CITY OF ELK GROVE
DEVELOPMENT SERVICES DEPARTMENT

Waterman Brinkman Logistics Center Project

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

April 2022

RANEY PLANNING & MANAGEMENT, INC.
20 years
1501 Sports Drive, Suite A, • Sacramento • CA • 95834
Office 916.372.6100 • Fax 916.419.610

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Appendices

INITIAL STUDY
APRIL 2022

A. BACKGROUND

1. Project Title: Waterman Brinkman Logistics Center Project

2. Lead Agency Name and Address:
City of Elk Grove
Current Planning Department
8401 Laguna Palms Way
Elk Grove, CA 95758

3. Contact Person and Phone Number:
Sarah Kirchgessner
Senior Planner
(916) 478-2245

4. Project Location:
10000 Waterman Road and 9195 Brinkman Court
Elk Grove, CA 95758
APNs 134-0100-084, -085, and 134-0181-041

5. Project Sponsor's Name and Address:
Troy Estacio
Buzz Oates Construction
555 Capitol Mall, Suite 900
Sacramento, CA, 95814
(916) 379-3865

6. General Plan Designation: Heavy Industrial (HI)

7. Zoning Designation: Heavy Industrial (HI)

8. Required Approvals from Other Public Agencies: None

9. Surrounding Land Uses and Setting:

The Waterman Brinkman Logistics Center Project (Project) site consists of two separate lots: Lot A and Lot B. Currently, the Project site is vacant and undeveloped. The site consists primarily of ruderal grasses, which are regularly disked, as well as scattered oak trees, shrubs, and annual herbaceous vegetation. A remnant rail spur, previously associated with the Kingsford Charcoal Plant, is located south of Lot A, and the Union Pacific Railroad (UPRR) tracks extend west of the site boundary. Surrounding land uses include commercial development to the north, IN Self Storage and the East Elk Grove Water Treatment Plant to the east, industrial development to south and southwest, vacant land directly to the east and west, and single-family residential beyond the vacant land to the east and west. Jennie McConnell Park is located southwest of the Project site, and the Hudson Detention Basin is located to the east.

10. Project Description Summary:

    The Project would include construction of two one-story industrial/flex buildings. Building A, located on Lot A, would be approximately 252,503 square feet (sf), and Building B, located on Lot B, would be approximately 164,900 sf. In addition to the warehouses, a 8.92 acre-foot flood control detention basin, as well as an access road, would be developed on approximately 3.5 acres of land in the western portion of Lot A to address drainage issues associated with the northwestern corner of the Project site. Approval of the Project would require a Major Design Review.

11. Status of Native American Consultation Pursuant to Public Resources Code Section 21080.3.1:

    In compliance with Assembly Bill (AB) 52 (Public Resources Code [PRC] Section 21080.3.1), on December 3, 2020, the City provided formal notification letters to local tribes that had requested notification. The Wilton Rancheria initiated consultation under AB 52, and requested to complete a pedestrian survey of the Project site. The pedestrian survey was completed, the Wilton Rancheria approved the cultural and tribal cultural resources mitigation measures included in this Initial Study/Mitigated Negative Declaration (IS/MND), and further consultation is not required. Requests to consult were not received from any other contacted tribes.

B. SOURCES

All of the technical reports and modeling results used for the Project analysis are available upon request at the City of Elk Grove Current Planning Department, 8401 Laguna Palms Way, Elk Grove, California, Monday through Friday between 8:00 AM and 5:00 PM. The following documents are referenced information sources used for the purposes of this IS/MND:

1. Bole & Associates Environmental Consultants. *Phase I Environmental Site Assessment, APNs 134-011-084/-085, 9195 Brinkman Court, Elk Grove, Sacramento County, CA 95624.* March 3, 2020.
2. Brusca Associates, Inc. *Phase I Environmental Site Assessment, Waterman Road Property, APN 134-0181-041, Waterman Road, Elk Grove, Sacramento County, California.* October 23, 2019.
3. California Air Resources Board. *EMFAC Web Database*. Available at: https://www.arb.ca.gov/emfac/. Accessed August 2019.
4. California Air Resources Board. *The 2017 Climate Change Scoping Plan Update.* January 20, 2017.
5. California Department of Conservation. *California Important Farmland Finder.* Available at: https://maps.conservation.ca.gov/DLRP/CIFF/. Accessed October 2020.
6. California Department of Forestry and Fire Protection. *Sacramento County, Very High Fire Hazard Severity Zones in LRA, As Recommended by CAL FIRE*. July 30, 2008.
7. California Department of Transportation. *List of eligible and officially designated State Scenic Highways*. Available at: https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways. Accessed October 2020.
8. California Energy Commission. *Title 24 2019 Building Energy Efficiency Standards FAQ*. November 2018.

9. California Regional Water Quality Control Board, Central Valley Region. Order No. R5-2016-0020-01 NPDES No. CA0077682. April 2016.
10. California Tree and Landscape Consulting, Inc. *Arborist Report and Tree Inventory for 9195 Brinkman Court, City of Elk Grove, California*. March 30, 2020.
11. City of Elk Grove. *General Plan*. February 2019.
12. City of Elk Grove. *General Plan Update Draft Environmental Impact Report*. February 2019.
13. City of Elk Grove. *Municipal Code, Section 6.32.100.* Current through May 8, 2019.
14. City of Elk Grove. *Swainson's Hawk Program.* Available at: http://www.elkgrovecity.org/city_hall/departments_divisions/planning/resources_and_policies/swainsons_hawk_program. Accessed July 2019.
15. Cosumnes Fire Department. *2018 Annual Report*. 2020.
16. Cosumnes Fire Department. *Operations Division*. Available at: https://www.yourcsd.com/469/Operations-Division. Accessed August 2020.
17. HELIX Environmental Planning. *Waterman Road (10-Acre) Aquatic Resources Delineation Report.* February 2020.
18. HELIX Environmental Planning. *Waterman Road (10-Acre) Biological Resources Assessment.* January 2022
19. HELIX Environmental Planning. *Waterman Road (20.5-Acres) Aquatic Resources Delineation Report.* April 2021.
20. HELIX Environmental Planning. *Waterman Road (20.5-Acre) Biological Resources Assessment.* January 2022.
21. MCR Engineering, Inc. *Waterman and Brinkman Logistics Center On-Site Drainage Report*. February 17, 2021.
22. Native American Heritage Commission. *Native American Consultation, Pursuant to Senate Bill 18, Government Code §65352.3 and §65352.4, Waterman Brinkman Logistics Center PLNG20-016, Sacramento County.* October 20, 2020.
23. Office of Environmental Health Hazard Assessment. *Air Toxics Hot Spots Program Risk Assessment Guidelines, Guidance Manual for Preparation of Health Risk Assessments*. February 2015.
24. Raney Geotechnical Inc. *Geotechnical Investigation Brinkman and Waterman Development*. June 10, 2016.
25. Sacramento LAFCo and City of Elk Grove. *Elk Grove Sphere of Influence Amendment and Multi-Sport Park Complex Environmental Impact Report (SCH# 2015102067)*. June 2018.
26. Sacramento Metropolitan Air Quality Management District. *Climate Action Planning in the Sacramento Metropolitan Air Quality Management District*. November 2017.
27. Sacramento Metropolitan Air Quality Management District. *Guidance to Address the Friant Ranch Ruling for CEQA Projects in the Sac Metro Air District*. October 2020.
28. Saxelby Acoustics, LLC. *Environmental Noise Assessment Waterman Brinkman Logistics Center, City of Elk Grove, California*. January 20, 2021.
29. Sierra Nevada Arborists. *Arborist Report and Tree Inventory Summary, 10000 Waterman Road Project Site, City of Elk Grove, California*. September 16, 2019.
30. State Water Resources Control Board. *GeoTracker*. Available at: https://geotracker.waterboards.ca.gov/. Accessed October 2020.
31. U.S. Environmental Protection Agency. *User's Guide for the AMS/EPA Regulatory Model (AERMOD)*. December 2016.

C. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this Project, involving at least one impact that is "Less-Than-Significant with Mitigation Incorporated" as indicated by the checklist on the following pages.

☐ **Aesthetics**	☐ **Agriculture and Forest Resources**	☐ **Air Quality**
✖ **Biological Resources**	✖ **Cultural Resources**	☐ **Energy**
✖ **Geology and Soils**	✖ **Greenhouse Gas Emissions**	☐ **Hazards and Hazardous Materials**
✖ **Hydrology and Water Quality**	☐ **Land Use and Planning**	☐ **Mineral Resources**
✖ **Noise**	☐ **Population and Housing**	☐ **Public Services**
☐ **Recreation**	☐ **Transportation**	✖ **Tribal Cultural Resources**
☐ **Utilities and Service Systems**	☐ **Wildfire**	☐ **Mandatory Findings of Significance**

D. DETERMINATION

On the basis of this initial study:

☐ I find that the Proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

× I find that although the Proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the Project have been made by or agreed to by the applicant. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the Proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the Project MAY have a "potentially significant impact" or "potentially significant unless mitigated" on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the Project, nothing further is required.

Signature	Date
Sarah Kirchgessner, Senior Planner	City of Elk Grove
Printed Name	For

E. BACKGROUND AND INTRODUCTION

This Initial Study identifies and analyzes the potential environmental impacts of the Project. The information and analysis presented in this document is organized in accordance with the order of the California Environmental Quality Act (CEQA) checklist in Appendix G of the CEQA Guidelines. Where the analysis provided in this document identifies potentially significant environmental effects of the Project, mitigation measures are prescribed. The mitigation measures prescribed for environmental effects described in this IS/MND would be implemented in conjunction with the Project, as required by CEQA. The mitigation measures would be incorporated into the Project through project conditions of approval. The City would adopt findings and a Mitigation Monitoring/Reporting Program for the Project in conjunction with approval of the Project.

In February 2019, the City of Elk Grove approved a new General Plan and certified an associated Environmental Impact Report (EIR) for the updated General Plan (SCH No. 2017062058). The General Plan EIR is a program EIR, prepared pursuant to Section 15168 of the CEQA Guidelines (Title 14, California Code of Regulations [CCR], Sections 15000 *et seq*.). The General Plan EIR analyzed full implementation of the General Plan and identified measures to mitigate the significant adverse impacts associated with the General Plan. Consistent with Section 15150 of the CEQA Guidelines, applicable portions of the General Plan and General Plan EIR are incorporated by reference as part of this IS/MND. The referenced General Plan and General Plan EIR are available to the public for inspection at Elk Grove City Hall (8401 Laguna Palms Way) and online at the following web address:

http://www.elkgrovecity.org/city_hall/departments_divisions/planning/environmental_review

F. PROJECT DESCRIPTION

The following provides a description of the Project site location and setting, as well as the Project components and the discretionary actions required for the Project.

Project Location and Setting

The Project site is located along Waterman Road near Brinkman Court, in the City of Elk Grove, California (see Figure 1). The Project site consists of two separate lots: Lot A and Lot B. The term "Project site" hereafter refers to both Lot A and Lot B. Lot A is approximately 19.51 acres, and is identified by Assessor's Parcel Numbers (APNs) 134-0100-084 and 134-0100-085. Lot B is approximately 9.99 acres, and is identified by APN 134-0181-041 (see Figure 2). Per the City's General Plan, the Project site is designated Heavy Industrial (HI) and is zoned Heavy Industrial (HI).

Lot A historically contained the Kingsford Charcoal Company briquet factory, which operated between the mid-1960s and 1989. Lot B historically supported a rural residence, associated outbuildings, and vacant farmlands from at least the 1930s through the 1960s. By the 1970s, the former residence and outbuildings were razed, and the property was part of a larger area of land associated with the Kingsford Charcoal plant. The existing basin in the northwestern area of Lot A was built in order to provide fire protection for the Kingsford Charcoal plan. The Kingsford Charcoal plant was demolished in the early 1990s.

Currently, the Project site is vacant and undeveloped. The site consists primarily of ruderal grasses, which appear to be regularly disked, as well as scattered oak trees, shrubs, and annual herbaceous vegetation. A remnant rail spur, previously associated with the Kingsford Charcoal Plant, is located south of Lot A.

Figure 1
Regional Project Location

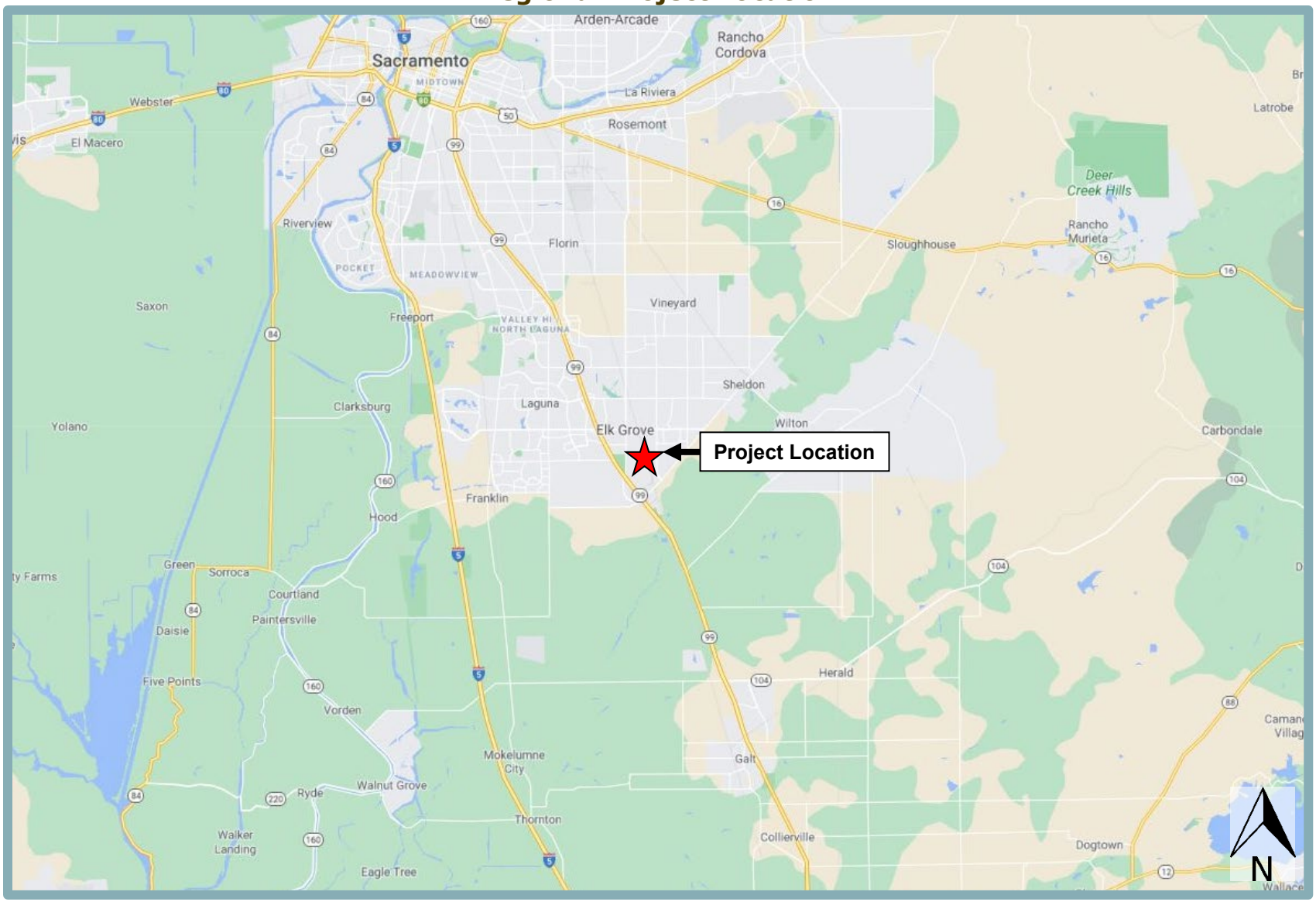
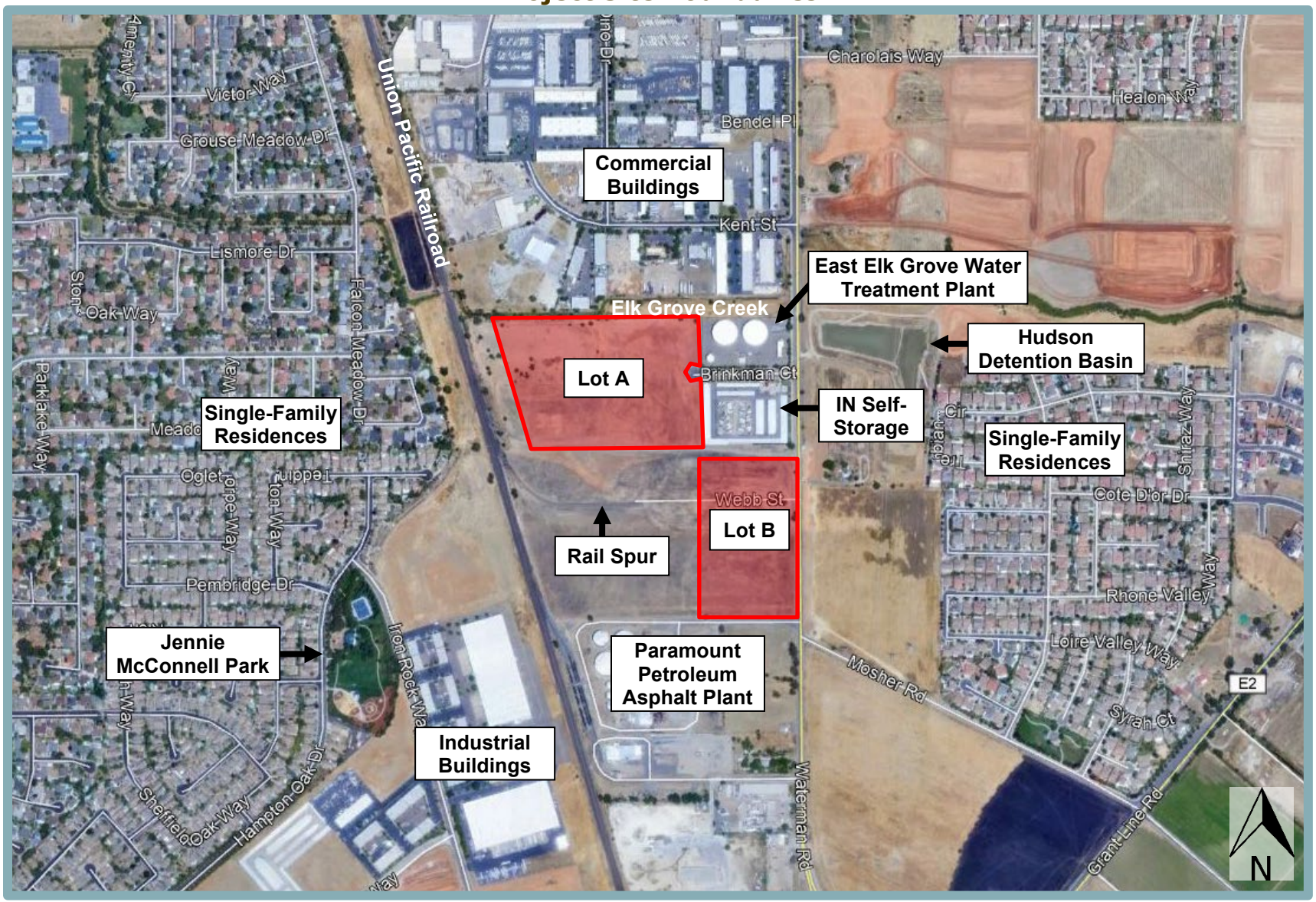


Figure 2
Project Site Boundaries



Surrounding land uses include commercial development to the north, IN Self Storage and the East Elk Grove Water Treatment Plant to the east, industrial development to south and southwest. UPRR tracks extend in the north-south direction to the west of the Project site. West of the UPRR tracks is a stretch of vacant land, single-family residences, and Jennie McConnell Park. To the east of the Project site, across Waterman Road, lies vacant land, single-family residences, and the Hudson Detention Basin. Elk Grove Creek is located to the north of Lot A.

