusters of commercial land uses. The southern border of the proposed roadway is bordered by unincorporated Sacramento County and is used primarily for general agriculture.

Between the cities of Elk Grove and Rancho Cordova, the project alignment runs through unincorporated Sacramento County. As shown in Figure 11-1, agriculture and rural lands border the project alignment on both the northern and southern edges.



Land Use Types

- Agricultural
- Commercial
- Flood Zone
- Industrial
- Mixed Use
- Natural
- Public
- Open Space
- Recreation
- Residential
- Rural Residential
- Rural
- Agricultural/Residential
- Urban Reserve
- Unclassified and Reserve
- Special Planning Area

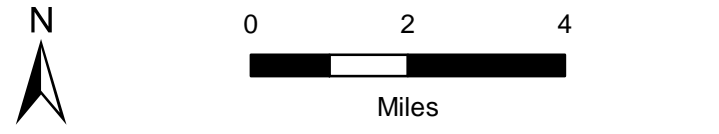
Project Description

- Proposed Project
- Kammerer Road Bypass Option
- Deer Creek Causeway Option 1
- Deer Creek Causeway Option 2
- Sheldon High Access Roadway
- Sheldon Reduced Access Roadway Option
- Proposed Off-Corridor Multi-Use Path
- Existing Off-Corridor Multi-Use Path
- Sunrise Boulevard Alignment
- Bradshaw Road Alignment

City Limits

- City Limits
- Sacramento County Urban Service Boundary
- New Road Construction

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Data Layers Provided by Sacramento County GIS Department, Sacramento County Planning Department, SACOG, El Dorado County, El Dorado County Planning Department, The US Fish and Wildlife Service, and USGS



Existing Land Uses

Figure 11-1
Plot Date
January 27, 2011

Table 11-1. Existing Land Uses within the Study Area^a

Proposed Project/ Design Option	Land Use	Sacramento County (acres)	El Dorado County (acres)	Elk Grove (acres)	Rancho Cordova (acres)
	Agricultural	2,527	228	178	421
	Agricultural/Residential	4	-	467	-
	Commercial	-	17	20	-
	Industrial	75	57	116	12
	Mixed	3	-	85	113
	Recreation	7	-	-	-
	Residential	-	160	17	0
	Unclassified	1,176	-	224	-
	Agricultural	690	-	47	-
	Agricultural/Residential	4	-	-	-
	Unclassified	65	-	-	-
Off Corridor Multi-Use Path Alternative	Agricultural	2,160	227	167	-
	Agricultural/Residential	473		850	-
	Commercial	5	29	27	-
	Industrial	18	59	1	
	Mixed	1		72	38
	Recreation	-		337	-
	Residential	61	208	381	-
	Unclassified	1,963		207	2
	Urban Reserve	110			
Deer Creek Causeway Option 1	Agricultural	1,156			-
	Agricultural/Residential	3		15	-
	Mixed			21	
	Residential			8	-
	Unclassified	465			-
Deer Creek Causeway Option 2	Agricultural	948			
	Agricultural/Residential	3		37	
	Recreation			1	
	Residential			4	
	Unclassified	469		7	
Sheldon Reduced Access Roadway Option	Agricultural	56		0	
	Agricultural/Residential			384	
	Commercial			8	
	Industrial			10	
	Mixed			16	
	Unclassified	18		41	
Sheldon High Access Roadway Option	Agricultural	49		0	
	Agricultural/Residential			390	
	Commercial			15	
	Industrial			9	
	Mixed			6	
	Unclassified	18		39	

^a Acreages based on land use zoning codes.

Near the eastern terminus of the project corridor, agricultural and unclassified land uses parallel the project corridor to the south and north, respectively. The Cosumnes community, a Sacramento County planning area, also encompasses a large portion of land south of Grant Line Road. The city of Folsom does not include any land immediately adjacent to the proposed roadway. However, the City is annexing lands south of US 50, east of Prairie City Road, north of White Rock Road, and west of the Sacramento County–El Dorado County Line (URS 2006: 15-23).

For the approximately 3 miles of the project corridor located within El Dorado County, the project traverses a variety of land uses, including El Dorado Hills, which has experienced steady residential and commercial land use development over the past several years, and pockets of industrial and commercial uses.

Because the proposed project follows the alignments of existing roadways, it falls within the development pattern of the urbanized and rural communities it traverses. Grant Line Road's alignment, for example, predates most development in the project study area. Land uses and development patterns are built around the existing roadway alignments. In the Sheldon area, because the community is older and because of the rural nature of the community, a large number of local residences and businesses, as well as local roadways have direct access to Grant Line Road, functions in some limited ways as the "Main Street" of this rural community.

11.2.2 Planned Development

SACOG has identified several areas in the Sacramento Metropolitan Area where significant growth is expected to occur from 2005 to 2035. Along the project corridor, the city of Rancho Cordova and the Vineyard area are identified as having the highest potential for population, housing, and employment growth (Sacramento Area Council of Governments 2008:7-2). Characteristics of planned development in the corridor are listed in Table 11-2 and shown in Figure 11-2.

As shown in Table 11-2, the project corridor has been and continues to be the site of significant regional development. The City of Folsom is currently in the process of expanding its sphere of influence (SOI) approximately 3,600 acres south of US 50. This annexed area would have a variety of land uses, including open space, schools, retail, residential, and commercial (URS 2006:13–15). Additionally, Sacramento County is in the process of updating its general plan and is holding hearings for its approval.

Table 11-2. Summary of Planned Development in the Project Vicinity

Proposed Development	Description
East Franklin Specific Plan	Approximately 2,474 acres located 10 miles south of downtown Sacramento; calls for the development of 10,103 dwellings supported by retail, commercial, parks, open spaces, schools, and public support facilities (Sacramento County 2000:ES-4).
South East Policy Area	Approximately 1,194 acres in southern Elk Grove; calls for the development of mixed-use community with a variety of residential neighborhoods, office and commercial uses, parks, open space, educational facilities, and public/quasi-public uses (Sacramento Metropolitan Air Quality Management District 2009b).
Laguna Ridge Specific Plan	Approximately 1,900 acres located in the south of Elk Grove Boulevard; calls for the development of a mix of land uses, including low-, medium- and high-density residential, neighborhood and community commercial, parks, open space, schools, and infrastructure (City of Elk Grove 2004:2.0-1-2.0-2)
Lent Ranch	Approximately 294.8 acres located in Elk Grove; calls for the development of six land use districts with regional shopping, community commercial, neighborhood commercial, office and entertainment, visitor commercial, and multi-use family residential uses (City of Elk Grove 2001:2.0-1)
Glenborough at Easton Project	Approximately 6,400-acres located along the south side of Highway 50 between Hazel Avenue and Prairie City Road; calls for the development of residential, recreation, and commercial uses (Sacramento County 2010d. The Easton Project. Available: http://www.msa2.saccounty.net/planning/Pages/TheEastonProject.aspx . Accessed December 16, 2010).
Jackson Highway Visioning Area	Approximately 22,000 acres, of which 12,000 acres is included in the expansion of the Urban Policy Area (UPA) proposed by the County of Sacramento 2030 General Plan update. Located in Sacramento county along Jackson Road (Sacramento County 2010. The Easton Project. Available: http://www.msa2.saccounty.net/planning/Pages/JacksonHighwayVisioningArea.aspx . Accessed December 16, 2010d).
East Elk Grove Specific Plan	Approximately 1,440 acres located in eastern Elk Grove; calls for the development of 4,300 dwellings (maximum) and various residential, commercial, industrial, parks, educational, and open spaces (Sacramento County 1996:1-2)
Vineyard Springs Comprehensive Plan	Approximately 2,650 acres located southeast of downtown Sacramento; calls for the development of residential, agricultural, educational, and parkland (Sacramento County 2010).
Florin Vineyard Gap Community Plan	Approximately 3,766 acres located in south Sacramento; calls for the development of agricultural, commercial and office, industrial, residential, recreation, and urban development areas (Sacramento County 2009:2-4).
North Vineyard Station Specific Plan	Approximately 1,597 acres located 13 miles southeast of downtown Sacramento; calls for the development of 6,050 housing units, 78 acres of parkland, 22 acres of schools, 39 acres of business and professional, a 20-acre golf course, a 5-acre regional transit site, and 293 acres of open space, parkway, landscape, street, public services, and railroad right-of-way (Economic & Planning Systems, Inc. 2004:1)
Arboretum-Waegell Specific Plan	Approximately 1,349 acres located east of Sunrise Boulevard; calls for the development of 5,037 dwellings, 48 acres of retail and commercial uses, 450 acres of stream corridor, reserves, and vernal pools, and a joint junior high and high school site (City of Rancho Cordova 2010a)

Proposed Development	Description
Suncreek Specific Plan	Approximately 1,253 acres located east of Sunrise Boulevard; calls for the development of 5,500 dwelling units, five schools, 218 acres of wetland preserves, 123.9 acres of park and trail system, and 22 acres of commercial and village commercial opportunities (City of Rancho Cordova 2010b).
Westborough Specific Plan	Located south of US 50 and north of White Rock Road. The plan is in the initial planning stages and no specific developments have been proposed.
Rio del Oro Specific Plan	Approximately 3,828 acres located south of White Rock Road; calls for the development of 11,601 dwelling units, a variety of commercial land uses, business parks, industrial parks, parks facilities (public and private), open space areas, a 507-acre wetland preserve area, and two elderberry preserve areas (City of Rancho Cordova 2010c).
Heritage Falls Project	Approximately 238 acres located west of Grant Line Road; calls for the development of 960 dwellings, a 5.5-acre school site, five private parks, a recreation center, a public park, a creekway, and pedestrian paseos (City of Rancho Cordova 2008:2.0-2).
North Douglas Project	Approximately 42 acres located 0.8 miles north of Douglas Road; calls for the development of 153 dwellings, 20 acres of wetland preserve, and a 4-acre neighborhood (City of Rancho Cordova 2006b:2.0-3).
Grant Line East Visioning Area	Approximately 8,000 acres in southeast Sacramento County. The project is in the initial planning stages and no specific developments have been proposed.
Cordova Hills Community Plan	Approximately 2,419 acres in southeastern Sacramento County; calls for the development of 1,104 acres of residential, 87.2 acres of mixed use, 67.8 acres of retail, 33.8 acres of mixed use/office/retail, and 1,126.3 acres of school, parks, road/utilities, detention basins, and open space (Sacramento County 2008:3).