Lot A is bound by the IN Self Storage facility, the East Elk Grove Water Treatment Plant, and the western terminus of Brinkman Court to the east, vacant land to the south, the UPRR to the west, and commercial buildings along Kent Street to the north. Lot A has a gentle slope with elevations ranging from approximately 50 feet to 43 feet. Approximately five acres at the northwest corner of Lot A is considered to be a FEMA Special Flood Hazard Area. As such, the northwest corner of Lot A is subject to periodic flooding.

Lot B is bound by Waterman Road to the east, the Paramount Petroleum Asphalt Plant to the south, vacant land to the west, and the IN Self Storage facility to the north. Lot B is relatively flat, with elevations ranging from 50 feet to 48 feet.

Project Components

The Project would include construction of two industrial/flex buildings: Building A on Lot A and Building B on Lot B. In addition to the warehouses, a flood control detention basin would be constructed on the western portion of Lot A (see Figure 3). A 20-foot-wide maintenance road/trail would be provided north of Lot A, along Elk Grove Creek. The maintenance road is planned by the City for future development as a multi-use trail. The Project components and requested approvals are discussed in detail below.

Building A

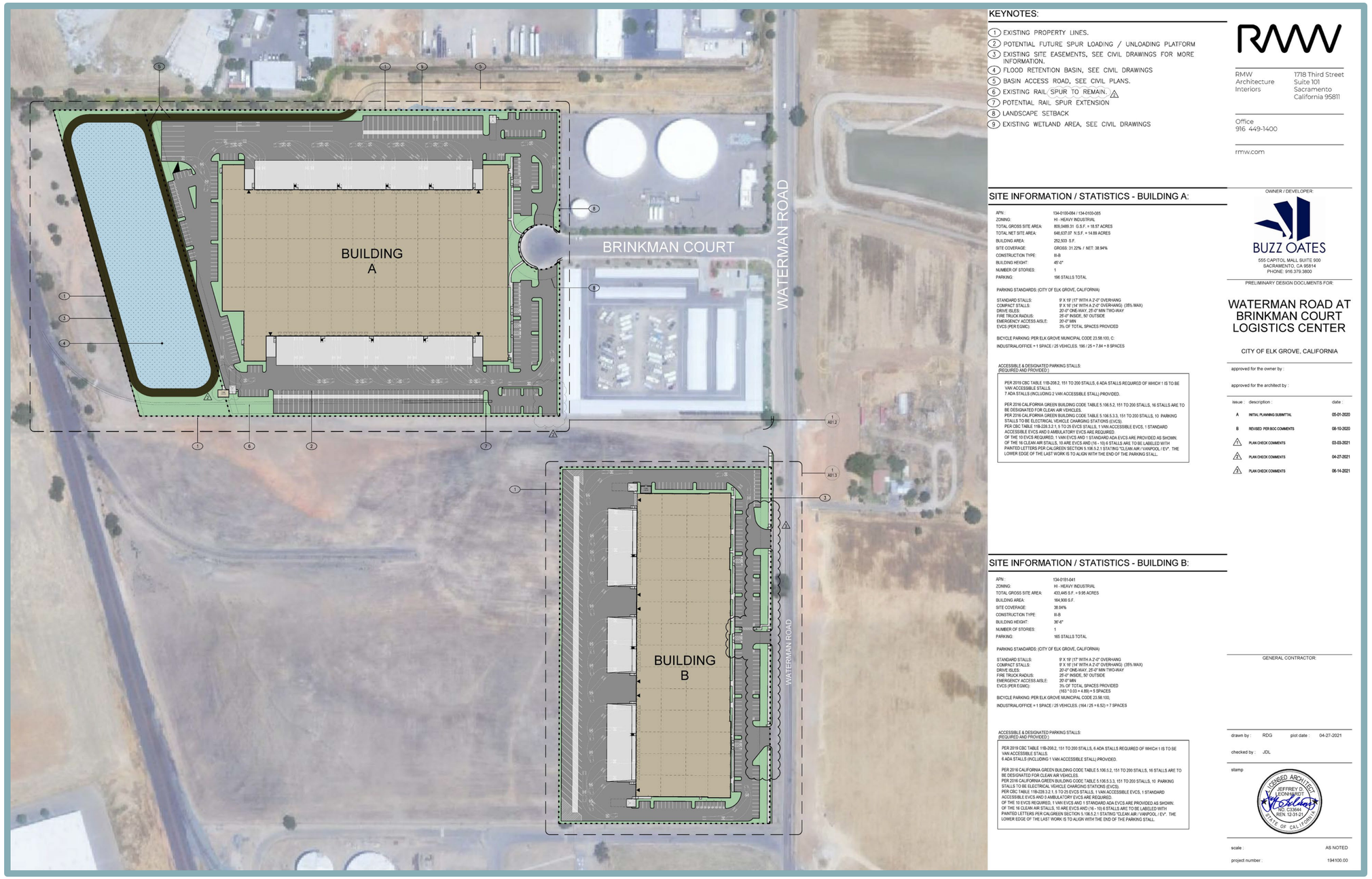
Building A would be an approximately 252,503-sf, one-story distribution warehouse building on Lot A. The development on Lot A would include 198 parking stalls, 69 dock positions, and four grade-level roll up doors (see Figure 4). The tenants for Building A are not known at this time, but the building is intended to be a standard warehousing storage facility that may be divisible into four separate tenants. Depending on the needs of the future tenants of Building A, the UPRR rail spur may be extended along the southern edge of Lot A.

Primary site access for Building A would be provided by two proposed site entrance drives along Brinkman Court, as well as a semi-truck access lane that would be separate from employee vehicle parking. The internal drive aisles would be 25 feet wide where parking occurs, and 20 feet wide where parking does not occur. New six-foot-wide pedestrian walkways and bicycle racks would be provided along the building frontage.

Building B

Building B would be an approximately 164,900-sf, one-story warehouse building on Lot B. The building would include 165 standard parking stalls, 49 trailer parking stalls, 35 dock positions, and six grade-level roll up doors (see Figure 5). The tenants for Building B are also currently unknown, but the building is intended to serve as a flex space (i.e., a combination of warehouse and office space) that may be divisible into six separate tenants.

Figure 3
Site Plan



KEYNOTES:

1. EXISTING PROPERTY LINES.
2. POTENTIAL FUTURE SPUR LOADING / UNLOADING PLATFORM
3. EXISTING SITE EASEMENTS, SEE CIVIL DRAWINGS FOR MORE INFORMATION.
4. FLOOD RETENTION BASIN, SEE CIVIL DRAWINGS
5. BASIN ACCESS ROAD, SEE CIVIL PLANS.
6. EXISTING RAIL SPUR TO REMAIN. ⚠
7. POTENTIAL RAIL SPUR EXTENSION
8. LANDSCAPE SETBACK
9. EXISTING WETLAND AREA, SEE CIVIL DRAWINGS

SITE INFORMATION / STATISTICS - BUILDING A:

APN :	134-0100-084 / 134-0100-085
ZONING:	HI - HEAVY INDUSTRIAL
TOTAL GROSS SITE AREA:	809,0489.31 G.S.F. = 18.57 ACRES
TOTAL NET SITE AREA:	646,637.07 N.S.F. = 14.89 ACRES
BUILDING AREA:	252,503 S.F.
SITE COVERAGE:	GROSS: 31.22% / NET: 38.94%
CONSTRUCTION TYPE:	III-B
BUILDING HEIGHT:	45'-0"
NUMBER OF STORIES:	1
PARKING:	196 STALLS TOTAL

PARKING STANDARDS: (CITY OF ELK GROVE, CALIFORNIA)

STANDARD STALLS:	9' X 19' (17' WITH A 2'-0" OVERHANG
COMPACT STALLS:	9' X 16' (14' WITH A 2'-0" OVERHANG) (35% MAX)
DRIVE ISLES:	25'-0" ONE-WAY, 25'-0" MIN TWO-WAY
FIRE TRUCK RADIUS:	25'-0" INSIDE, 50' OUTSIDE
EMERGENCY ACCESS AISLE:	20'-0" MIN
EVCS (PER EGMC):	3% OF TOTAL SPACES PROVIDED

BICYCLE PARKING: PER ELK GROVE MUNICIPAL CODE 23.58.100, C:

INDUSTRIAL/OFFICE = 1 SPACE / 25 VEHICLES. 196 / 25 = 7.84 = 8 SPACES

ACCESSIBLE & DESIGNATED PARKING STALLS: (REQUIRED AND PROVIDED)

PER 2019 CBC TABLE 11B-208.2, 151 TO 200 STALLS, 6 ADA STALLS REQUIRED OF WHICH 1 IS TO BE VAN ACCESSIBLE STALLS.
7 ADA STALLS (INCLUDING 2 VAN ACCESSIBLE STALL) PROVIDED.

PER 2016 CALIFORNIA GREEN BUILDING CODE TABLE 5.106.5.2, 151 TO 200 STALLS, 16 STALLS ARE TO BE DESIGNATED FOR CLEAN AIR VEHICLES.
PER 2016 CALIFORNIA GREEN BUILDING CODE TABLE 5.106.5.3.3, 151 TO 200 STALLS, 10 PARKING STALLS TO BE ELECTRICAL VEHICLE CHARGING STATIONS (EVCS).
PER CBC TABLE 11B-228.3.2.1, 5 TO 25 EVCS STALLS, 1 VAN ACCESSIBLE EVCS, 1 STANDARD ACCESSIBLE EVCS AND 0 AMBULATORY EVCS ARE REQUIRED.
OF THE 10 EVCS REQUIRED, 1 VAN EVCS AND 1 STANDARD ADA EVCS ARE PROVIDED AS SHOWN.
OF THE 16 CLEAN AIR STALLS, 10 ARE EVCS AND (16 - 10) 6 STALLS ARE TO BE LABELED WITH PAINTED LETTERS PER CALGREEN SECTION 5.106.5.2.1 STATING "CLEAN AIR / VANPOOL / EV". THE LOWER EDGE OF THE LAST WORK IS TO ALIGN WITH THE END OF THE PARKING STALL.

SITE INFORMATION / STATISTICS - BUILDING B:

APN :	134-0181-041
ZONING:	HI - HEAVY INDUSTRIAL
TOTAL GROSS SITE AREA:	433,445 S.F. = 9.95 ACRES
BUILDING AREA:	164,900 S.F.
SITE COVERAGE:	38.04%
CONSTRUCTION TYPE:	III-B
BUILDING HEIGHT:	36'-6"
NUMBER OF STORIES:	1
PARKING:	165 STALLS TOTAL

PARKING STANDARDS: (CITY OF ELK GROVE, CALIFORNIA)

STANDARD STALLS:	9' X 19' (17' WITH A 2'-0" OVERHANG
COMPACT STALLS:	9' X 16' (14' WITH A 2'-0" OVERHANG) (35% MAX)
DRIVE ISLES:	20'-0" ONE-WAY, 25'-0" MIN TWO-WAY
FIRE TRUCK RADIUS:	25'-0" INSIDE, 50' OUTSIDE
EMERGENCY ACCESS AISLE:	20'-0" MIN
EVCS (PER EGMC):	3% OF TOTAL SPACES PROVIDED (163 * 0.03 = 4.89) = 5 SPACES

BICYCLE PARKING: PER ELK GROVE MUNICIPAL CODE 23.58.100,

INDUSTRIAL/OFFICE = 1 SPACE / 25 VEHICLES. (164 / 25 = 6.52) = 7 SPACES

ACCESSIBLE & DESIGNATED PARKING STALLS: (REQUIRED AND PROVIDED)

PER 2019 CBC TABLE 11B-208.2, 151 TO 200 STALLS, 6 ADA STALLS REQUIRED OF WHICH 1 IS TO BE VAN ACCESSIBLE STALLS.
6 ADA STALLS (INCLUDING 1 VAN ACCESSIBLE STALL) PROVIDED.

PER 2016 CALIFORNIA GREEN BUILDING CODE TABLE 5.106.5.2, 151 TO 200 STALLS, 16 STALLS ARE TO BE DESIGNATED FOR CLEAN AIR VEHICLES.
PER 2016 CALIFORNIA GREEN BUILDING CODE TABLE 5.106.5.3.3, 151 TO 200 STALLS, 10 PARKING STALLS TO BE ELECTRICAL VEHICLE CHARGING STATIONS (EVCS).
PER CBC TABLE 11B-228.3.2.1, 5 TO 25 EVCS STALLS, 1 VAN ACCESSIBLE EVCS, 1 STANDARD ACCESSIBLE EVCS AND 0 AMBULATORY EVCS ARE REQUIRED.
OF THE 10 EVCS REQUIRED, 1 VAN EVCS AND 1 STANDARD ADA EVCS ARE PROVIDED AS SHOWN.
OF THE 16 CLEAN AIR STALLS, 10 ARE EVCS AND (16 - 10) 6 STALLS ARE TO BE LABELED WITH PAINTED LETTERS PER CALGREEN SECTION 5.106.5.2.1 STATING "CLEAN AIR / VANPOOL / EV". THE LOWER EDGE OF THE LAST WORK IS TO ALIGN WITH THE END OF THE PARKING STALL.

RMW

RMW Architecture Interiors
1718 Third Street Suite 101 Sacramento California 95811

Office 916 449-1400

rmw.com

OWNER / DEVELOPER:

BUZZ OATES
555 CAPITOL MALL, SUITE 900
SACRAMENTO, CA 95814
PHONE: 916.379.3800

PRELIMINARY DESIGN DOCUMENTS FOR:

WATERMAN ROAD AT BRINKMAN COURT LOGISTICS CENTER

CITY OF ELK GROVE, CALIFORNIA

approved for the owner by :

approved for the architect by :

issue :	description :	date :
A	INITIAL PLANNING SUBMITTAL	05-01-2020
B	REVISED PER BOC COMMENTS	08-10-2020
1	PLAN CHECK COMMENTS	03-03-2021
2	PLAN CHECK COMMENTS	04-27-2021
3	PLAN CHECK COMMENTS	06-14-2021

GENERAL CONTRACTOR:

drawn by : RDG plot date : 04-27-2021

checked by : JDL

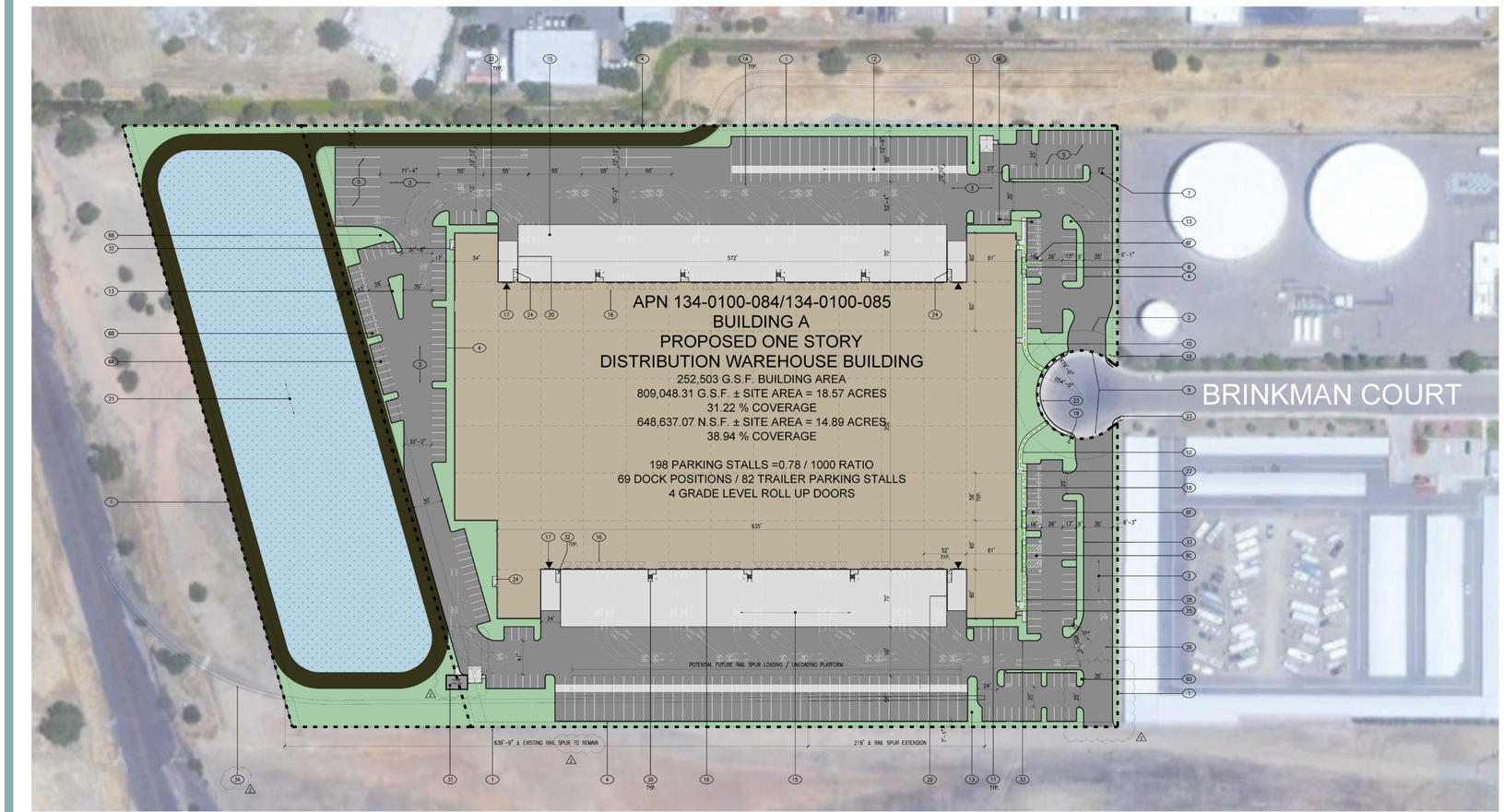
stamp

LICENSED ARCHITECT
JEFFREY D. LEONHARDT
No. C33644
REN: 12-31-21
STATE OF CALIFORNIA

scale : AS NOTED

project number : 194100.00

Figure 4
Building A – Site Plan



PRELIMINARY SITE PLAN - BUILDING A
SCALE: 1" = 50'-0"