11.2.3 Regulatory Setting

The most direct regulation of land use and development in the project area is provided by city and county governments, but state statutes and regulations also influence land use planning. An overview of land use regulation in the project area is provided below.

11.2.3.1 State

The California Land Conservation Act of 1965

The California Land Conservation Act of 1965, commonly referred to as the Williamson Act, is the state's primary program for the conservation of private land in agricultural and open space use (Government Code Section 51200 *et seq.*). It is a voluntary, locally administered program that offers reduced property taxes on lands that have enforceable restrictions on their use through contracts between individual landowners and local governments.

Farmland Mapping and Monitoring Program Classification

The Department of Conservation (DOC) Farmland Mapping and Monitoring Program (FMMP) tracks changes in agricultural land use on a regular basis. This information is available for planning purposes, but the FMMP is not a regulatory program. The FMMP prepares important farmland maps periodically for most of the state's agricultural areas based on information from Natural Resources

Conservation Service (NRCS) soil survey maps, Land Inventory and Monitoring (LIM) criteria developed by NRCS, and land use information mapped by the DWR. These criteria generally are expressed as definitions that characterize the land's suitability for agricultural production, physical and chemical characteristics of the soil, and actual land use. Important farmland maps and statistical summaries generally are updated every 2 years.

The important farmland mapping system incorporates eight mapping categories, five categories relating to farmland and three categories associated with lands used for nonagricultural purposes. The five farmland mapping categories are summarized below.

- **Prime Farmland:** Lands with the combination of physical and chemical features best able to sustain long-term production of agricultural crops. The land must be supported by a developed irrigation water supply that is dependable and of adequate quality during the growing season. It also must have been used for the production of irrigated crops at some time during the 4 years before mapping data were collected.
- **Farmland of Statewide Importance:** Lands with agricultural land use characteristics, irrigation water supplies, and physical characteristics similar to those of prime farmland but with minor shortcomings, such as steeper slopes or less ability to retain moisture.
- **Unique Farmland:** Lands with lesser-quality soils used for the production of California's leading agricultural cash crops. These lands usually are irrigated but may include nonirrigated orchards or vineyards, as found in some of the state's climatic zones.
- **Farmland of Local Importance:** Lands of importance to the local agricultural economy, as determined by each county's board of supervisors and a local advisory committee.
- **Grazing Land:** Lands in which the existing vegetation is suited to the grazing of livestock.

Prime farmland, farmland of statewide importance, farmland of local importance, and grazing land are located in the project vicinity (California Department of Conservation 2009). Figure 11-3 shows designated farmland located in the vicinity of the study area.

11.2.3.2 Local

General Plans

The most comprehensive land use planning for the project area is provided by city and county general plans, which local governments are required by state law to prepare as a guide for future development. The general plan contains goals and policies concerning topics that are mandated by state law or that the jurisdiction has chosen to include. Although each general plan must be internally consistent, city and county general plans are not required to be consistent with each other. Most general plans include areas outside of city limits; however, they have no legal effect outside their city's or county's jurisdiction other than that accorded the designations by cooperating agencies on a policy basis. Table 11-3 lists the specific general plan elements/sections that apply to the proposed project with respect to land use.

Table 11-3. Applicable Local General Plans

Jurisdiction	Document	Section
El Dorado County	General Plan (2004)	Land Use, Transportation and Circulation, Conservation and Open Space, Agriculture and Forestry, and Parks and Recreation Elements
Sacramento County	General Plan (1993) ^a	Land Use, Circulation, Open Space, Agriculture, and Safety Elements; Transit Oriented Development Design Guidelines
City of Elk Grove	General Plan (2009)	Circulation, Conservation, Economic Development, Land Use, Parks/Trails/Open Space, and Safety Elements
City of Folsom	General Plan (1993)	Land Use, Transportation and Circulation, Open Space and Conservation, Safety, and Parks and Recreation Elements.
City of Rancho Cordova	General Plan (2006a)	Land Use, Urban Design, Economic Development, Circulation, Open Space Parks and Trails, Natural Resources, and Safety Elements.

Sources: City and County general plans as noted.

^a As of preparation of this document, the County of Sacramento General Plan Update is still underway.

Community and Specific Plans

As an adjunct to its general plan, a city or county may adopt community or specific plans for smaller, more specific areas within their jurisdiction. These more localized plans provide for focused guidance for developing a specific area, with development standards tailored to the area, as well as systematic implementation of the general plan. Community and specific plans of importance to the proposed project include the plans described above as well as Sacramento County's Florin-Vineyard, Laguna, Rio Linda/Elverta, and South Sacramento Community Plans and the North Vineyard Station, and Mather Specific Plans, as well as El Dorado County's El Dorado Hills Specific Plan.

South Sacramento Habitat Conservation Plan

The South Sacramento Habitat Conservation Plan (SSHCP) is in preparation. The SSHCP area encompasses 345,000 acres in southern Sacramento County. Sacramento County is partnering with the incorporated cities of Rancho Cordova and Galt and is seeking to include the city of Elk Grove to further the regional planning goals of the SSHCP.

The SSHCP has not been implemented and an implementation date has not been identified, but the intent is to provide a regional approach to balancing development against conservation and protection of habitat, open space, and agricultural lands in the plan area.

The SSHCP would be implemented through an agreement between state/federal resource agencies (anticipated to be the USFWS, DFG, the USACE, and the State Water Board) and the plan participants (currently identified as Sacramento County, City of Elk Grove, City of Rancho Cordova, and the Capital Southeast Connector JPA). The SSHCP would protect 30 species of plants and wildlife, including 10 that are listed as threatened or endangered under the ESA or CESA. The SSHCP also protects vernal pool, wetland, and stream habitats that are subject to the federal CWA and

California's Porter-Cologne Water Quality Control Act. The SSHCP also seeks a programmatic Streambed Alteration Agreement under Fish and Game Code Sections 1600, *et seq.*

Sacramento Area Council of Governments Preferred Blueprint Scenario for 2050

SACOG is the regional transportation planning organization for Sacramento County. As an association of local governments, its members include the six counties in the Sacramento region—El Dorado, Placer, Sacramento, Sutter, Yolo and Yuba Counties—and 22 cities. The Preferred Blueprint Scenario serves as a framework to guide local government decisions related to growth and transportation planning through 2050 and is the basis for SACOG's Metropolitan Transportation Plan (MTP) for 2035, the long-range transportation plan for the region. The blueprint was developed through an extensive program of community involvement and describes a scenario by which the region may develop in a more compact pattern to the benefit of air quality, transportation access, farmland protection, and resource conservation goals.

The blueprint (and SACOG itself) exerts no authority over county and city land use decisions. However, most of the counties and cities in the region consider the blueprint in their planning and land use decisions.

Since adoption of the blueprint, SACOG has incorporated its growth scenario and assumptions into the 2035 MTP. The scenarios and assumptions will be refined as SACOG prepares the next edition of its MTP and complies with the “sustainable communities strategy” requirements enacted by Senate Bill (SB) 375 of 2008. In brief, the updated MTP will include a sustainable communities strategy intended to establish a pattern of land uses that will result in a reduction in regional GHG emissions from automobiles and light trucks of 7% by 2020 and 16% by 2035.

11.3 Impact and Mitigation Discussion

11.3.1 Thresholds of Significance

Appendix G of the State CEQA Guidelines identifies environmental issues to be considered when determining whether a project could have significant impacts on the environment. The project would have a significant impact on land use or agriculture if it would:

- physically divide an established community;
- conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect;
- conflict with any applicable HCP or NCCP;
- convert prime farmland, unique farmland, or farmland of statewide importance (farmland), as shown on the maps prepared pursuant to the FMMP of the California Resources Agency, to nonagricultural use;
- conflict with existing zoning for agricultural use, or a Williamson Act contract; or
- involve other changes in the existing environment which, because of their location or nature, could result in conversion of farmland to nonagricultural use.

11.3.2 Approach and Methodology

The land use analysis focuses on land uses most likely to be affected by the construction and implementation of the proposed project, potential conflicts or inconsistencies between the proposed plan and adopted land use policies of the various jurisdictions in the study area, and potential conflicts or inconsistencies between the proposed project and adopted HCPs or NCCPs of the various jurisdictions in the study area.

The agricultural resources analysis focuses on agricultural resources most likely to be affected by the construction and implementation of the proposed project. Agricultural resources impacts are evaluated by identifying the particular type of resource that could be affected by the projects. To conduct the farmland analysis, the project alignment was compared with the farmland maps previously referenced to determine the extent of the physical impacts of the proposed project on important agricultural lands.

11.3.3 Impacts of the Proposed Project

This section describes potential impacts on land use and planning that could result from implementation of the proposed project and options, and mitigation to reduce significant impacts. Components of the proposed project will be subject to further environmental review at such time as they are proposed for local approval.

Impact LU-1: Physically Divide an Established Community

The proposed project would include the development of thoroughfare, expressway, and rural road segments. Additionally, it would include sidewalks and Class II bike lanes within the right-of-way. Grade-separated interchanges also would be included along the proposed expressway segments. The proposed project would improve mobility within and between established communities.

As indicated in Table 11-1 and accompanying discussion, existing land uses in the project study area include primarily agricultural uses followed by unclassified uses. Smaller areas of commercial, industrial, mixed-use, recreational, and residential uses also are located adjacent to the proposed corridor.

Road widening or other capacity increases included under the proposed project would involve existing rights-of way and would require acquisition of adjacent parcels. Proposed construction of interchanges would also require land acquisition adjacent to the rights-of way. Proposed acquisition of adjacent parcels would result in the loss of a particular land use. The proposed project may limit or block existing residential driveways or commercial access to the existing roadway along various portions of the proposed alignment.