KEYNOTES:

1. EXISTING PROPERTY LINES TO REMAIN
2. LANDSCAPE EASEMENT, SEE CIVIL DRAWINGS
3. PARKING AND DRIVE ISLES TO BE ASPHALTIC CONCRETE U.O.N., SEE CIVIL FOR MORE INFORMATION.
4. TYPICAL 6" TALL X 6" WIDE CONCRETE CURBS, SEE CIVIL DRAWINGS
5. TYPICAL 4" WIDE TRAFFIC STRIPING
6. TYPICAL PARKING:
   A. STANDARD STALLS: 9' X 19' OR 9' X 17' WITH 2' PARKING OVERHANG
   B. COMPACT STALLS: 8' X 16' OR 8' X 14' WITH 2' PARKING OVERHANG (30% MAX)
   C. ACCESSIBLE PARKING STALLS: 9' X 18' MIN. WITH 2' PARKING OVERHANG WITH 5' OR 8' WIDE LOADING ZONE AS SHOWN SEE DETAIL 12 SHEET A01.4
   D. DESIGNATED PARKING PER CAL-GREEN REQUIREMENTS FOR CAR/VAN POOL, FUEL EFFICIENT, EV & LOW-EMITTING VEHICLES.
   E. ELECTRIC VEHICLE CHARGING SPACES (STALLS LABELED "ELECTRIC VEHICLE CHARGING"), PER CGBC 5.106.5.2, TO FACILITATE FUTURE INSTALLATION CONDUIT, RING AND STRING SHALL BE INSTALLED AT THIS TIME AS PART OF THE SHELL CONSTRUCTION.
   F. ACCESSIBLE ELECTRIC VEHICLE CHARGING STALL, 1 VAN, 1 STANDARD. (RING AND STRING ONLY)
7. TYPICAL DRIVE ISLE, 25'-0" WIDE MINIMUM WHERE PARKING OCCURS, 20' MINIMUM WHERE NO PARKING OCCURS
8. CURB RAMP, SEE DETAIL 9/A01.4
9. PROPOSED LOCATION OF NEW SITE ACCESS DRIVE CURB CUT, SEE CIVIL DRAWINGS
10. NEW CONCRETE PEDESTRIAN WALKS. ASSUME ALL SIDEWALKS TO BE ACCESSIBLE PATH OF TRAVEL. SLOPE NOT TO EXCEED 1:20 (5%) IN DIRECTION OF TRAVEL. CROSS SLOPE NOT TO EXCEED 1:50 (2%) WHERE PARKING OVERHANG OCCURS, INCREASE WIDTH OF SIDEWALK TO 6'-0" MIN.
11. PROPOSED BUILDING EXTERIOR WALLS TO BE SITE CAST TILTED CONCRETE WALLS WITH REVEALS, A TEXTURED ELASTOMERIC COATING AND A MULTI-COLOR PAINT PALLET TO OCCUR AT THE ENTRANCE SIDES OF BUILDING. SEE EXTERIOR ELEVATIONS, SHEETS A03.1 & A03.2
12. SEMI TRAILER PARKING STALLS 13' X 55' (ANGLED WHERE OCCURS) W/ CONCRETE DOLLY PAD THROUGHOUT TRUCK PARKING, TYP. CONFIRM DEPTH AND LOCATION W/ G.C. BEFORE INSTALLATION.
13. TYPICAL LANDSCAPE PLANTER AREA, SEE LANDSCAPE DRAWINGS
14. SEMI TRACTOR TRAILER TEMPLATE SHOWN FOR REFERENCE ONLY
15. 70' DEEP CONCRETE TRUCK DOCK AND 60'-0" MIN CLEAR CONCRETE APPROACH / MANEUVERING AREA
16. LOADING DOCK ROLL UP DOOR, TYPICAL
17. GRADE LEVEL ROLL UP DOOR, TYPICAL
18. DASHED GREEN FILL LINE INDICATES PATH OF EGRESS / INGRESS FROM BUILDING PRIMARY ENTRY TO EXISTING STREET AND ACCESSIBLE PARKING STALLS OR TO EXTERIOR AREA OF ASSISTED RESCUE.
19. LOCATION OF SITE ENTRY SIGN REGARDING PARKING IN ACCESSIBLE PARKING STALLS. SEE DETAIL 15/A01.4
20. 8" WIDE X 6" TALL CONCRETE CURB WITH GUARDRAIL AT EACH SIDE LOADING DOCKS, TYP. SEE DETAIL 18/A01.4
21. FLOOD RETENTION BASIN, SEE CIVIL DRAWINGS
22. BICYCLE RACKS, SEE DETAIL 14/A01.4
23. LINE OF EXISTING STREET CURB.
24. DASH-DOT INDICATES AREA OF ASSISTED RESCUE
25. DASHED LINE OF ENTRY CANOPY ABOVE SEE FLOOR PLAN AND EXTERIOR ELEVATIONS
26. FIRE DEPARTMENT FIRE APPARATUS TURN TEMPLATE: 25' INSIDE RADIUS & 50' OUTSIDE RADIUS
27. SITE LIGHTING, SEE PHOTOMETRIC PLANS SHEETS PH1.1 THRU PH1.3
29. TRASH ENCLOSURE W/ 40'T. APPROACH, SEE DETAILS 1 & 2/A01.4
30. PREFABRICATED STEEL STAIR & BOLLARDS (WHERE APPLICABLE) – SEE DETAIL 10/A09.1, ENLARGE LANDINGS AT STAIRS WITH AREAS OF REFUGE.
31. LOCATION OF FIRE PUMP HOUSE & CONTROL ROOM, FIRE PROTECTION EQUIPMENT PERMITTED UNDER SEPARATE PERMIT. FOR PUMP BUILDING SEE SHEET A01.5.
32. TYPICAL LEVEL LANDING AT ALL EXTERIOR MAN DOORS. 2% MAX SLOPE AWAY FROM BUILDING FACE. LANDING SHALL BE 5'-0" DEEP AND ALIGN WITH THE OUTSIDE EDGE OF THE DOOR FRAME ON THE HINGE SIDE OF DOOR AND SHALL EXTEND 2'-0" MIN PAST THE STRIKE SIDE OF THE DOOR. LANDING TO BE ASPHALT AT TRUCK DOCK SIDE AND EAST SIDE OF BUILDING. LANDING TO BE CONCRETE AT NORTH AND WEST ELEVATIONS.
33. RED LINE INDICATES PAINTED TOP OR FRONT OF CURB TO BE PAINTED RED. STENCIL "NO PARKING FIRE LANE" IN 3 INCH WHITE LETTERS, EVERY 25 FEET.
34. DASHED LINE INDICATES EXISTING RAIL SPUR TO REMAIN.

RMW
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1718 Third Street Suite 101 Sacramento California 95811
Office 916 449-1400
rmw.com

OWNER / DEVELOPER:
BUZZ OATES
555 CAPITOL MALL, SUITE 900
SACRAMENTO, CA 95814
PHONE: 916.379.3800

PRELIMINARY DESIGN DOCUMENTS FOR:

WATERMAN ROAD AT BRINKMAN COURT LOGISTICS CENTER

CITY OF ELK GROVE, CALIFORNIA

approved for the owner by :

approved for the architect by :

issue :	description :	date :
A	INITIAL PLANNING SUBMITTAL	05-01-2020
B	REVISED PER EGC COMMENTS	08-10-2020
1	PLAN CHECK COMMENTS	03-03-2021
2	PLAN CHECK COMMENTS	04-27-2021

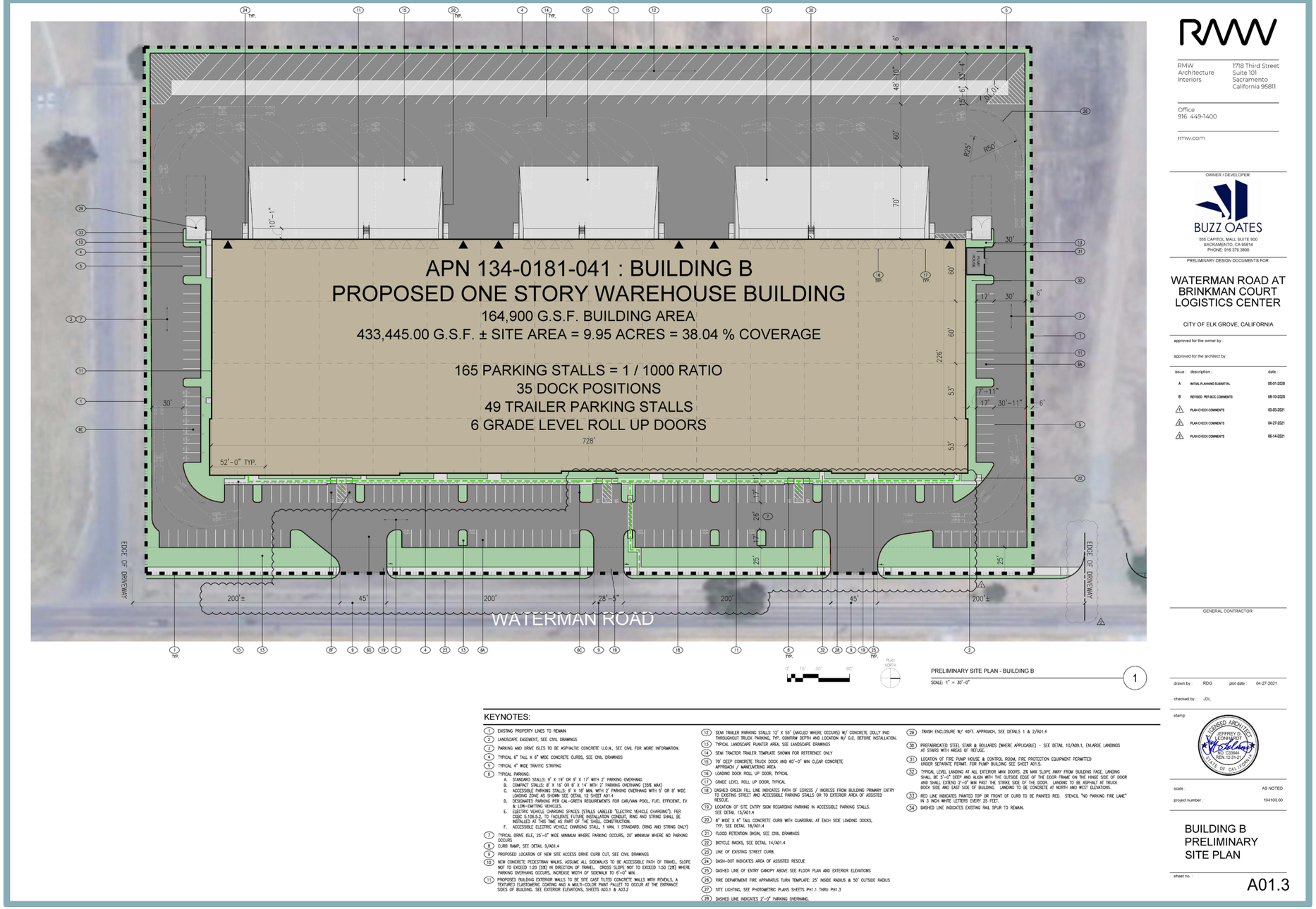
GENERAL CONTRACTOR:

drawn by : RDG plot date : 04-27-2021
checked by : JDL
stamp: REGISTERED ARCHITECT JEFFREY D. LECKINGHAM No. C33644 RENEWAL 12-31-21 STATE OF CALIFORNIA
scale : AS NOTED
project number : 194100.00

BUILDING A PRELIMINARY SITE PLAN

sheet no. : A01.2

Figure 5
Building B – Site Plan



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A	INITIAL PLANNING SUBMITTAL	05-01-2020
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1	PLAN CHECK COMMENTS	03-03-2021
2	PLAN CHECK COMMENTS	04-27-2021
3	PLAN CHECK COMMENTS	06-14-2021

GENERAL CONTRACTOR:

drawn by : RDG plot date : 04-27-2021

checked by : JDL

stamp

LICENSED ARCHITECT
JEFFREY D. LEONARD
No. C23044
REN. 12-31-21
STATE OF CALIFORNIA

scale : AS NOTED

project number : 194100.00

BUILDING B
PRELIMINARY
SITE PLAN

sheet no. :
A01.3

KEYNOTES:

1. EXISTING PROPERTY LINES TO REMAIN
2. LANDSCAPE EASEMENT, SEE CIVIL DRAWINGS
3. PARKING AND DRIVE ISLES TO BE ASPHALTIC CONCRETE U.O.N., SEE CIVIL FOR MORE INFORMATION.
4. TYPICAL 6" TALL X 6" WIDE CONCRETE CURBS, SEE CIVIL DRAWINGS
5. TYPICAL 4" WIDE TRAFFIC STRIPING
6. TYPICAL PARKING:
   - A. STANDARD STALLS: 9' X 19' OR 9' X 17' WITH 2' PARKING OVERHANG
   - B. COMPACT STALLS: 8' X 16' OR 8' X 14' WITH 2' PARKING OVERHANG (25% MAX)
   - C. ACCESSIBLE PARKING STALLS: 9' X 18' MIN. WITH 2' PARKING OVERHANG WITH 5' OR 8' WIDE LOADING ZONE AS SHOWN SEE DETAIL 12 SHEET A01.4
   - D. DESIGNATED PARKING PER CAL-GREEN REQUIREMENTS FOR CAR/VAN POOL, FUEL EFFICIENT, EV & LOW-EMITTING VEHICLES.
   - E. ELECTRIC VEHICLE CHARGING SPACES (STALLS LABELED "ELECTRIC VEHICLE CHARGING"). PER CGBC 5.106.5.2, TO FACILITATE FUTURE INSTALLATION CONDUIT, RING AND STRING SHALL BE INSTALLED AT THIS TIME AS PART OF THE SHELL CONSTRUCTION.
   - F. ACCESSIBLE ELECTRIC VEHICLE CHARGING STALL, 1 VAN, 1 STANDARD. (RING AND STRING ONLY)
7. TYPICAL DRIVE ISLE, 25'-0" WIDE MINIMUM WHERE PARKING OCCURS, 20' MINIMUM WHERE NO PARKING OCCURS
8. CURB RAMP, SEE DETAIL 9/A01.4
9. PROPOSED LOCATION OF NEW SITE ACCESS DRIVE CURB CUT, SEE CIVIL DRAWINGS
10. NEW CONCRETE PEDESTRIAN WALKS. ASSUME ALL SIDEWALKS TO BE ACCESSIBLE PATH OF TRAVEL. SLOPE NOT TO EXCEED 1:20 (5%) IN DIRECTION OF TRAVEL. CROSS SLOPE NOT TO EXCEED 1:50 (2%) WHERE PARKING OVERHANG OCCURS, INCREASE WIDTH OF SIDEWALK TO 6'-0" MIN.
11. PROPOSED BUILDING EXTERIOR WALLS TO BE SITE CAST TILT-UP CONCRETE WALLS WITH REVEALS, A TEXTURED ELASTOMERIC COATING AND A MULTI-COLOR PAINT PALLET TO OCCUR AT THE ENTRANCE SIDES OF BUILDING. SEE EXTERIOR ELEVATIONS, SHEETS A03.1 & A03.2
12. SEMI TRAILER PARKING STALLS 12' X 55' (ANGLED WHERE OCCURS) W/ CONCRETE DOLLY PAD THROUGHOUT TRUCK PARKING, TYP. CONFIRM DEPTH AND LOCATION W/ G.C. BEFORE INSTALLATION.
13. TYPICAL LANDSCAPE PLANTER AREA, SEE LANDSCAPE DRAWINGS
14. SEMI TRACTOR TRAILER TEMPLATE SHOWN FOR REFERENCE ONLY
15. 70' DEEP CONCRETE TRUCK DOCK AND 60'-0" MIN CLEAR CONCRETE APPROACH / MANEUVERING AREA
16. LOADING DOCK ROLL UP DOOR, TYPICAL
17. GRADE LEVEL ROLL UP DOOR, TYPICAL
18. DASHED GREEN FILL LINE INDICATES PATH OF EGRESS / INGRESS FROM BUILDING PRIMARY ENTRY TO EXISTING STREET AND ACCESSIBLE PARKING STALLS OR TO EXTERIOR AREA OF ASSISTED RESCUE.
19. LOCATION OF SITE ENTRY SIGN REGARDING PARKING IN ACCESSIBLE PARKING STALLS. SEE DETAIL 15/A01.4
20. 8" WIDE X 6" TALL CONCRETE CURB WITH GUARDRAIL AT EACH SIDE LOADING DOCKS, TYP. SEE DETAIL 18/A01.4
21. FLOOD RETENTION BASIN, SEE CIVIL DRAWINGS
22. BICYCLE RACKS, SEE DETAIL 14/A01.4
23. LINE OF EXISTING STREET CURB.
24. DASH-DOT INDICATES AREA OF ASSISTED RESCUE
25. DASHED LINE OF ENTRY CANOPY ABOVE SEE FLOOR PLAN AND EXTERIOR ELEVATIONS
26. FIRE DEPARTMENT FIRE APPARATUS TURN TEMPLATE: 25' INSIDE RADIUS & 50' OUTSIDE RADIUS
27. SITE LIGHTING, SEE PHOTOMETRIC PLANS SHEETS PH1.1 THRU PH1.3
28. DASHED LINE INDICATES 2'-0" PARKING OVERHANG.
29. TRASH ENCLOSURE W/ 45FT. APPROACH, SEE DETAILS 1 & 2/A01.4
30. PREFABRICATED STEEL STAIR & BOLLARDS (WHERE APPLICABLE) – SEE DETAIL 10/A09.1, ENLARGE LANDINGS AT STAIRS WITH AREAS OF REFUGE.
31. LOCATION OF FIRE PUMP HOUSE & CONTROL ROOM. FIRE PROTECTION EQUIPMENT PERMITTED UNDER SEPARATE PERMIT. FOR PUMP BUILDING SEE SHEET A01.5.
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34. DASHED LINE INDICATES EXISTING RAIL SPUR TO REMAIN.

Access to Lot B would be provided from three driveways from Waterman Road. The internal drive aisles would be 25 feet wide where parking occurs, and 20 feet wide where parking does not occur. New six-foot-wide pedestrian walkways and bicycle racks would be provided along the building frontage.

Flood Control

Portions of the Project site are subject to ponding and nuisance flooding due to the on-site topography and soil conditions. Additionally, as noted above, the northwest corner of Lot A is located within a 100-year floodplain. As a result, the foundation of Building A would be placed on imported fill to lift the building foundation out of the floodplain. To address the effects of filling the existing on-site floodplain, the Project would install a flood control detention basin.