Proposed road widening may result in blocked access for bicyclists and pedestrians where access points are removed. However, as described in the project description, the project would incorporate sidewalks and bike lanes within the rights-of-way for the Sheldon area and thoroughfare segments.

The potential for temporary disruption of local access would be considered a potentially significant impact. Mitigation Measure Haz-3, "Implement a Traffic Management Plan and Construction Scheduling", which includes provisions for maintaining access to businesses and residences during construction and notifying potential customers, would reduce this impact to a less-than-significant level. This mitigation measure is described in detail in Chapter 9.

Impact LU-2: Conflict with Applicable Land Use Plans and Policies

The proposed project would be subject to various regional and local plans and policies as described under Regional Overview. The proposed project is included in the adopted MTP and therefore would be considered consistent. Specifically, the proposed project includes fewer lanes than envisioned in the current MTP. As discussed above, SACOG is in the process of updating the MTP and the proposed project has been included in the draft scenarios of the MTP. Furthermore, the local jurisdictions in which the proposed alignments are located are participants in the MTP. Therefore, the proposed project is anticipated to be consistent with local plans and policies. There would be no impact.

Impact LU-3: Conflict with Habitat Conservation Plan or Natural Community Conservation Plan

As previously indicated, the proposed SSHCP is in preparation. The geographic scope of the SSHCP would include the project study area, except for the city of Folsom and El Dorado County. As part of the proposed project, the JPA has approved participation in the preparation of the proposed SSHCP. This participation would help meet the project objective related to open space acquisition and habitat preservation. Once approved, the SSHCP will be an agreement between state/federal wildlife and wetland regulators and local jurisdictions that provides a regional approach to addressing issues related to urban development, habitat conservation, and agricultural protection. Project implementation is not anticipated to conflict with the SSHCP. No impact would occur.

Impact LU-4: Convert Farmland to Nonagricultural Uses

The proposed project would traverse approximately 3,237 acres of FMMP classified farmland as summarized in Table 11-4.

Table 11-4. Farmland Mapping and Monitoring Program Classified Land—Proposed Project

Farmland Mapping and Monitoring Program Classification	Acreage	% of Total Area
Urban and Built-Up Land	306.42	9
Grazing Land	1,519.48	47
Farmland of Local Importance	471.35	15
Prime Farmland	3.91	.1
Farmland of Statewide Importance	526.02	16
Unique Farmland	64.75	2
Other Land	344.55	11

Source: California Department of Conservation 2010.

The proposed project would require the acquisition of land in the study area for roadway expansion and construction of other project components. Therefore, construction and operation of the project could result in the conversion of up to 1,066 acres of important farmland, of which 3.91 acres are prime farmland, and more than 1,500 acres of grazing land, to roadway uses. The actual amount of farmland acquired and used for roadway expansion could be less, as specific roadway design could potentially avoid areas of important farmland. However, as discussed in Chapter 18, Sacramento County has had substantial losses of farmland over the past decade. In the context of county trends

in agricultural conversion, this is considered a significant impact. Mitigation Measure LU-1 would reduce this impact, but not to a less-than-significant level.

Mitigation Measure LU-1: The Proponent Agency Will Implement One or More of the Following Measures as Feasible to Reduce Impacts on Significant Farmland

- Design the proposed project to avoid or minimize the direct conversion of important farmland to nonagricultural uses. During preliminary design, the JPA or member agencies will locate the proposed project to avoid or minimize loss of agricultural lands or potential for fragmenting agricultural lands or production.
- For important farmland (prime, statewide, and local) converted by the project, important farmland of the same category will be protected from development at a minimum ratio of 1:1. Productive off-site agricultural land subject to conversion will be protected through the purchase or transfer of its development rights and establishment of a farmland conservation easement over the agricultural land. The proponent agency may provide funds to an agricultural land trust or similar nongovernmental agency for the purchase of land or development rights and establishment of a farmland conservation easement.

Impact LU-5: Conflict with Existing Zoning for Agricultural Use or a Williamson Act Contract

Several parcels containing Williamson Act contracts are located along the project alignment. As shown in Figure 11-3, the project would traverse parcels designated prime farmland, non-prime farmland (nonrenewal) and non-prime farmland totaling 591.67 acres. Approximately 301.87 acres are designated non-prime farmland, 151.49 acres are designated non-prime farmland (nonrenewal), and 138.31 acres are designated prime farmland.

Although proposed development would occur mostly in existing right-of-way, it would require the acquisition of adjacent land for proposed roadway expansion and construction of other project components. This could result in the loss of farmland, including land subject to Williamson Act contracts. The impact would be considered significant. As described above, Mitigation Measure LU-1 would reduce the impact, but, depending on the specific project design, potentially not to a less-than-significant level.

Impact LU-6: Involve Other Changes That Could Result in Conversion of Farmland

As previously described, potential acquisition of agricultural lands for project development would result in the direct conversion of farmland to transportation-related uses. Because the proposed project would run along existing roadway alignments for most of the corridor, land acquisition for the project would not generally result in the division of parcels used for agriculture, a common cause of indirect conversion of farmland. Some farming operations involve multiple parcels and need to cross the rural roads in the project area. The project would reduce immediate access between such parcels, but is not expected to eliminate access to the extent that the land would be isolated, no longer viable to farm, and eventually convert to another use as a result. Therefore, the proposed project would not involve other changes that could result in the conversion of farmland. Because the proposed project could inadvertently affect farming operations for adjacent parcels, this would be considered a potentially significant impact. As described above, Mitigation Measure LU-1 would reduce this impact to a less-than-significant level.

11.3.4 Impacts of the Off-Corridor Multi-Use Path Alternative

Impact LU-1: Physically Divide an Established Community

The construction of the off-corridor multi-use path would not itself result in any division of an existing community, as it will be constructed along existing waterways. This alternative would not add impacts in this area. There is no impact.

Impact LU-2: Conflict with Applicable Land Use Plans and Policies

The construction of the off-corridor multi-use path would not itself result in any conflicts with plans and policies, as it will implement regional policies for trail connectivity. This alternative would not add impacts in this area. There is no impact.

Impact LU-3: Conflict with Habitat Conservation Plan or Natural Community Conservation Plan

Similar to the proposed project, the design alternative area is located within the boundaries of the proposed SSHCP. The geographic scope of the SSHCP would include the trail alignment. Trail completion is not anticipated to conflict with the SSHCP. No impact would occur.

Impact LU-4: Convert Farmland to Nonagricultural Uses

This design would traverse approximately 2,878 acres of FMMP classified farmland as summarized in Table 11-5, of which 411.32 acres are important farmlands.

**Table 11-5. Farmland Mapping and Monitoring Program Classified Land—
Off Corridor Multi-Path Design Alternative**

Farmland Mapping and Monitoring Program Classification	Acreage	% of Total Area
Urban and Built-Up Land	634.74	22
Grazing Land	1,371.77	48
Farmland of Local Importance	320.63	11
Farmland of Statewide Importance	83.84	3
Unique Farmland	6.85	.2
Other Land	467.10	16

Source: California Department of Conservation 2010.

Construction and operation of this design alternative could result in loss of parcels designated farmland. Similar to the proposed project, this would result in the conversion of existing uses to transportation uses. This would be considered a potentially significant impact. Impacts would be similar to those anticipated under the proposed project. As described above, Mitigation Measure LU-1 would reduce this impact, but not to a less-than-significant level.

Impact LU-5: Conflict with Existing Zoning for Agricultural Use or a Williamson Act Contract

Similar to the proposed project, parcels containing Williamson Act contracts are located along this proposed alternative. Specifically, this design alternative would traverse parcels designated non-prime farmland (155.82 acres), non-prime farmland (nonrenewal) (150.59 acres), and prime farmland (76.52 acres). Impacts would be similar to those anticipated under the proposed project. As described above, Mitigation Measure LU-1 would reduce this impact, but not to a less-than-significant level.

Impact LU-6: Involve Other Changes That Could Result in Conversion of Farmland

Implementation of this alternative could potentially result in nuisance uses alongside agricultural operations, as trail users could have access in limited areas to farmland now protected from public access. However, much of the trail already exists, or will run along existing open space corridors limiting this impact to a less than significant level.

11.3.5 Impacts of the Project Options

11.3.5.1 Kammerer Road Bypass

Impact LU-1: Physically Divide an Established Community

This option would avoid existing residential areas located along the existing and proposed Kammerer Road. Therefore, implementation of this option is not anticipated to add impacts related to the division of an established community. There would be no impact.

Impact LU-2: Conflict with Applicable Land Use Plans and Policies

Similar to the proposed project, this option would be subject to applicable regional and local land use plans and policies including the goals and policies of the City of Elk Grove General Plan. The design option would not conflict with the general circulation policies (C1-1 and C1-2) included in the Circulation Element of the Elk Grove General Plan. Impacts would be similar to those anticipated to occur under the proposed project. There would be no impact.

Impact LU-3: Conflict with Habitat Conservation Plan or Natural Community Conservation Plan

Similar to the proposed project, this option is located within the boundaries of the proposed SSHCP and impacts would be similar to those anticipated to occur under the proposed project. There would be no impact.

Impact LU-4: Convert Farmland to Nonagricultural Uses

This design option would traverse approximately 454 acres of FMMP classified farmland, of which 387.99 acres are important farmlands as summarized in Table 11-6.

Table 11-6. Farmland Mapping and Monitoring Program Classified Land—Kammerer Road Bypass

Farmland Mapping and Monitoring Program Classification	Acreage	% of Total Area
Grazing Land	44.68	10
Farmland of Local Importance	150.36	33
Prime Farmland	3.92	.9
Farmland of Statewide Importance	233.71	51
Unique Farmland	6.85	2
Other Land	14.05	3

Source: California Department of Conservation 2010.