The proposed basin would be approximately 615 ft long and 120 feet wide, and would provide approximately 8.92 acre-feet of storage. An access road would be provided at the northern end of the basin. The total basin area, including the access road, would occupy approximately 3.5 acres of land.

The detention basin would be dedicated to Elk Grove Creek flows only. A 40-foot-wide weir located on the northernmost end of the detention basin, adjacent to the creek, would allow for peak creek flows to enter the basin. After the storm event, the basin would drain back into Elk Grove Creek.

Utilities

Water supply to the proposed development would be provided by Elk Grove Water District (EGWD). An eight-inch water main currently exists within Waterman Road. As part of the Project, a new 16-inch water main would bisect the Project site and connect to an existing 16-inch butterfly valve in the EGWD main that flows under the UPRR tracks. Sewer service would be provided by the Sacramento Area Sewer District (SASD), which is a contributing agency to the Sacramento Regional County Sanitation District (Regional San). The Project would include connection to the existing 10-inch sewer pipe that runs along the eastern site border.

Electricity would be provided by Sacramento Municipal Utilities District (SMUD), and natural gas would be provided by Pacific Gas and Electric (PG&E). The Project would connect to existing electrical and natural gas infrastructure in the Project vicinity.

Stormwater drainage is discussed separately below.

Stormwater Drainage

Stormwater drainage from Lot A would be directed through a network of storm drain lines and into a proposed underground detention system, then a treatment device, and ultimately discharged into Elk Grove Creek. Stormwater runoff from the eastern portion of Lot B would be routed through bioswales located on the eastern side of the Lot and eventually towards Lot A. The bioswales would remove pollutants and result in a reduced pollutant load on the downstream treatment system. Runoff from the western portion of Lot B would be directed into storm drain lines and immediately routed towards the new network of storm drain lines in Lot A (see Figure 6 and Figure 7).

Figure 6
Lot A Drainage Plan

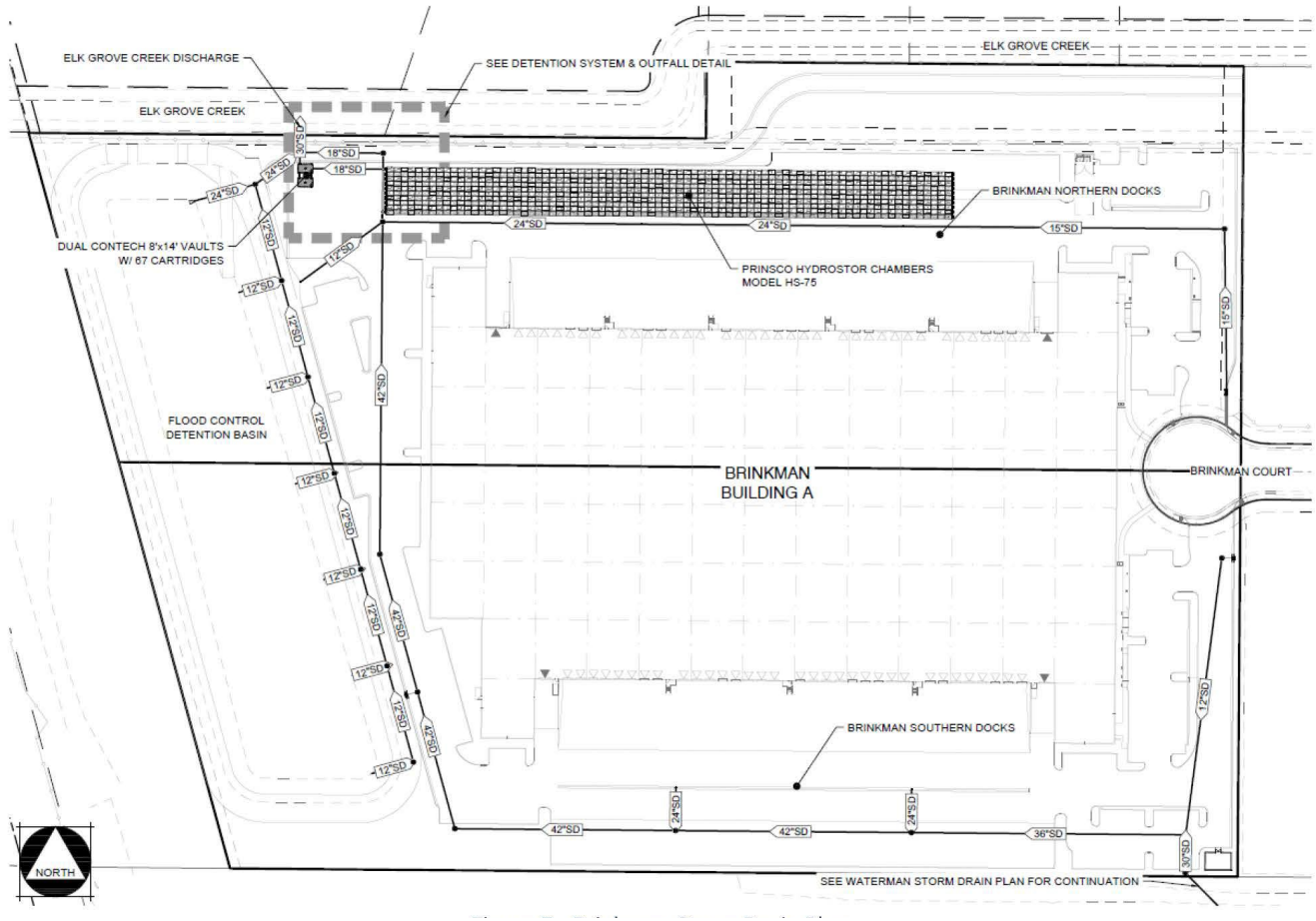
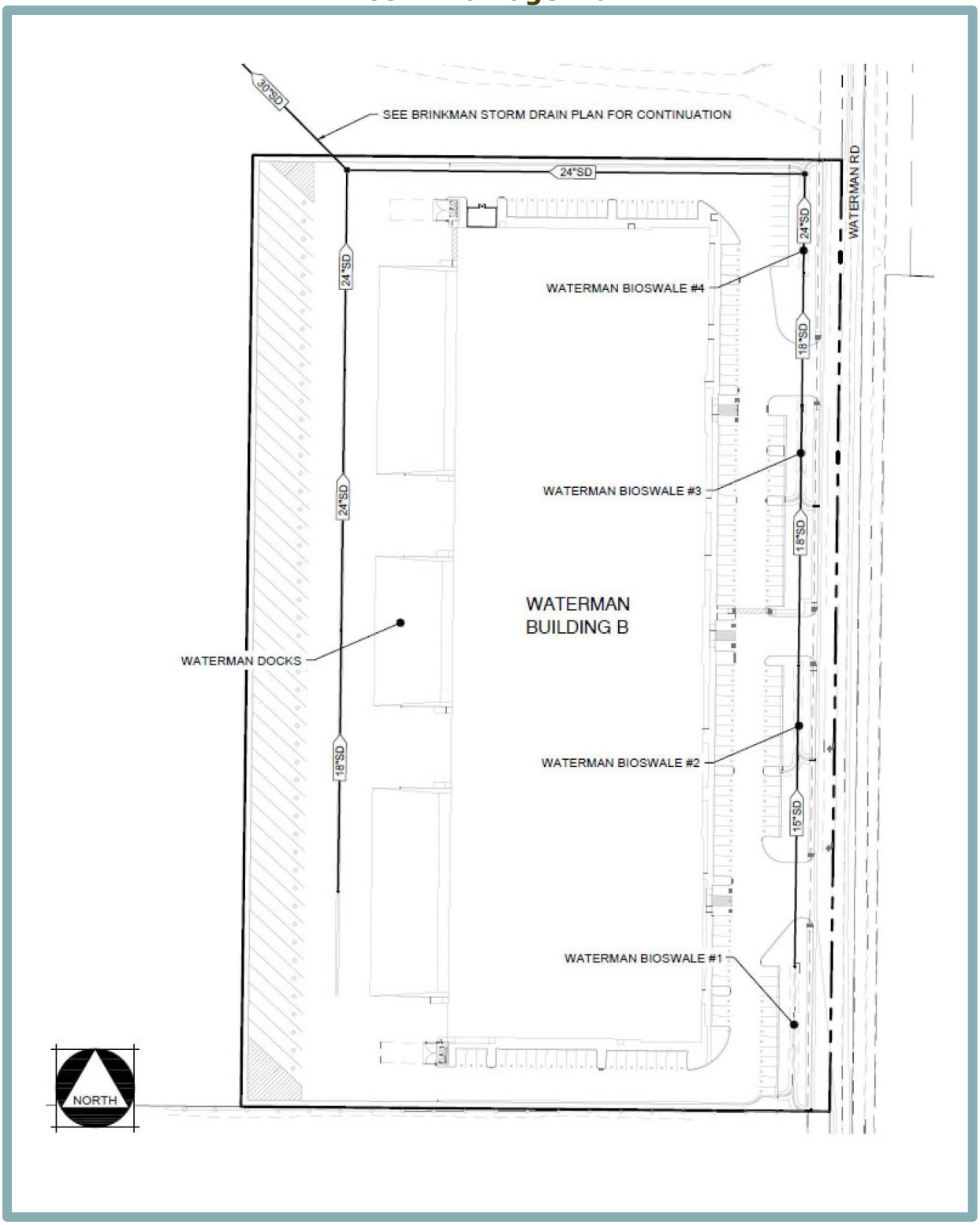


Figure 7
Lot B Drainage Plan



All runoff from the Project site would be conveyed into an underground detention system (Prinsco HydroStor Chambers model HS75) located at the north side of Lot A. The Prinsco underground detention system would accomplish pretreatment and reduce the pollutant load. From the Prinsco outlet structure, stormwater flows would be routed to interconnected Contech Treatment Vaults with 67 cartridges. The Contech Treatment Vaults are an underground stormwater treatment device that removes pollutants, including suspended particles, hydrocarbons, nutrients, and metals, using rechargeable media cartridges. Treated stormwater would ultimately be discharged from the Contech Treatment Vaults to an outfall structure into Elk Grove Creek.

Pedestrian Trail

A 20-foot-wide pedestrian trail would be provided along the northern border of the Project site. The pedestrian trail is planned for future development in the City's Bicycle, Pedestrian, and Trails Master Plan.

Landscaping

Tree removal would be required as part of the Project. On Lot A, 32 of the 44 on-site trees would be removed (primarily Brazilian pepper and valley oak). On Lot B, seven of the 12 on-site trees would be removed (primarily California black walnut and valley oak).

The proposed landscaping plant palette includes native, low-water varieties. Plants would be grouped into hydrozones with similar irrigation requirements, and all planter areas would be treated with a three-inch layer of recycled mulch to aid in water retention. In addition, the landscaping plan would ensure that at least 50 percent of the parking areas are shaded. Proposed plants include, but are not limited to, the following species: crape myrtle, coast live oak, southern live oak, feather reed grass, fringe flower, deer grass, toyon shrub, coffeeberry, and coast rosemary.

Off-Site Improvements

As a Condition of Approval of the Project, the Project would include improvements to the westerly half-section of Waterman Road from the northerly boundary of the Florida Rock Industries, Inc. property (APN 134-0181-042) to the southerly boundary of the Project site. A 25-foot-wide landscape corridor with an eight-foot separated sidewalk shall also be designed and installed adjacent to Waterman Road along the Project's frontage. The Project would include appropriate road transitions, including all necessary signing and striping, to the satisfaction of the City.

Major Design Review

Pursuant to Section 23.16.080 of the City of Elk Grove Municipal Code, a major design review is required for any development within the City that exceeds 10,000 sf of building area. The purpose of the design review process to is to ensure physical, visual, and functional compatibility between uses and encourage development in keeping with the desired character of the City.

Per Section 23.16.080(F), a design review permit or any modification thereto may only be granted when the following conditions are met:

1. The proposed project is consistent with the objectives of the General Plan, complies with applicable zoning regulations, specific plan provisions, special planning area provisions, Citywide and/or other applicable design guidelines, and improvement standards adopted by the City;

2. The proposed architecture, site design, and landscape are suitable for the purposes of the building and the site and will enhance the character of the neighborhood and community;
3. The architecture, including the character, scale and quality of the design, relationship with the site and other buildings, building materials, colors, screening of exterior appurtenances, exterior lighting and signing and similar elements establishes a clear design concept and is compatible with the character of buildings on adjoining and nearby properties;
4. The proposed project will not create conflicts with vehicular, bicycle, or pedestrian transportation modes of circulation; and
5. For residential subdivision design review applications, the residential subdivision is well integrated with the City's street network, creates unique neighborhood environments, reflects traditional architectural styles, and establishes a pedestrian friendly environment.

Project Approvals

The Project would require City approval of the following:

- Initial Study/Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program;
- Major Design Review; and
- Tree Removal Permit.

Assumptions for Analysis

As noted previously, the tenants for the proposed warehouses are unknown at this time. However, the following assumptions were established for the purposes of this environmental analysis. For environmental impact areas where different assumptions would present a more conservative analysis, the more conservative approach was used.

- Operations were assumed to occur 24 hours per day.[1]
- Noise associated with the proposed parking lot and loading docks were based on similarly-sized warehouse projects.
- Based on similar warehouse projects in Sacramento County, daily truck trips have correlated to the number of loading docks at a rate of 1.41 to 1.42 truck trips per day per loading bay. Using the more conservative ratio (1.42), and considering the Project would include a total of 104 loading docks (69 in Building A, and 35 in Building B), the Project would be anticipated to generate approximately 148 truck trips per day.
- Based on other warehouse projects, forklifts were assumed to be used during Project operations at a rate of 0.01824 forklifts per 1,000 sf. Accordingly, this analysis assumes that eight forklifts would be used.

[1] As discussed in further detail in Section III, Air Quality, the health risk assessment prepared for the Project assumes a 50-hour work week. Because the assumed number of truck trips remains constant, the 50-hour work week presents more intense operational conditions and, thus, is more conservative.

G. ENVIRONMENTAL CHECKLIST

The following Checklist contains the environmental checklist form presented in Appendix G of the CEQA Guidelines. The checklist form is used to describe the impacts of the Project. A discussion follows each environmental issue identified in the checklist. Included in each discussion are Project-specific mitigation measures recommended, as appropriate, as part of the Project. For this checklist, the following designations are used:

Potentially Significant Impact: An impact that could be significant, and for which no mitigation has been identified. If any potentially significant impacts are identified, an EIR must be prepared.

Less Than Significant with Mitigation Incorporated: An impact that requires mitigation to reduce the impact to a less-than-significant level.

Less-Than-Significant Impact: Any impact that would not be considered significant under CEQA relative to existing standards.

No Impact: The Project would not have any impact.

I. AESTHETICS. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista?	☐	☐	✖	☐
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?	☐	☐	✖	☐
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	✖	☐
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	✖	☐

Discussion

a,b. Examples of typical scenic vistas would include mountain ranges, ridgelines, or bodies of water as viewed from a highway, public space, or other area designated for the express purpose of viewing and sightseeing. In general, a project's impact to a scenic vista would occur if development of the Project would substantially change or remove a scenic vista. The City's General Plan does not identify any scenic vistas in the Project area. Thus, the proposed industrial development would not have a substantial adverse effect on a scenic vista. In addition, according to the California Scenic Highway Mapping System, the Project site is located approximately 8.5 miles east of the nearest State Scenic Highway, State Route (SR) 160.[2] The Project site is not visible from SR 160.

Based on the above, the Project would not have a substantial adverse effect on a scenic vista and would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State Scenic Highway. Thus, a ***less-than-significant*** impact would occur.

c. The Project site is located in an urbanized area and is zoned HI. The Project would be consistent with the zoning designation for the Project site, and would essentially serve as an extension of the existing industrial and commercial development in the Project vicinity. As discussed above, the Project would include landscaping elements to screen public views of the site and would be visually compatible with the existing commercial and industrial development to the north and south of the site. Additionally, all components of the Project would be subject to the City's design review process pursuant to Section 23.16.080 of the City's Municipal Code, which is intended to encourage development in keeping with the desired character of the City and to ensure physical, visual, and functional compatibility between uses. Furthermore, per the City's General Plan, the Project site has been anticipated for development. As such, changes to the visual character and quality of the site have been anticipated by the City. Therefore, impacts related to degrading the existing visual character of the site and its surroundings or a conflict with applicable zoning and other regulations governing scenic quality would be ***less-than-significant***.

[2] California Department of Transportation. *List of eligible and officially designated State Scenic Highways*. Available at: https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways. Accessed October 2020.

d. The Project site is currently undeveloped and, thus, does not contain any existing sources of light or glare. Implementation of the Project would develop the site with warehouses, and, thus, would introduce new sources of light and glare where none currently exists. Potential sources of light and glare associated with the Project would include interior light spilling through warehouse windows, exterior lighting, employee vehicle headlights, and light reflected off windows.

While the site does not currently contain sources of light or glare, the site is bordered by existing development that currently generates light and glare in the area. Furthermore, the Project would be subject to compliance with all applicable regulations included in Chapter 23.56, Lighting, of the City's Municipal Code. Consistent with Section 23.56.030(B), the Project applicant has prepared a point-by-point photometric calculation listing the number, type, height, and level of illumination of all outdoor lighting fixtures in conjunction with the development permit application and prior to issuance of a building permit or site improvement plans (see Figure 8 through Figure 10). The photometric plan demonstrates compliance with the following City standards:

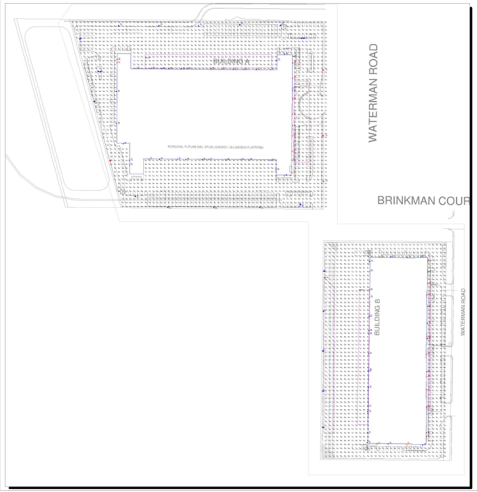
1. Parking lots, driveways, trash enclosures/areas, public phones, and group mailboxes shall be illuminated with a minimum maintained one (1 fc) foot-candle of light and an average not to exceed four (4 fc) foot-candles of light.
2. Pedestrian walkways shall be illuminated with a minimum maintained one-half (0.5 fc) foot-candle of light and an average not to exceed two (2 fc) foot-candles of light.
3. Exterior doors of nonresidential structures shall be illuminated during the hours of darkness with a minimum maintained one (1 fc) foot-candle of light, measured within a five (5' 0") foot radius on each side of the door at ground level.
4. In order to minimize light trespass on abutting residential, agricultural-residential, and agricultural property, illumination measured at the nearest residential structure or rear yard setback line shall not exceed the moon's potential ambient illumination of one-tenth (0.1 fc) foot-candle.

Furthermore, the Project would be required to comply with the maximum height restrictions for freestanding and exterior light fixtures specified by Section 23.56.030(C) of the Municipal Code. Section 23.56.030(C) establishes the maximum height for freestanding outdoor light fixtures shall be thirty feet, subject to exceptions granted by the approving authority.

Compliance with such standards would ensure that on-site lighting would be directed within the Project site and would not substantially illuminate adjacent properties. In addition, new landscaping elements along the Project frontages help to further screen the proposed exterior light fixtures.

Given the consistency of the Project with surrounding development, compliance with the City's Design Guidelines and Municipal Code, and the added assurance of the design review process, implementation of the Project would result in a ***less-than-significant*** impact with respect to creating a new source of substantial light or glare that would adversely affect day or nighttime views in the area.

Figure 8
Proposed Lighting Plan Rendering



SUMMARY TABLES & PARAMETERS:

Luminaire Schedule

Symbol	Qty	Label	LLF	Description	Lum. Watts
	16	S1A	0.900	PRV-XL-PA3B-740-U-T3-SINGLE @ 25' MTG. HT.	234
	1	S1B	0.900	PRV-XL-PA3B-740-U-T4W-SINGLE @ 25' MTG. HT.	234
	4	S1C	0.900	PRV-XL-PA3B-740-U-T2R-SINGLE @ 25' MTG. HT.	234
	2	S2	0.900	PRV-XL-PA3A-740-U-5WQ-TWIN @ 25' MTG. HT.	172
	19	WM-1	0.900	TRACELIGHT-WLZ7-4-4K-WALL MT @ 15' MTG. HT.	71.37
	23	WM-2	0.900	QLS420-LED-6/26W M620-3052 WALL MT @ 15' MTG. HT.	29
	15	WM-3	0.900	PRV-PA2B-740-U-T4W-WALL MT @ 25' MTG. HT.	151
	26	WM-4	0.900	PRV-XL-PA3B-740-U-T4W-WALL MT @ 25' MTG. HT.	234

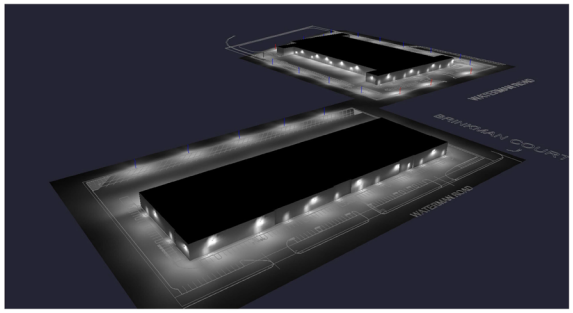
Calculation Summary

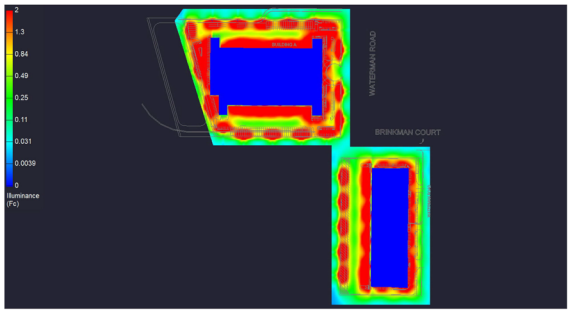
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
site calcs	Illuminance	Fc	2.25	13.4	0.1	22.50	134.00
Building A Front Parking	Illuminance	Fc	2.59	6.5	1.2	2.16	5.42
Building A Top Dock	Illuminance	Fc	4.80	12.2	1.9	2.53	6.42
Building B Dock	Illuminance	Fc	4.01	11.4	1.4	2.86	8.14
Building B Front Parking	Illuminance	Fc	2.26	5.1	1.2	1.88	4.25
Building B Trailers	Illuminance	Fc	2.40	5.0	1.0	2.40	5.00

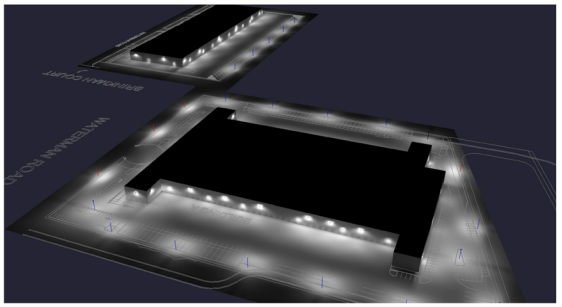
Fixture/Pole & Wall Mt Height 25' AFF / New Bldg Background Imported
.5 Surface Reflectance >>> Calcs 15' Centers @ Grade>> Wall mts over Doorways

DISCLAIMER:
THE ENGINEER AND/OR ARCHITECT MUST DETERMINE APPLICABILITY OF THE LAYOUT TO EXISTING / FUTURE FIELD CONDITIONS. THIS LIGHTING LAYOUT REPRESENTS ILLUMINATION LEVELS CALCULATED FROM LABORATORY DATA TAKEN UNDER CONTROLLED CONDITIONS IN ACCORDANCE WITH ILLUMINATING ENGINEERING SOCIETY (IESNA) APPROVED METHODS. ADDITIONALLY, THE PREPARER USED INFORMATION PROVIDED BY THE CUSTOMER. IF/WHEN SUFFICIENT INFORMATION WAS NOT PROVIDED, PREPARER USED EDUCATED ASSUMPTIONS. ACTUAL PERFORMANCE OF ANY MANUFACTURER'S LUMINAIRE(S) MAY VARY DUE TO VARIATION IN ELECTRICAL VOLTAGE, TOLERANCE IN LAMPS, AND OTHER FIELD CONDITIONS NOT ACOCUNTED FOR IN THIS PHOTOMETRIC ANALYSIS.
THESE LIGHTING CALCULATIONS ARE NOT A SUBSTITUTE FOR INDEPENDENT ENGINEERING ANALYSIS OF LIGHTING SYSTEM SUITABILITY AND SAFETY. THE ENGINEER AND/OR ARCHITECT IS RESPONSIBLE TO REVIEW FOR ENERGY CODE AND RELEVANT LIGHTING QUALITY COMPLIANCE.

RENDERS:







CAL LIGHTING

Date:4/27/2021

PROJECT:

Waterman/Brinkman Logistics Center - Rev5
Waterman Rd @ Brinkman Ct. Elk Grove, CA.

Drawing:

Figure 9
Photometric Calculations – Building A

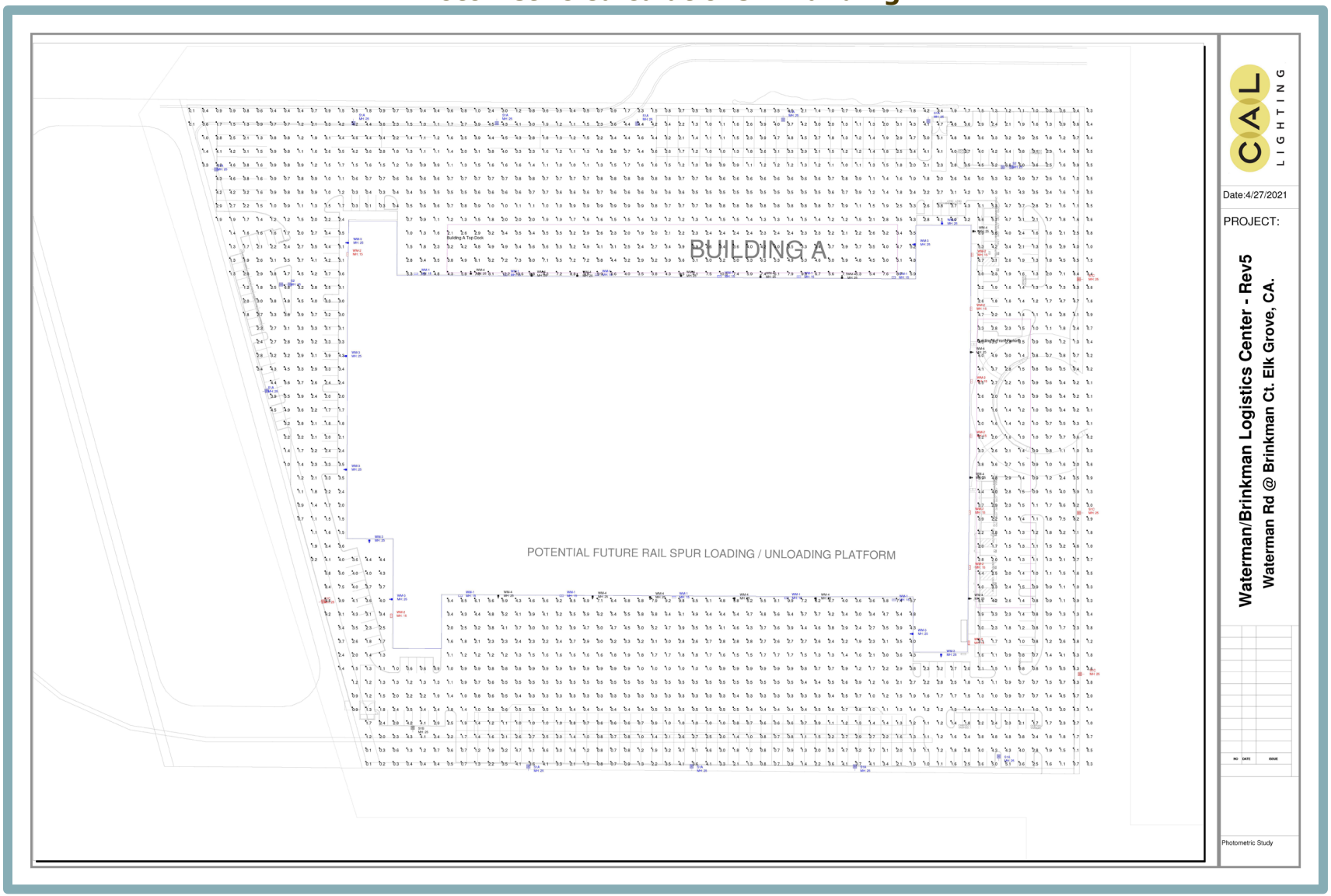
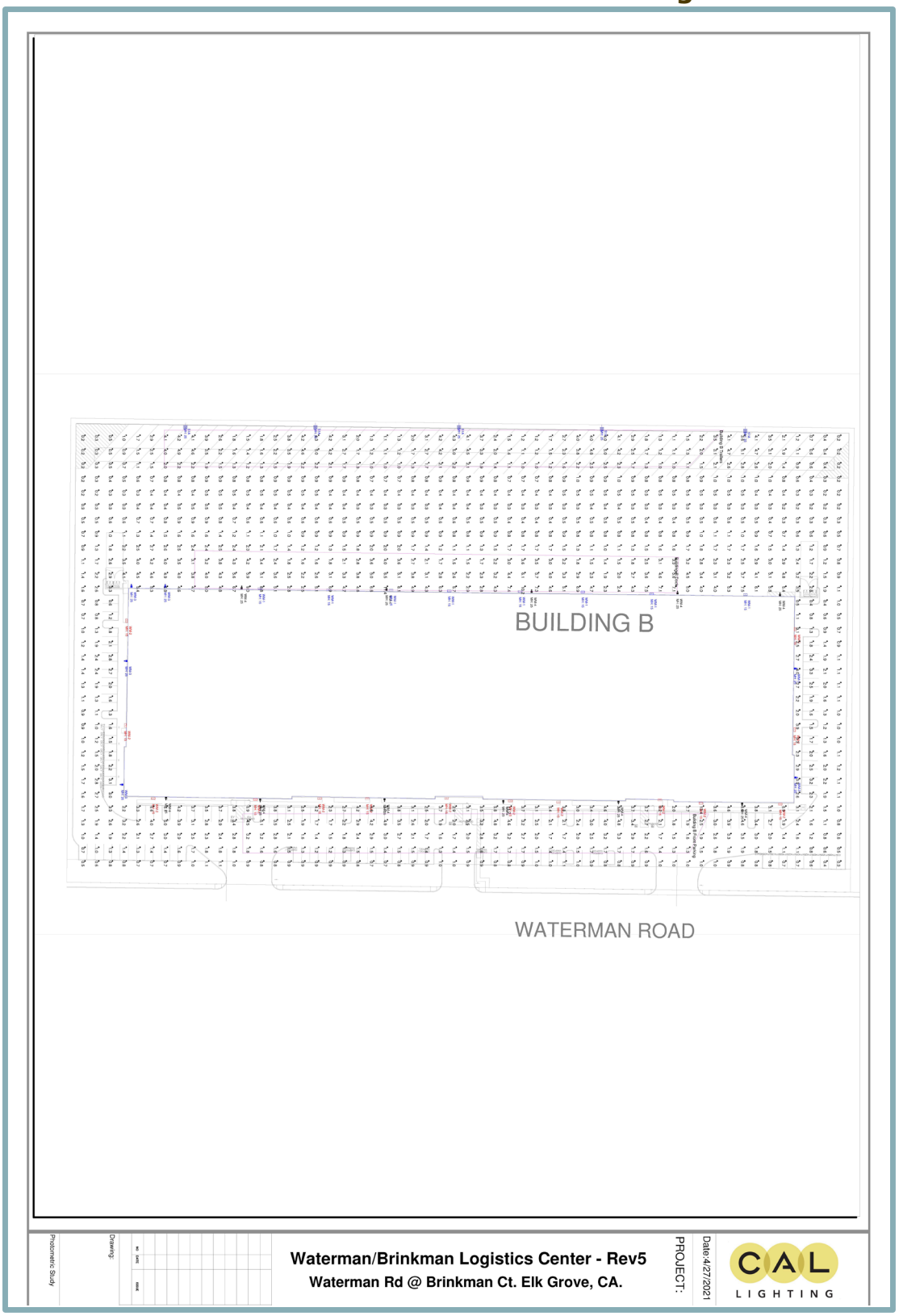


Figure 10
Photometric Calculations – Building B



II. AGRICULTURE AND FOREST RESOURCES. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	✖
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	✖
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	✖
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	✖
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	✖

Discussion

a,e. The Project site is currently vacant and undeveloped and consists primarily of ruderal grasses which are regularly disked. Currently, the site is designated as "Farmland of Local Importance" and "Other Land" per the California Department of Conservation Farmland Mapping and Monitoring Program (FFMP).[3] While the General Plan EIR identified a significant and unavoidable impact related to cumulative loss of Important Farmland (Prime Farmland, Unique Farmland, and Farmland of Statewide Importance), Farmland of Local Importance and Grazing Land are not considered "Important Farmland" under CEQA.[4] The City's General Plan does not require mitigation for conversion of Farmland of Local Importance or Grazing Land. Furthermore, the site is not zoned or designated in the General Plan for agriculture uses.

Impacts related to the conversion of forest land to non-forest use are discussed in further detail under question 'c,d', below.

Given the FMMP designations for the site, development of the Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to a non-agricultural use, or otherwise result in the loss of Farmland to non-agricultural use. Therefore, the Project would result in ***no impact***.

b. The Project site is not under a Williamson Act contract and is not designated or zoned for agricultural uses. Therefore, buildout of the Project would not conflict with existing zoning for agricultural use or a Williamson Act contract, and ***no impact*** would occur.

c,d. The Project area is not considered forest land (as defined in PRC Section 12220[g]), timberland (as defined by PRC Section 4526), and is not zoned Timberland Production

[3] California Department of Conservation. *California Important Farmland Finder.* Available at: https://maps.conservation.ca.gov/DLRP/CIFF/. Accessed October 2020.

[4] City of Elk Grove. *General Plan Update Draft Environmental Impact Report* [pg. 5.2-8]. February 2019.

(as defined by Government Code Section 51104[g]). Therefore, the Project would have ***no impact*** with regard to conversion of forest land or any potential conflict with forest land, timberland, or Timberland Production zoning.

III. AIR QUALITY. *Would the project:*	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	✖	☐
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	✖	☐
c. Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	✖	☐
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	✖	☐

Discussion

a,b. The City of Elk Grove is located within Sacramento County, which is within the boundaries of the Sacramento Valley Air Basin (SVAB) and under the jurisdiction of the Sacramento Metropolitan Air Quality Management District (SMAQMD). Federal and State ambient air quality standards (AAQS) have been established for six common air pollutants, known as criteria pollutants, due to the potential for pollutants to be detrimental to human health and the environment. The criteria pollutants include particulate matter (PM), ground-level ozone, carbon monoxide (CO), sulfur oxides, nitrogen oxides (NO_X), and lead. At the federal level, Sacramento County is designated as severe nonattainment for the 8-hour ozone AAQS, nonattainment for the 24-hour $PM_{2.5}$ AAQS, and attainment or unclassified for all other criteria pollutant AAQS. At the State level, the area is designated as a serious nonattainment area for the 1-hour ozone AAQS, nonattainment for the 8-hour ozone AAQS, nonattainment for the PM_{10} and $PM_{2.5}$ AAQS, and attainment or unclassified for all other State AAQS.

Due to the nonattainment designations, SMAQMD, along with the other air districts in the SVAB region, is required to develop plans to attain the federal and State AAQS for ozone and particulate matter. The attainment plans currently in effect for the SVAB are the *2013 Revisions to the Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan* (2013 Ozone Attainment Plan), *$PM_{2.5}$ Implementation/Maintenance Plan and Re-designation Request for Sacramento $PM_{2.5}$ Nonattainment Area* ($PM_{2.5}$ Implementation/Maintenance Plan), and the 1991 Air Quality Attainment Plan (AQAP), including triennial reports. The air quality plans include emissions inventories to measure the sources of air pollutants, to evaluate how well different control measures have worked, and show how air pollution would be reduced. In addition, the plans include the estimated future levels of pollution to ensure that the area would meet air quality goals.

Nearly all development projects in the Sacramento region have the potential to generate air pollutants that may increase the difficultly of attaining federal and State AAQS. Therefore, evaluation of air quality impacts is required. In order to evaluate ozone and other criteria air pollutant emissions and support attainment goals for those pollutants for which the area is designated nonattainment, SMAQMD has developed the Guide to Air Quality Assessment in Sacramento County (SMAQMD Guide), which includes recommended thresholds of significance, including mass emission thresholds for construction-related and operational ozone precursors, as the area is under nonattainment for ozone. The SMAQMD's recommended thresholds of significance for the ozone precursors reactive organic compounds (ROG) and NO_X, which are expressed in pounds per day (lbs/day) and tons per year (tons/yr), are presented in Table 1. As shown

in the table, SMAQMD has construction and operational thresholds of significance for PM_{10} and $PM_{2.5}$ expressed in both lbs/day and tons/yr. The construction and operational thresholds for PM_{10} and $PM_{2.5}$ only apply to those Projects that have implemented all applicable Best Available Control Technologies (BACTs) and Best Management Practices (BMPs).