Construction and operation of this option could result in the additional loss of parcels designated farmland. This would result in the conversion of existing uses to transportation uses. This would be considered a significant impact. Impacts would be similar to those anticipated under the proposed project. As described above, Mitigation Measure LU-1 would reduce this impact, but not to a less-than-significant level.

Impact LU-5: Conflict with Existing Zoning for Agricultural Use or a Williamson Act Contract

Lands containing Williamson Act contracts are located along this proposed option. The proposed alignment under this option would traverse parcels designated non-prime farmland (36.01 acres) and prime farmland (36.01 acres). Impacts would be similar to those anticipated under the proposed project. Mitigation Measure LU-1 would reduce the impact, but, depending on the specific project design, not to a less-than-significant level.

Impact LU-6: Involve Other Changes That Could Result in Conversion of Farmland

As previously described, designated farmlands are located in the general vicinity of the proposed design option. As indicated in Impact LU-4, proposed implementation of the design option may require acquisition of farmland. This design option would be designed to avoid affecting existing farm headquarters, and would avoid splitting farm parcels. Therefore, this option would not result in additional indirect conversion of farmland.

11.3.5.2 Deer Creek Causeway Options

Impact LU-1: Physically Divide an Established Community

For either Deer Creek Causeway Option, no additional impacts would occur related to division of an established community, since it would run through undeveloped land. There is no impact.

Impact LU-2: Conflict with Applicable Land Use Plans and Policies

Construction of either option would be implemented consistent with policy and regulatory requirements related to construction in floodplains, and would have no access in that location. Therefore this design option would be consistent with plans and policies and there would be no impact.

Impact LU-3: Conflict with Habitat Conservation Plan or Natural Community Conservation Plan

Similar to the proposed project, this option is located within the boundaries of the proposed SSHCP and impacts would be similar to those anticipated to occur under the proposed project. There would be no impact.

Impact LU-4: Convert Farmland to Nonagricultural Uses

Design Option 1 would traverse approximately 873 acres of FMMP classified farmland, of which 701.73 are important farmlands, as summarized in Table 11-7.

Table 11-7. Farmland Mapping and Monitoring Program Classified Land—Deer Creek Causeway Design Option 1

Farmland Mapping and Monitoring Program Classification	Acreage	% of Total Area
Urban and Built-Up Land	2.29	.3
Grazing Land	11.20	1.2
Farmland of Local Importance	51.22	6
Prime Farmland	396.86	45
Farmland of Statewide Importance	278.13	32
Unique Farmland	26.74	3
Other Land	106.97	12

Source: California Department of Conservation 2010.

Similarly, Design Option 2 would traverse approximately 780 acres of FMMP classified farmland, of which 634.70 are important farmlands, as summarized in Table 11-8.

Table 11-8. Farmland Mapping and Monitoring Program Classified Land—Deer Creek Causeway Design Option 2

Farmland Mapping and Monitoring Program Classification	Acreage	% of Total Area
Urban and Built-Up Land	12.63	2
Grazing Land	5.88	.8
Farmland of Local Importance	55.68	7
Prime Farmland	330.79	42
Farmland of Statewide Importance	268.33	34
Unique Farmland	21.26	3
Other Land	86.27	11

Source: California Department of Conservation 2010.

Construction and operation of both Deer Creek Causeway Design Options 1 and 2 could result in loss of parcels designated farmland. This would result in the conversion of existing uses to transportation uses. This would be considered a significant impact. As described above, Mitigation Measure LU-1 would reduce this impact, but not to a less-than-significant level.

Impact LU-5: Conflict with Existing Zoning for Agricultural Use or a Williamson Act Contract

Similar to the proposed project, parcels containing Williamson Act contracts are located along both of the Deer Creek Causeway options. Specifically, Design Option 1 would traverse parcels designated non-prime farmland (76.33 acres), prime farmland (nonrenewal) (32.13 acres), and prime farmland (399.58 acres).

Design Option 2 also would traverse designated Williamson Act Contract lands. Specifically, Design Option 2 would traverse parcels designated non-prime farmland (53.07 acres), prime farmland (nonrenewal) (32.37 acres), and prime farmland (348.79 acres). Impacts under both Design Options 1 and 2 would be significant. As described above, Mitigation Measure LU-1 would reduce the impact, but, depending on the specific project design, not to a less-than-significant level.

Impact LU-6: Involve Other Changes That Could Result in Conversion of Farmland

As previously described, potential acquisition of agricultural lands for project development would result in the direct conversion of farmland to transportation-related uses. Because the proposed project would not run along existing roadway alignments, land acquisition for the project could result in the division of parcels used for agriculture, a common cause of indirect conversion of farmland. Therefore, the proposed project could involve other changes that could result in the conversion of farmland. This would be considered a significant impact. As described above, Mitigation Measure LU-1 would reduce this impact to a less-than-significant level.

11.3.5.3 Sheldon Reduced Access Roadway Option**Impact LU-1: Physically Divide an Established Community**

The design option would focus on improving internal circulation while maintaining existing access to business locations and was designed to minimize the impacts on the community identified for the project alignment. Under this option, the driveways and local roads would be combined or eliminated (with access provided via alternative connections). The remaining unsignalized access points will be right turn in/out.