Table 1
SMAQMD Thresholds of Significance

Pollutant	Construction Thresholds	Operational Thresholds
ROG	N/A	65 lbs/day
NO_X	85 lbs/day	65 lbs/day
PM_{10}	80 lbs/day 14.6 tons/yr	80 lbs/day 14.6 tons/yr
$PM_{2.5}$	82 lbs/day 15 tons/yr	82 lbs/day 15 tons/yr

Source: SMAQMD, CEQA Guidelines, April 2020.

The Project's construction and operational emissions were estimated using the California Emissions Estimator Model (CalEEMod) version 2016.3.2 software – a statewide model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify air quality emissions, including GHG emissions, from land use projects. The model applies inherent default values for various land uses, including construction data, trip generation rates, vehicle mix, trip length, average speed, compliance with the California Building Standards Code (CBSC), etc. The emissions intensity factor for electricity consumed at the Project site was updated to reflect SMUD's progress towards achieving the State's Renewable Portfolio Standards (RPS). Where Project-specific data was available, such data was input into the model (e.g., construction phases and timing, inherent site or Project design features, compliance with applicable regulations, etc.). Accordingly, the Project's modeling assumed the following:

- Construction would likely commence in June of 2021;[5]
- Construction would occur over an approximately 1.5-year period;
- Approximately eight forklifts would be used daily during operations; and
- The project would comply with all applicable regulations, including the 2019 CBSC, the 2019 CALGreen Code, and the Model Water Efficiency Landscape Ordinance.

The Project's estimated emissions associated with construction and operations are presented and discussed in further detail below. A discussion of the Project's contribution to cumulative air quality conditions is provided below as well. All CalEEMod results are included in Appendix A to this IS/MND.

Construction Emissions

During construction of the Project, various types of equipment and vehicles would temporarily operate on the Project site. Construction exhaust emissions would be generated from construction equipment, vegetation clearing and earth movement activities, construction worker commutes, and construction material hauling for the entire

[5] It is noted that the construction start date has been updated since conducting the air quality/GHG modeling for the Project. Actual construction would commence later than June 2021. However, given the ongoing trend of increasingly stringent requirements for heavy-duty equipment engines, this assumption is considered conservative, and actual construction-related emissions would likely be less than those presented herein.

construction period. The aforementioned activities would involve the use of diesel- and gasoline-powered equipment that would generate emissions of criteria pollutants. Project construction activities also represent sources of fugitive dust, which includes PM emissions. As construction of the Project would generate air pollutant emissions intermittently within the site and vicinity, until all construction has been completed, construction is a potential concern because the Project is located in a non-attainment area for ozone, PM_{10}, and $PM_{2.5}$.

The Project is required to comply with all SMAQMD rules and regulations for construction, which would be noted on City-approved construction plans. The applicable rules and regulations would include, but would not be limited to, the following:

- Rule 403 related to Fugitive Dust;
- Rule 404 Related to Particulate Matter;
- Rule 407 related to Open Burning;
- Rule 442 related to Architectural Coatings;
- Rule 453 related to Cutback and Emulsified Asphalt Paving Materials; and
- Rule 460 related to Adhesives and Sealants.

To apply the construction thresholds presented in Table 1, projects must implement all feasible SMAQMD BACTs and BMPs related to dust control. The control of fugitive dust during construction is required by SMAQMD Rule 403, and enforced by SMAQMD staff. The BMPs for dust control include the following:

- Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads;
- Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways should be covered;
- Use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited;
- Limit vehicle speeds on unpaved roads to 15 miles per hour (mph);
- All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used;
- Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes [CCR, Title 13, Sections 2449(d)(3) and 2485]. Provide clear signage that posts this requirement for workers at the entrances to the site;
- Provide current certificate(s) of compliance for the California Air Resources Board's (CARB's) In-Use Off-Road Diesel-Fueled Fleets Regulation [CCR, Title 13, Sections 2449 and 2449.1]. For more information contact CARB at 877-593-6677, doors@arb.ca.gov, or www.arb.ca.gov/doors/compliance_cert1.html.; and
- Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic and determined to be running in proper condition before it is operated.

Compliance with the foregoing measures is required per Rule 403, and Project construction is assumed to include compliance with the foregoing measures. Consequently, the Project PM emissions are assessed in comparison to the thresholds presented in Table 1 above.

According to the CalEEMod results, the Project would result in maximum unmitigated construction criteria air pollutant emissions as shown in Table 2.

Table 2
Maximum Unmitigated Construction Emissions

Pollutant	Project Emissions	Construction Threshold	Exceeds Threshold?
ROG	17.80 lbs/day	-	**N/A**
NO_X	46.45 lbs/day	85 lbs/day	**NO**
PM_{10}	10.81 lbs/day and 0.35 tons/yr	80 lbs/day and 14.6 tons/yr	**NO**
$PM_{2.5}$	5.46 lbs/day and 0.17 tons/yr	82 lbs/day and 15 tons/yr	**NO**

Source: CalEEMod, January 2021 (see Appendix A).

As shown in the table, the Project's construction emissions would be below the applicable SMAQMD thresholds of significance for NO_X, PM_{10}, and $PM_{2.5}$. Accordingly, construction of the Project would not violate an air quality standard or contribute to an existing or projected air quality violation, and a less-than-significant impact would occur associated with construction.

Operational Emissions

Operational emissions of ROG, NO_X, and PM would be generated by the Project from both mobile and stationary sources. Day-to-day activities, such as employee commute vehicle trips and truck trips to and from the Project site, would make up the majority of the mobile emissions. Emissions would also occur from area sources, such as landscape maintenance equipment exhaust.

The estimated operational emissions for the Project are presented below in Table 3. It should be noted that the Project would not involve installation or operation of any pieces of equipment that would require implementation of SMAQMD's BACTs; therefore, the Project would be subject to SMAQMD's mass emissions thresholds for PM_{10} and $PM_{2.5}$.

Table 3
Maximum Unmitigated Operational Emissions

Pollutant	Project Emissions	Operational Threshold	Exceeds Threshold?
ROG	12.40 lbs/day	65 lbs/day	**NO**
NO_X	12.29 lbs/day	65 lbs/day	**NO**
PM_{10}	4.59 lbs/day and 0.78 tons/yr	80 lbs/day and 14.6 tons/yr	**NO**
$PM_{2.5}$	1.56 lbs/day and 0.25 tons/yr	82 lbs/day and 15 tons/yr	**NO**

Source: CalEEMod, January 2021 (see Appendix A).

Cumulative Emissions

A cumulative impact analysis considers a project over time in conjunction with other past, present, and reasonably foreseeable future projects whose impacts might compound those of the project being assessed. Due to the dispersive nature and regional sourcing of air pollutants, air pollution is already largely a cumulative impact. The non-attainment

status of regional pollutants, including ozone and PM, is a result of past and present development and, thus, cumulative impacts related to these pollutants could be considered cumulatively significant.

Adopted SMAQMD rules and regulations, as well as the thresholds of significance, have been developed with the intent to ensure continued attainment of AAQS, or to work towards attainment of AAQS for which the area is currently designated non-attainment, consistent with applicable air quality plans. As future attainment of AAQS is a function of successful implementation of SMAQMD's planning efforts, according to the SMAQMD Guide, by exceeding the SMAQMD's project-level thresholds for construction or operational emissions, a project could contribute to the region's non-attainment status for ozone and PM emissions and could be considered to conflict with or obstruct implementation of the SMAQMD's air quality planning efforts.

As discussed above, the Project would result in construction and operational emissions below all applicable SMAQMD thresholds of significance. Therefore, the Project would not be considered to result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment, and impacts would be considered less than significant.

Conclusion

Because the Project would not result in construction-related or operational emissions of criteria air pollutants in excess of SMAQMD's thresholds of significance, the Project would not be considered to conflict with or obstruct the implementation of any applicable air quality plans. In addition, the Project would not result in a cumulatively considerable net increase of any criteria air pollutant for which the Project region is non-attainment under an applicable AAQS. Therefore, a ***less-than-significant*** impact would result.

c. Some land uses are considered more sensitive to air pollution than others, due to the types of population groups or activities involved. Heightened sensitivity may be caused by health problems, proximity to the emissions source, and/or duration of exposure to air pollutants. Children, pregnant women, the elderly, and those with existing health problems are especially vulnerable to the effects of air pollution. Sensitive receptors are typically defined as facilities where sensitive receptor population groups (i.e., children, the elderly, the acutely ill, and the chronically ill) are likely to be located. Accordingly, land uses that are typically considered to be sensitive receptors include residences, schools, playgrounds, childcare centers, retirement homes, convalescent homes, hospitals, and medical clinics. The nearest existing sensitive receptors would be the single-family residence located approximately 200 feet east of Lot B, across Waterman Road.

The major pollutant concentrations of concern are toxic air contaminant (TAC) emissions, which are addressed in further detail below. In addition, a discussion of health effects related to criteria pollutants is provided.

TAC Emissions

The CARB's *Air Quality and Land Use Handbook: A Community Health Perspective* (Handbook) provides recommended setback distances for sensitive land uses from major sources of TACs, including, but not limited to, freeways and high traffic roads, distribution centers, and rail yards. The CARB has identified diesel particulate matter (DPM) from diesel-fueled engines as a TAC; thus, high volume freeways, stationary diesel engines,

and facilities attracting heavy and constant diesel vehicle traffic are identified as having the highest associated health risks from DPM. Health risks associated with TACs are a function of both the concentration of emissions and the duration of exposure, where the higher the concentration and/or the longer the period of time that a sensitive receptor is exposed to pollutant concentrations would correlate to a higher health risk.

Construction

All construction equipment and operation thereof would be regulated per the In-Use Off-Road Diesel Vehicle Regulation, which is intended to help reduce emissions associated with off-road diesel vehicles and equipment, including DPM. The In-Use Off-Road Diesel Vehicle Regulation includes the following standards:

- Imposes limits on idling, requires a written idling policy, and requires a disclosure when selling vehicles;
- Requires all vehicles to be reported to CARB (using the Diesel Off-Road Online Reporting System) and labeled;
- Restricts the adding of older vehicles into fleets; and
- Requires fleets to reduce their emissions by retiring, replacing, or repowering older engines, or installing Verified Diesel Emission Control Strategies (i.e., exhaust retrofits).

In addition, construction equipment would operate intermittently throughout the day and only on portions of the site at a time, and construction activity occurring adjacent to existing residential uses would be limited to the hours of 7:00 AM to 7:00 PM per Section 6.32.100 of the City's Municipal Code.[6] Because construction equipment on-site would not operate for long periods of time and would be used at varying locations within the site, associated emissions of DPM would not occur at the same location (or be evenly spread throughout the entire Project site) for long periods of time. Due to the temporary nature of construction and the relatively short duration of potential exposure to associated emissions, the potential for any one sensitive receptor in the area to be exposed to concentrations of pollutants for a permanent or substantially extended period of time would be low.

Nonetheless, in order to ensure that construction activities associated with the Project would not result in the exposure of any sensitive receptors to substantial pollutant concentrations, the concentration of $PM_{2.5}$ at the maximally exposed sensitive receptor nearest to the site has been estimated using the American Meteorological Society/Environmental Protection Agency (AMS/EPA) Regulatory Model (AERMOD). The associated cancer risk and non-cancer hazard index were calculated using the CARB's Hotspot Analysis Reporting Program Version 2 (HARP 2) Risk Assessment Standalone Tool (RAST), which calculates the cancer and non-cancer health impacts using the risk assessment guidelines of the 2015 Office of Environmental Health Hazard Assessment (OEHHA) Guidance Manual for Preparation of Health Risk Assessments.[7] The modeling was performed in accordance with the USEPA's User's Guide for the AMS/EPA

[6] Section 6.32.100 states that "when an unforeseen or unavoidable condition occurs during a construction project and the nature of the project necessitates that work in progress be continued until a specific phase is completed, the contractor or owner shall be allowed to continue work after 7:00 PM and to operate machinery and equipment necessary until completion of the specific work in progress can be brought to conclusion under conditions which will not jeopardize inspection acceptance or create undue financial hardships for the contractor or owner".

[7] Office of Environmental Health Hazard Assessment. *Air Toxics Hot Spots Program Risk Assessment Guidelines, Guidance Manual for Preparation of Health Risk Assessments* [pg. 8-18]. February 2015.

Regulatory Model – AERMOD[8] and the 2015 OEHHA Guidance Manual. The construction cancer risk and hazard indexes are presented in Table 4.

Table 4
Maximum Unmitigated Cancer Risk and Hazard Index Associated with Project Construction DPM

	Cancer Risk (per million persons)	Acute Hazard Index	Chronic Hazard Index
Construction	3.66	0.00	0.003
Thresholds of Significance	*10*	*1.0*	*1.0*
Exceed Thresholds?	**NO**	**NO**	**NO**
Sources: AERMOD, and HARP 2 RAST, July 2021 (see Appendix A).			

As shown in Table 4, construction of the Project would not result in cancer risk, acute hazards, or chronic hazards in excess of the SMAQMD's standards of significance.

Therefore, construction of the Project would not be expected to expose nearby sensitive receptors to substantial pollutant concentrations.

Operations

TAC emissions occurring during operations of the Project would originate primarily from mobile sources. For instance, heavy-duty vehicles used during Project operations would move within the Project site to access loading docks at each proposed structure. Consequently, sources of TAC emissions resulting from implementation of the Project would be considered mobile-sourced, as opposed to stationary sources, such as stationary generators. SMAQMD has not established quantitative thresholds of significance for construction-related TAC emissions or mobile-sourced TAC emissions. However, SMAQMD has established a quantitative threshold for stationary sources of TACs. For stationary sources of TACs, the SMAQMD has determined that an increase in cancer risk of 10 cases per one million people would constitute a significant impact. Considering the absence of specific thresholds applicable to construction activity or mobile-sourced TACs resulting from the use of heavy-duty diesel trucks on-site, the SMAQMD's threshold for health risks for stationary sources is applied to health risks from Project implementation, which would constitute a conservative approach to analysis.

It should be noted that Sections 2449 and 2485 of Title 13 of the CCR limits idling of heavy-duty trucks to five minutes. Unless specifically exempted in Sections 2449 and 2485, all diesel-powered equipment and heavy-duty trucks associated with the Project would be subject to such idling limitations.

As noted previously, operation of heavy-duty diesel trucks within the Project site would result in emissions of DPM. More than 90 percent of DPM is less than one micrometer in diameter and, thus, DPM is a subset of the $PM_{2.5}$ category of pollutants. The $PM_{2.5}$ emission rate for heavy-duty vehicles within the Project site was estimated based on information from the CARB's emissions factor (EMFAC) web database.[9] As conducted for Project construction, the concentration of $PM_{2.5}$ during operations at the maximally

[8] U.S. Environmental Protection Agency. *User's Guide for the AMS/EPA Regulatory Model (AERMOD)*. December 2016.

[9] California Air Resources Board. *EMFAC Web Database*. Available at: https://www.arb.ca.gov/emfac/. Accessed August 2019.

exposed sensitive receptor nearest to the site has been estimated using AERMOD. The associated cancer risk and non-cancer hazard index were calculated using HARP 2 RAST.[10] The operational health risk assessment modeling was performed in accordance with the USEPA's User's Guide for the AMS/EPA Regulatory Model – AERMOD[11] and the 2015 OEHHA Guidance Manual. The modeling assumed that the warehouses would be operational for a 50-hour work week.[12] Operational cancer risk and hazard indexes are presented in Table 5.

Table 5
Maximum Unmitigated Cancer Risk and Hazard Index Associated with Project Operational DPM

	Cancer Risk (per million persons)	Acute Hazard Index	Chronic Hazard Index
Operations	3.17	0.00	0.00
Thresholds of Significance	*10*	*1.0*	*1.0*
Exceed Thresholds?	**NO**	**NO**	**NO**

Sources: AERMOD, and HARP 2 RAST, January 2021 (see Appendix A).

As shown in Table 5, operations of the Project would not result in cancer risk, acute hazards, or chronic hazards in excess of the SMAQMD's standards of significance.

For informational purposes, the AERMOD results have been included as Figure 11. Even at the maximally exposed receptor, identified by the white X, the conservatively identified cancer risk is 3.17 cases per million persons, which is below the SMAQMD's threshold of significance for health risk assessments. All other receptors in the vicinity would be exposed to lower concentrations of DPM from the Project.

Criteria Pollutants

Recent rulings from the California Supreme Court (including the *Sierra Club v. County of Fresno* (2018) 6 Cal. 5th 502 case regarding the proposed Friant Ranch Project) have underscored the need for analysis of potential health impacts resulting from the emission of criteria pollutants during operations of proposed projects. Although analysis of project-level health risks related to the emission of CO and TACs has long been practiced under CEQA, the analysis of health impacts due to individual projects resulting from emissions of criteria pollutants is a relatively new field. SMAQMD released the *Guidance to Address the Friant Ranch Ruling for CEQA Projects in the Sac Metro Air District* (Guidance) for the analysis of criteria emissions in areas within the SMAQMD's jurisdiction.[13]

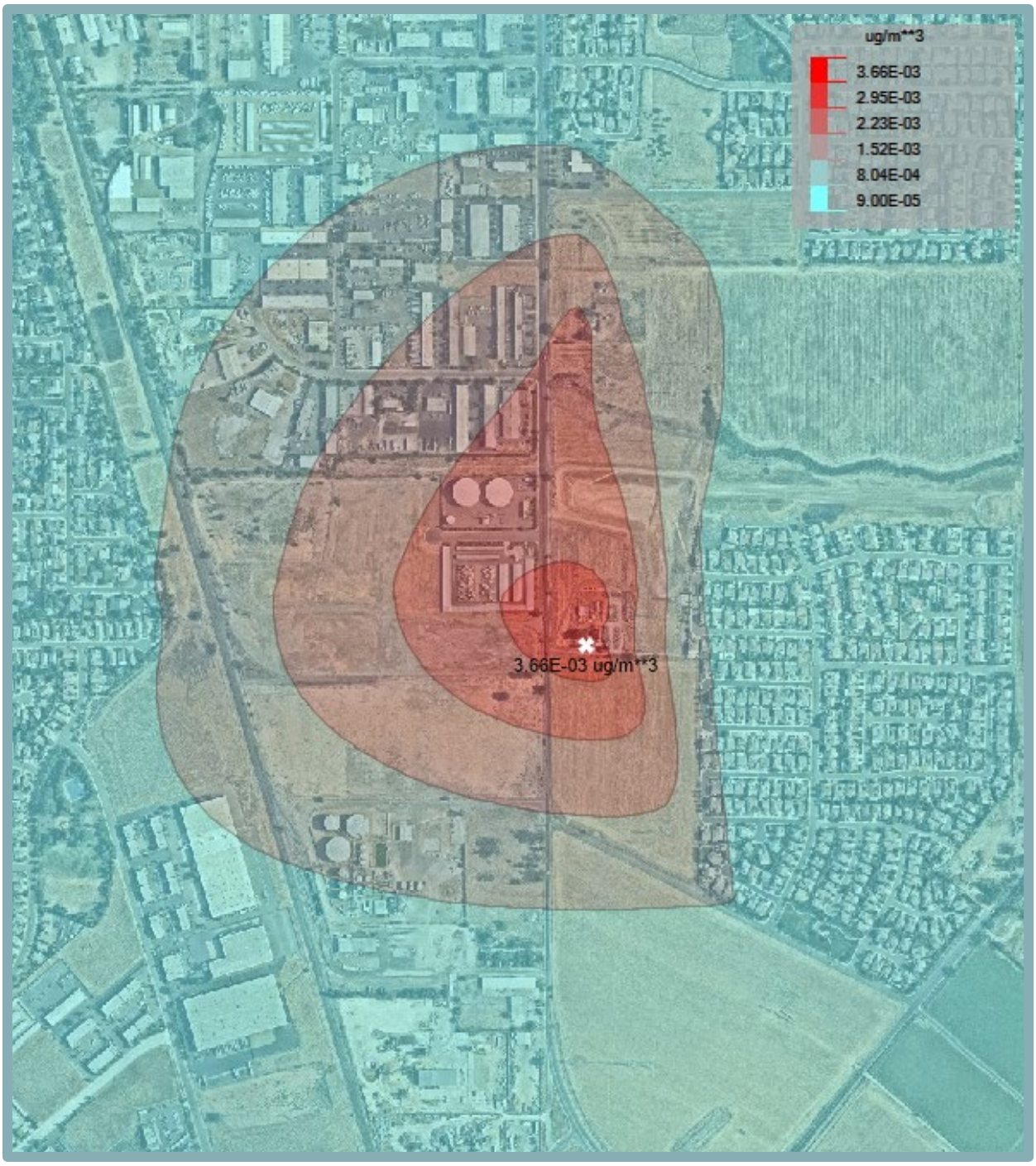
[10] Office of Environmental Health Hazard Assessment. *Air Toxics Hot Spots Program Risk Assessment Guidelines, Guidance Manual for Preparation of Health Risk Assessments* [pg. 8-18]. February 2015.

[11] U.S. Environmental Protection Agency. *User's Guide for the AMS/EPA Regulatory Model (AERMOD)*. December 2016.

[12] A 50-hour work week is considered conservative in the context of TAC emissions. As noted in Section XIII, Noise, of this IS/MND, because the future tenants of the Project are unknown at this time, the proposed warehouses could be operational for up to 24 hours per day. However, under 24-hour conditions, the same number of truck trips would be distributed throughout a longer time period and, as a result, a lower concentration of PM would be generated. In this analysis, because all truck trips were assumed to occur within the 50-hour window, an increased concentration of PM was evaluated.

[13] Sacramento Metropolitan Air Quality Management District. *Guidance to Address the Friant Ranch Ruling for CEQA Projects in the Sac Metro Air District*. October 2020.

Figure 11
AERMOD Results



Source: AERMOD, January 2021 (see Appendix A).

The Guidance represents SMAQMD's effort to develop a methodology that provides a consistent, reliable, and meaningful analysis in response to the Supreme Court's direction on correlating health impacts to a project's emissions. The Guidance was prepared by conducting regional photochemical modeling, and relies on the USEPA's Benefits Mapping and Analysis Program (BenMAP) to assess health impacts from ozone and $PM_{2.5}$. SMAQMD has prepared two tools that are intended for use in analyzing health risks from criteria pollutants. Small projects with criteria pollutant emissions close to or below SMAQMD's adopted thresholds of significance may use the Minor Project Health Effect Screening Tool, while larger projects with emissions between two and six times greater than SMAQMD's adopted thresholds may use the Strategic Area Project Health Screening Tool. Considering the Project would result in emissions lower than the SMAQMD's thresholds of significance, the Project would qualify for use of the Minor Project Health Effects Screening Tool. It is important to note, however, that the Minor Project Health Effects Screening Tool applies the assumption that all small projects result in emissions of criteria pollutants equal to the SMAQMD thresholds of significance. As shown in Table 3, the Project would result in operational emissions well below the SMAQMD thresholds of significance and, thus, the health impacts calculated for the Project using the Minor Project Health Effects Screening Tool are highly conservative. The Project's actual health impacts associated with criteria pollutant emissions would be expected to be much less than what is presented herein based on the aforementioned SMAQMD tool. Results from the Minor Project Health Effects Screening Tool are shown in Table 6.

As shown in the table, according to the Minor Project Health Effects Screening Tool, which is based on the highly conservative assumption that the Project would emit criteria pollutants at levels equal to the SMAQMD thresholds of significance, the Project could result in up to 1.5 premature deaths per year due to the Project's $PM_{2.5}$ emissions and up to 0.03 premature deaths per year due to the Project's ozone emissions. For comparison, the background incidence of premature deaths per year are 44,766 due to $PM_{2.5}$ emissions and 30,386 due to ozone emissions. The Project's contribution represents a very small increase over the background incidence of premature deaths due to $PM_{2.5}$ and ozone concentrations (0.0034 percent and 0.0001 percent, respectively). In addition, according to the Minor Project Health Effects Screening Tool, $PM_{2.5}$ emissions from the Project could result in 0.75 asthma-related emergency room visits, and ozone emissions from the Project could result in 0.66 asthma-related emergency room visits. Such numbers represent a minute increase over the background level of asthma-related emergency room visits (0.0041 percent and 0.0077 percent, respectively).

Furthermore, the SMAQMD criteria pollutant thresholds of significance were established with consideration given to the health-based air quality standards established by the National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS), and are designed to aid the district in achieving attainment of the NAAQS and CAAQS. The thresholds of significance represent emissions levels that would ensure that Project-specific emissions would not inhibit attainment of regional NAAQS and CAAQS and, therefore, would not adversely affect public health.

Considering that implementation of the Project would not result in emissions of criteria pollutants that would exceed the SMAQMD standards, the Project would not inhibit attainment of regional NAAQS and CAAQS and would not result in adverse health impacts related to the emission of criteria pollutants.

Table 6
Health Effects from Proposed Project

Health Endpoint	Age Range[1]	Incidences Across the 5-Air-District Region Resulting from Project Emissions (per year)[2] (Mean)	Percent of Background Health Incidences Across the 5-Air-District Region[3] (%)	Total Number of Health Incidences Across the 5-Air-District Region (per year)[4]
Respiratory $PM_{2.5}$				
Emergency Room Visits, Asthma	0-99	0.75	0.0041	18,419
Hospital Admissions, Asthma	0-64	0.05	0.0027	1,846
Hospital Admissions, All Respiratory	65-99	0.23	0.0012	19,644
Cardiovascular $PM_{2.5}$				
Hospital Admissions, All Cardiovascular (less Myocardial Infarctions)	65-99	0.13	0.0005	24,037
Acute Myocardial Infarction, Nonfatal	18-24	0.000	0.0016	4
Acute Myocardial Infarction, Nonfatal	25-44	0.006	0.0018	308
Acute Myocardial Infarction, Nonfatal	45-54	0.014	0.0019	741
Acute Myocardial Infarction, Nonfatal	55-64	0.023	0.0019	1,239
Acute Myocardial Infarction, Nonfatal	65-99	0.082	0.0016	5,052
Mortality $PM_{2.5}$				
Mortality, All Cause	30-99	1.5	0.0034	44,766
Respiratory Ozone				
Hospital Admissions, All Respiratory	65-99	0.05	0.0002	19,644
Emergency Room Visits, Asthma	0-17	0.26	0.0045	5,859
Emergency Room Visits, Asthma	18-99	0.40	0.0032	12,560
Mortality Ozone				
Mortality, Non-Accidental	0-99	0.03	0.0001	30,386

[1] Affected age ranges are shown. Other age ranges are available, but the endpoints and age ranges shown here are the ones used by the USEPA in their health assessments. The age ranges are consistent with the epidemiological study that is the basis of the health function.

[2] Health effects are shown in terms of incidences of each health endpoint and how it compares to the base (2035 base year health effect incidences, or "background health incidence") values. Health effects are shown for the 5-Air-District Region.

[3] The percent of background health incidence uses the mean incidence. The background health incidence is an estimate of the average number of people that are affected by the health endpoint in a given population over a given period of time. In this case, the background incidence rates cover the 5-Air-District Region (estimated 2035 population of 3,271,451 persons). Health incidence rates and other health data are typically collected by the government as well as the World Health Organization. The background incidence rates used here are obtained from BenMAP.

[4] The total number of health incidences across the 5-Air-District Region is calculated based on the modeling data. The information is presented to assist in providing overall health context.

Source: SMAQMD, Minor Project Health Effects Screening Tool. June 2020 (see Appendix B).

The results of the Minor Project Health Effects Screening Tool have been presented for informational purposes only. Overall, because the Project would be relatively small compared to the regional growth and development that drives health impacts from criteria pollutants, and the anticipated air quality emissions would fall below all applicable thresholds of significance, potential health impacts related to criteria air pollutants would be less than significant.

Conclusion

Based on the above discussion, the Project would not expose any sensitive receptors to substantial concentrations of TACs or criteria pollutants during construction or operation. Consequently, the Project would result in a ***less-than-significant*** impact related to the exposure of sensitive receptors to substantial pollutant concentrations.

d. Pollutants of principal concern include emissions leading to odors, emission of dust, or emissions considered to constitute air pollutants. Air pollutants have been discussed in Questions 'a' through 'c' above. Therefore, the following discussion focuses on emissions of odors and dust.

Odors

While offensive odors rarely cause physical harm, they can be unpleasant, leading to considerable annoyance and distress among the public and can generate citizen complaints to local governments and air districts. Due to the subjective nature of odor impacts, the number of variables that can influence the potential for an odor impact, and the variety of odor sources, it is difficult to quantitatively determine the presence of a significant odor impact. Typical odor-generating land uses include, but are not limited to, wastewater treatment plants, landfills, and composting facilities. The Project would not introduce any such land uses.

Construction activities often include diesel fueled equipment and heavy-duty trucks, which could create odors associated with diesel fumes that may be considered objectionable. However, as discussed above, construction activities would be temporary, and operation of construction equipment adjacent to existing residential uses would be restricted to the hours of 7:00 AM to 7:00 PM every day, unless unforeseen conditions occur, per Section 6.32.100 of the City's Municipal Code. Project construction would also be required to comply with all applicable SMAQMD rules and regulations, particularly associated with permitting of air pollutant sources. The aforementioned regulations would help to minimize air pollutant emissions as well as any associated odors. Accordingly, substantial objectionable odors would not be expected to occur during construction activities.

Dust

As noted previously, construction of the Project is required to comply with all applicable SMAQMD rules and regulations, including, but not limited to, Rule 403 (Fugitive Dust) and Rule 404 (Particulate Matter). Furthermore, all projects within Sacramento County are required to implement the SMAQMD's Basic Construction Emission Control Practices (BCECP). Compliance with SMAQMD rules and regulations and BCECP would help to ensure that dust is minimized during Project construction. Following Project construction, vehicles operating within the Project site would be limited to paved areas of the site, which would not have the potential to create substantial dust emissions. Thus, Project operations would not include sources of dust that could adversely affect a substantial number of people.

Conclusion

For the reasons discussed above, construction and operation of the Project would not result in emissions, such as those leading to odors and/or dust, that would adversely affect a substantial number of people, and a ***less-than-significant*** impact would occur.

IV. BIOLOGICAL RESOURCES. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	✖	☐	☐
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	☐	✖	☐	☐
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	✖	☐	☐
d. Interfere substantially with the movement of any resident or migratory fish or wildlife species or with established resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?	☐	☐	✖	☐
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	✖	☐	☐
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	✖

Discussion

a. Special-status species include those plant and wildlife species that have been formally listed, are proposed as endangered or threatened, or are candidates for such listing under the federal and State Endangered Species Acts. Both acts afford protection to listed and proposed species. In addition, California Department of Fish and Wildlife (CDFW) Species of Special Concern, which are species that face extirpation in California if current population and habitat trends continue, U.S. Fish and Wildlife Service (USFWS) Birds of Conservation Concern, sensitive species included in USFWS Recovery Plans, and CDFW special-status invertebrates are all considered special-status species. Although CDFW Species of Special Concern generally do not have special legal status, they are given special consideration under CEQA Guidelines Section 15380. In addition to regulations for special-status species, most birds in the U.S., including non-status species, are protected by the Migratory Bird Treaty Act (MBTA) of 1918. Under the MBTA, destroying active nests, eggs, and young is illegal. In addition, plant species on California Native Plant Society (CNPS) Lists 1 and 2 are considered special-status plant species and are protected under CEQA (CEQA Guidelines Section 15380[b][2]).

The results of the Biological Resources Assessments prepared for the Project are presented below.

Existing Setting

The following discussion is based on the Biological Resources Assessments prepared for the Project by HELIX Environmental Planning (see Appendix C and Appendix D).[14,15]

The Lot A Study Area refers to the Lot A site as well as the inclusion of 50-foot buffers to the north, south, and west, and extending to the fence line to the east. Lot A is currently undeveloped but highly-disturbed from ongoing human activities, such as regular discing. Lot A contains several biological community types, primarily Barren. In addition, Lot A includes ruderal/disturbed habitat, non-native annual grassland, valley oak woodland, and a depressional seasonal wetland (see Figure 12).

The Lot B Study Area refers to Lot B and a 50-foot buffer to the north and west, and buffers to the paved roads to the south and east. The Lot B Study Area is regularly disced creating a highly-disturbed environment that supports several non-native and invasive plant species. One biological community, defined as Ruderal/Disturbed, occurs within the Lot B Study Area (see Figure 13).

On November 6, 2019, a field survey of Lot A was conducted to assess the potential for special-status species and sensitive habitats. On October 23, 2019, a field survey of Lot B was conducted to assess the potential for special-status species and sensitive habitats. In addition, the California Natural Diversity Data Base (CNDDB), CNPS Inventory of Rare and Endangered Plants, and historic aerial imagery were reviewed. The results of the site survey and database reviews are discussed below.

Special-Status Plants

According to the CNDDB search, 25 special-status plant species have the potential to occur on or in the vicinity of the Project site. Based on field observations, none of the 25 special-status plant species are anticipated to occur on Lot B. However, based on field observations, site conditions, habitat availability, and literature review, 12 of the 25 special-status plant species have the potential to occur within the Lot A Study Area. The species are as follows: Sanford's arrowhead, Bolander's water-hemlock, bristly sedge, hoary navarretia, Mason's lilaeopsis, marsh skullcap, Parry's tarplant, Peruvian dodder, saline clover, sideflowering skullcap, watershield, and woolly rose-mallow.

Due to the presence of suitable habitat within the Lot A Study Area and documented occurrences within close proximity to the site, special-status plant species have the potential for occurrence within Lot A. As such, ground-disturbing activities associated with construction of the Project on Lot A could adversely affect special-status plant habitat, and a potentially significant impact could occur.

Special-Status Wildlife

The Biological Resources Assessments concluded that the following special-status wildlife species have the potential to occur on the Project site: Swainson's hawk, burrowing owl, and nesting migratory birds and raptors, including the white-tailed kite, tricolored blackbird, and Cooper's hawk. In addition, due to the habitat types present on Lot A, the western pond turtle and giant garter snake have high potential to occur on Lot A.

[14] HELIX Environmental Planning. *Waterman Road (20.5-Acre) Biological Resources Assessment.* January 2022.
[15] HELIX Environmental Planning. *Waterman Road (10-Acre) Biological Resources Assessment.* January 2022.

Figure 12
Lot A Biological Community Types

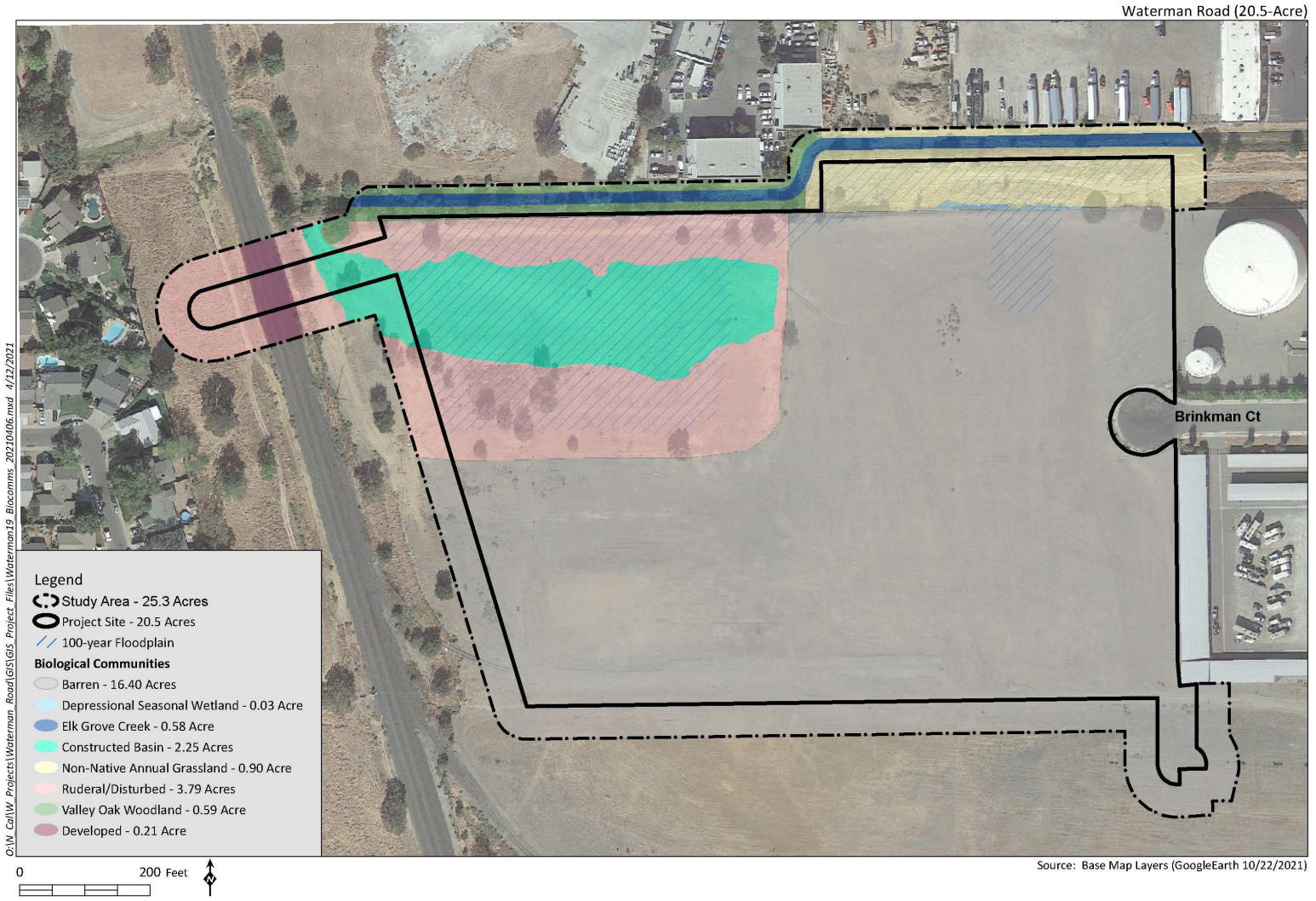


Figure 13
Lot B Biological Community Types

Swainson's Hawk

Swainson's hawk is a State-listed threatened species. Historically, Swainson's hawks foraged in the agricultural lands in and around the City of Elk Grove.[16] In the California Central Valley, Swainson's hawks nest in isolated trees, small groves, or large woodlands next to open grasslands or agricultural fields. The species typically nests near riparian areas, but can nest in urban areas as well. Suitable foraging habitats include fallow fields, all types of grasslands, irrigated pastures, alfalfa and other hay crops, and low-growing row crops. The project site currently includes open grasslands, isolated trees, and a nearby riparian area and, thus, would provide suitable nesting and foraging habitat for the species.