For the Sheldon community, the proposed improvements, including the widening of the current right-of-way, increase in traffic and the restricted access to the proposed roadway, could result in permanent limitations on access from one side of the Sheldon community to the other side of the Grant Line Road. This impact is significant. Although numerous design considerations can be incorporated in the project to limit the disruption of the Sheldon community, because the project would involve additional right-of-way and would result in a wider roadway facility through Sheldon and more limited pedestrian and vehicle access on either side of Grant Line Road, no mitigation is available that that would reduce this impact to a less-than-significant level.

Impact LU-2: Conflict with Applicable Land Use Plans and Policies

This option would be consistent with applicable land use plans and policies. There is no impact.

Impact LU-3: Conflict with Habitat Conservation Plan or Natural Community Conservation Plan

Similar to the proposed project, this design option area is located within the boundaries of the proposed SSHCP. Impacts would be similar to those anticipated to occur under the proposed project. There is no impact.

Impact LU-4: Convert Farmland to Nonagricultural Uses

This design would traverse approximately 80.4 acres of important farmland as summarized in Table 11-9.

Table 11-9. Farmland Mapping and Monitoring Program Classified Land—Sheldon Reduced Access Roadway Design Option

Farmland Mapping and Monitoring Program Classification	Acreage	% of Total Area
Urban and Built-Up Land	78.14	25
Grazing Land	3.78	1
Farmland of Local Importance	40.65	13
Farmland of Statewide Importance	33.58	11
Unique Farmland	6.17	2
Other Land	151.51	48

Source: California Department of Conservation 2010.

Construction and operation of this design option could result in loss of important farmland. This would result in the conversion of existing farmland uses to transportation uses. This design option would add a small amount of farmland impact. As described above, Mitigation Measure LU-1 would reduce the impact, but, depending on the specific project design, not to a less-than-significant level.

Impact LU-5: Conflict with Existing Zoning for Agricultural Use or a Williamson Act Contract

Similar to the proposed project and other design options, parcels containing Williamson Act contracts are located along this design option. However, this option would affect substantially less Williamson Act Contract acreage than most of the other design options. Specifically, under this design option, the proposed alignment would traverse parcels designated prime farmland (5.01 acres), non-prime farmland (nonrenewal) (2.63 acres), and non-prime farmland (3.31 acres), totaling 10.95 acres. The conversion of approximately 5 acres of prime farmland is considered significant. Implementation of Mitigation Measure LU-1 will reduce the impact to a less-than-significant level.

Impact LU-6: Involve Other Changes That Could Result in Conversion of Farmland

For the area affected by this design option, it is unlikely that indirect conversion would occur, as most of the land in the area is developed with non-agricultural uses. No significant impact would occur.

11.3.5.4 Sheldon High Access Roadway Option

Impact LU-1: Physically Divide an Established Community

Under the Sheldon High Access Roadway option, Grant Line Road through Sheldon would be widened from four to six lanes with continued access of existing residential driveways and commercial access. Impacts would be less than those anticipated to occur under the project options. The segment of Grant Line Road running through the Sheldon area, from Bond Road to Calvine Road would be improved as warranted by traffic volumes. Existing driveways are anticipated to be maintained.

Impact LU-2: Conflict with Applicable Land Use Plans and Policies

Under the Sheldon High Access Roadway, the improvements to Grant Line Road would be made consistent with the Elk Grove General Plan. Improvements proposed under this option are not anticipated to conflict with applicable land use plans and policies including the City of Elk Grove General Plan. Impacts would be similar to those anticipated to occur under the proposed project. There would be no impact.

Impact LU-3: Conflict with Habitat Conservation Plan or Natural Community Conservation Plan

Implementation of this design option would not change the project's consistency with the boundaries of the proposed draft SSHCP. There is no impact.

Impact LU-4: Convert Farmland to Nonagricultural Uses

This design option would not traverse prime farmland but would convert as much as 72 acres of important farmland as summarized in Table 11-10. Impacts would be similar to those of the proposed project. As described above, Mitigation Measure LU-1 would reduce the impact, but, depending on the specific project design, not to a less-than-significant level.

Table 11-10. Farmland Mapping and Monitoring Program Classified Land—Sheldon High Access Roadway Design Option

Farmland Mapping and Monitoring Program Classification	Acreage	% of Total Area
Urban and Built-Up Land	98.38	32
Grazing Land	3.50	1
Farmland of Local Importance	41.69	13
Farmland of Statewide Importance	30.96	10
Unique Farmland	5.30	2
Other Land	132.14	42

Source: California Department of Conservation 2010.

Impact LU-5: Conflict with Existing Zoning for Agricultural Use or a Williamson Act Contract

Impacts on Williamson Act land under this design option would be similar to those of the proposed project. As described above, Mitigation Measure LU-1 would reduce the impact, but, depending on the specific project design, not to a less-than-significant level.

Impact LU-6: Involve Other Changes That Could Result in Conversion of Farmland

Impacts under this design option would be similar as those for the proposed project. As described above, Mitigation Measure LU-1 would reduce this impact to a less-than-significant level.