In 2003, the City established and adopted Elk Grove Municipal Code Chapter 16.130, Swainson's Hawk Impact Mitigation Fees, which establishes mitigation policies tailored for projects in Elk Grove that have been determined through the CEQA process to result in a "potential significant impact" on Swainson's hawk foraging habitat. Chapter 16.130 of the Municipal Code serves as a conservation strategy that is achieved through the selection of appropriate replacement lands and through management of suitable habitat value on those lands in perpetuity.[17] The Project site is not currently zoned for agricultural use and, thus, development of the Project would not trigger a requirement for compliance with the City's Swainson's hawk mitigation ordinance, mentioned above. Nevertheless, in recognition that the Project site could provide foraging habitat for Swainson's hawk, implementation of the Project could have an adverse effect to Swainson's hawk foraging habitat.

The CNDDB search returned 56 records of Swainson's hawk occurrences within five miles of the Lot A Study Area and 54 occurrences of the species within five miles of the Lot B Study Area. The nearest documented occurrence is located approximately 100 feet south of the Lot B Study Area. The species was not observed on the Project site during the biological survey; however, the site assessment was conducted when the species is not expected to be present within the Sacramento Valley.

Because several documented occurrences for the species exist within the vicinity of the Project site, and because the Project site provides nesting and foraging habitat, the Swainson's hawk has the potential to occur within the Project site. Thus, in the absence of mitigation, implementation of the Project could result in adverse effects to the Swainson's hawk.

Burrowing Owl

Burrowing owl is a State Species of Special Concern as designated by the CDFW. Burrowing owls generally inhabit gently sloping areas characterized by low, sparse vegetation, and the breeding season for burrowing owls is from February to August. Burrowing owls nest in burrows in the ground, often in old ground squirrel burrows. Burrowing owls are also known to use artificial burrows, including pipes, stockpiles, culverts, and nest boxes.

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[16] City of Elk Grove. *Swainson's Hawk Program.* Available at: http://www.elkgrovecity.org/city_hall/departments_divisions/planning/resources_and_policies/swainsons_hawk_program. Accessed December 2020.

[17] City of Elk Grove. *Swainson's Hawk Program.* Available at: http://www.elkgrovecity.org/city_hall/departments_divisions/planning/resources_and_policies/swainsons_hawk_program. Accessed July 2019.

The CNDDB search returned eight occurrences for the species within five miles of the Lot A Study Area and seven occurrences for the species within five miles of the Lot B Study Area. In addition, existing burrows within the Lot A Study Area provide potential nesting habitat, and the ground squirrels on-site could provide prey for the species.

Because several documented occurrences for the species exist within the vicinity of the Project site, and because the Project site provides suitable nesting and foraging habitat, the burrowing owl has the potential to occur within the Project site. Thus, in the absence of mitigation, implementation of the Project could result in adverse effects to the burrowing owl.

Nesting Migratory Birds and Raptors

Suitable nest locations for migratory birds and raptors include, but are not limited to trees, shrubs, herbaceous vegetation and bare ground. The potential exists for migratory birds and raptors protected under the MBTA to nest within the trees and bare ground on the Project site. As such, in the absence of mitigation, implementation of the Project could result in adverse effects to nesting migratory birds and raptors that are protected under the MBTA.

Western Pond Turtle

Western pond turtle is a California Species of Special Concern. The western pond turtle is typically found along quiet streams and ponds with basking sites and muddy bottoms, and the species feeds on aquatic plants, fishes, and invertebrates. The species are generally associated with permanent water sources and prefer areas of deep water with low velocity and high temperatures.

The CNDDB search returned two documented occurrences for the species within five miles of the Study Area. Elk Grove Creek provides suitable aquatic habitat, and the non-native annual grassland adjacent to Elk Grove Creek provides suitable upland and overwintering habitat for the species.

Due to the presence of suitable aquatic and upland/overwintering habitat, and the documented occurrences for the species within the vicinity of the Lot A Study Area, the western pond turtle has the potential to occur within Lot A. Thus, in the absence of mitigation, implementation of the Project on Lot A could result in adverse effects to the western pond turtle.

Lot B does not provide any aquatic habitat and, thus, does not have the potential to support the western pond turtle.

Giant Garter Snake

The giant garter snake is a federally and State threatened species. The species is typically found in several habitats including agricultural wetlands, irrigation and drainage canals, sloughs, pools, small lakes, low gradient streams and adjacent wetlands. Giant garter snakes are an aquatic species and are almost always found within the immediate vicinity of a water source.

The CNDDB search returned six occurrences for the species within five miles of the Study Area. One historical occurrence is located within 0.13 mile of the Study Area. While Elk Grove Creek, to the north of Lot A, may provide suitable aquatic habitat for the species,

suitable aquatic habitat does not exist within Lot A. Underground burrows within the Lot A Study Area provide suitable upland/overwintering habitat for the species. Because several documented occurrences for the species exist within the vicinity of the Lot A Study Area, and the Lot A Study Area provides suitable upland habitat, and suitable aquatic habitat exists immediately adjacent to Lot A, the species has the potential to occur within Lot A. Thus, in the absence of mitigation, implementation of the Project on Lot A could result in adverse effects to the giant garter snake.

Lot B does not provide any aquatic habitat and, thus, does not have the potential to support the giant garter snake.

Conclusion

Based on the above, ground-disturbing activities associated with construction of the Project would modify existing habitat and, therefore, could result in indirect adverse effects to Swainson's hawk, burrowing owl, and nesting migratory birds and raptors protected by the MBTA. In addition, because of the riparian habitat present on Lot A, implementation of the Project on Lot A could result in adverse effects to special-status plant species, western pond turtle, and giant garter snake. As such, the Project could result in an adverse effect, either directly or through habitat modifications, on species identified as special-status species in local or regional plans, policies, or regulations, or by the CDFW or the USFWS. Therefore, the impact would be ***potentially significant***.

Mitigation Measure(s)

Implementation of the following mitigation measures would reduce the above impact to a *less-than-significant* level.

Special-Status Plants

IV-1. *Prior to the initiation of ground disturbance on Lot A, a qualified botanist shall conduct a botanical survey within the evident and identifiable blooming period for Bolander's water-hemlock (July to September), bristly sedge (May to September), hoary navarretia (May to June), marsh skullcap (June to September), Mason's lilaeopsis (April to November), Parry's tarplant (May to October), Peruvian dodder (July to October), saline clover (April to June), Sanford's arrowhead (May to October), side-flowering skullcap (July to September), watershield (June to September), woolly rose-mallow (June to September). Two surveys, one conducted between May and June, and one conducted between July to September, will satisfy the blooming period for all twelve plant species. The targeted botanical survey shall focus along Elk Grove Creek and within the non-native annual grassland.*

If no special-status plants are observed, the botanist shall document the findings in a letter report to be sent to Project proponent and City's Development Services Department, and no additional measures are recommended. If any of the twelve aforementioned special-status plants are identified within areas of potential construction disturbance, they shall be avoided to the greatest extent feasible, as determined by the City. If the plants cannot be avoided, then a qualified botanist shall prepare an avoidance and mitigation plan detailing protection and avoidance

measures, transplanting procedures, success criteria, and long-term monitoring protocols for review and approval of the City's Development Services Department.

If any special-status plants are observed, a pre-construction worker awareness training shall be conducted alerting workers to the presence of and protections for special-status plants.

Swainson's Hawk

IV-2(a). *Prior to the commencement of construction activities during the nesting season for Swanson's hawk (between March 1 and September 15), a qualified biologist shall conduct protocol-level preconstruction surveys within at least 2 (two) of the recommended survey periods within the nesting season that coincides with the commencement of construction activities, in accordance with the Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in California's Central Valley (Swainson's Hawk Technical Advisory Committee 2000). At least one survey shall be conducted within each survey period selected; the dates should be adjusted in consideration of early or late nesting seasons for the year in which the surveys are conducted. If the final survey is completed more than 14 days prior to initiation of construction, an additional survey shall be conducted within 14 days of the start of construction to ensure that nesting has not been initiated within the intervening time. The qualified biologist shall conduct surveys for nesting Swainson's hawk within 0.25 mile of the Project Site, where legally permitted. The qualified biologist shall use binoculars to visually determine whether Swainson's hawk nests occur within the 0.25-mile survey area, if access is denied on adjacent properties. If no active Swainson's hawk nests are identified on or within 0.25 mile of the Project site within the recommended survey periods, a letter report summarizing the survey results shall be submitted to the City of Elk Grove within 30 days following the final survey, and no further avoidance and minimization measures for nesting habitat are required.*

If active Swainson's hawk nests are found within 0.25-mile of construction activities, the qualified biologist shall contact the City of Elk Grove within one business day following the pre-construction survey to report the findings. For the purposes of this mitigation measure, construction activities are defined to include heavy equipment operation associated with vegetation clearing, grading, construction (use of cranes or draglines, new rock crushing) or other Project-related activities that could cause nest abandonment or forced fledging within 0.25-mile of a nest site between February 15 and August 31. Should an active nest be present within 0.25-mile of the construction area, the City of Elk Grove shall be consulted to establish take avoidance plan. Such a plan could include measures such as establishment of a construction setback, placement of high-visibility construction fencing along the setback boundaries, and monitoring of the nest during construction activities. The qualified biologist shall have the authority to stop construction activities if the hawks show signs of distress; if this occurs, construction may not resume until the City of Elk Grove is consulted and the construction setback is increased or other take-

avoidance measures are modified. A letter report summarizing the survey results and describing implementation of the take avoidance measures will be submitted to the City of Elk Grove within 30 days of the final monitoring event. No further avoidance and minimization measures for nesting habitat would be required after submittal of the report.

IV-2(b). *Prior to initiation of construction activities, the Project applicant shall mitigate for the loss of Swainson's hawk foraging habitat at a 1:1 ratio. Mitigation shall be accomplished through acquisition of a conservation easement(s) or other instrument suitable to preserve foraging habitat for the Swainson's hawk in accordance with either Section 16.130.040 or 16.130.110 of the Elk Grove Municipal Code.*

Burrowing Owl

IV-3(a). *During the non-breeding season (late September through the end of January), the Applicant shall conduct a survey for burrowing owls and burrows or debris that represent suitable nesting or refugia habitat for burrowing owls within areas of proposed ground disturbance. Should owls be present, construction activities shall avoid the refugia by 250 feet until the burrowing owl vacates the site. CDFW may provide authorization for the applicant to conduct activities (burrow exclusion, etc.) that may discourage owl use.*

If clearing and construction activities are planned to occur during the nesting period for burrowing owls (February 1–August 31), a qualified biologist shall conduct a targeted burrowing owl nest survey of all accessible areas within 500 feet of the proposed construction area within 14 days prior to construction initiation, as described in CDFG's Staff Report on Burrowing Owl Mitigation, published March 7, 2012. Surveys shall be repeated if Project activities are suspended or delayed for more than 14 days during nesting season. The results of the surveys shall be submitted to the Development Services Department. If burrowing owls are not detected, further mitigation is not required.

If an active burrowing owl nest burrow (i.e., occupied by more than one adult owl, and/or juvenile owls are observed) is found within 250 feet of a construction area, construction shall cease within 250 feet of the nest burrow until a qualified biologist determines that the young have fledged and adult has vacated, or it is determined that the nesting attempt has failed. If the applicant desires to work within 250 feet of the nest burrow, the applicant shall consult with CDFW and the City to determine if the nest buffer can be reduced.

IV-3(b). *If nesting burrowing owls are found during the pre-construction survey, mitigation for the permanent loss of burrowing owl foraging habitat (defined as all areas of suitable habitat within 250 feet of the active burrow) shall be accomplished at a 1:1 ratio. The mitigation provided shall be consistent with recommendations in the State of California's Department of Fish and Game Staff Report on Burrowing Owl Mitigation, dated March 7, 2012, and may be accomplished within the Swainson's hawk foraging habitat*

mitigation area for the Project if burrowing owls have been documented utilizing that area, or if the qualified biologist, the City, and CDFW collectively determine that the mitigation strategy is suitable for both species.

Nesting Migratory Birds and Raptors

IV-4(a). *If vegetation clearing, grading and/or construction activities are planned to occur during the migratory bird nesting season (February 15 to August 30), a preconstruction survey to identify active migratory bird nests shall be conducted by a qualified biologist within three days prior to construction initiation. The survey shall be performed by a qualified biologist for the purposes of determining presence/absence of active nest sites within a 500-foot radius of proposed construction areas, where access is available. If a break in construction activity of more than two weeks occurs, then subsequent surveys shall be conducted.*

If active raptor nests, not including Swainson's hawk, are found, construction activities shall not take place within 500 feet of the nest/s until the young have fledged. If active songbird nests are found, a 100-foot no disturbance buffer shall be established. The no-disturbance buffers may be reduced if a smaller buffer is proposed by the qualified biologist and approved by the City (and CDFW if the species is a tricolored blackbird nesting colony) after taking into consideration the natural history of the species of bird nesting, the proposed activity level adjacent to the nest, habituation to existing or ongoing activity, and nest concealment (are there visual or acoustic barriers between the proposed activity and the nest). The qualified biologist shall visit the nest as needed to determine when the young have fledged the nest and are independent of the site, or the nest may be left undisturbed until the end of the nesting season.

IV-4(b). *Should construction activities cause a nesting bird to do any of the following in a way that would be considered a result of construction activities: vocalize, make defensive flights at intruders, get up from a brooding position, or fly off the nest, then the exclusionary buffer shall be increased such that activities are far enough from the nest to stop the agitated behavior, or as otherwise required through consultation with CDFW and the City. The exclusionary buffer shall remain in place until the chicks have fledged or as otherwise determined by a qualified biologist in consultation with CDFW and the City. Construction activities may only resume within the buffer zone after a follow-up survey by the qualified biologist has been conducted and a report has been prepared indicating that the nest(s) are no longer active, and that new nests have not been identified.*

Western Pond Turtle

IV-5. *A qualified biologist shall conduct a preconstruction survey for western pond turtle on Lot A within 14 days prior to development or ground disturbing activities, including grading, vegetation clearing, tree removal, or construction, on Lot A. If western pond turtle is not observed on Lot A, a letter report shall be prepared to document the results of the survey and*

provided to the Project proponent and the City's Development Services Department, and no additional measures are recommended.

If development does not commence within 14 days of the pre-construction survey, or halts for more than 14 days, an additional survey of Lot A shall be conducted prior to resuming or starting work.

If western pond turtle is observed within Lot A, then a qualified biologist shall establish an appropriate no disturbance buffer around the area where it was observed (likely the intermittent stream) and wildlife exclusion fencing shall be installed. This fencing shall be comprised of silt fencing and shall be installed in an area recommended by the designated biologist. The fencing shall remain in place for the duration of construction and shall be removed upon the completion of construction. The qualified biologist shall also conduct an environmental awareness training for all construction personnel prior to the initiation of work. As applicable, the pre-construction survey and environmental training may be combined with other recommended surveys and trainings.

Giant Garter Snake

IV-6(a). *A qualified biologist shall conduct a field investigation on Lot A to delineate giant garter snake aquatic habitat within the Lot A footprint and within 300 feet of the Lot A footprint. Locations of delineated habitat may be noted on final site design plans in order to fully-avoid giant garter snake habitat.*

If the proposed Project cannot fully-avoid giant garter snake habitat, then work shall be conducted during the snake's active season, between (May to September). During this period, the potential for direct mortality is reduced because snakes are expected to move and avoid danger. Construction and ground-disturbing activities within suitable giant garter snake habitat shall be initiated after May 1 and shall end prior to October 1. If it is anticipated that construction activities may extend beyond October 1st, then the Project proponent shall coordinate with the USFWS for additional measures to implement in order to minimize or avoid take.

If construction activities will occur within giant garter snake aquatic habitat, then the aquatic habitat shall be dewatered and then remain dry and absent of aquatic prey (e.g., fish and tadpoles) for 15 days prior to initiation of construction activities. Exclusion fencing shall be installed per the BMPs outlined below. If complete dewatering is not possible, then the Project proponent shall coordinate with the USFWS for additional measures to implement in order to minimize or avoid take.

Prior to the start of construction on Lot A, a qualified biologist shall conduct pre-construction clearance surveys using USFWS-approved methods within 24 hours prior to construction activities within identified upland/overwintering habitat. If construction activities stop for a period of two weeks or more, then another pre-construction clearance survey should be conducted within 24 hours prior to resuming construction activity.

Giant garter snake habitat, outside construction fencing, shall be avoided by all construction personnel. The fencing and the work area shall be inspected and maintained by the contractor until completion of the Project.

If a giant garter snake is encountered during construction activities, a qualified biologist shall notify the USFWS and the City's Development Services Department immediately. Construction activities shall be suspended in a 100-foot radius of the animal until the animal leaves the Project site on its own volition. If necessary, the biologist shall notify the USFWS to determine the appropriate procedures related to relocation. If the animal is handled, a report shall be submitted, including date(s), location(s), habitat description, and any corrective measures taken to protect the giant garter snake within one business day to the USFWS. The biologist shall report any take of listed species to the USFWS, immediately. Any worker who inadvertently injures or kills a giant garter snake or who finds one dead, injured, or entrapped must immediately report the incident to the biologist.

Employ BMPs that are wildlife-friendly, in order to minimize disturbances to habitat. These may include, but are not limited to:

- *Install exclusion fencing (after aquatic habitat has been dewatered 15 days prior to construction activities) that will extend a minimum of 300 feet within the Lot A property line into adjacent uplands, or up to the construction footprint if the construction footprint is located within 300 feet of aquatic habitat to isolate both the aquatic and adjacent upland habitat. The exclusion fencing shall not impede use of the construction footprint. Exclusionary fencing will be erected 36 inches above ground and buried at least 6 inches below the ground to prevent snakes from attempting to move under the fence into the construction area. In addition, high-visibility fencing will be erected to identify the construction limits and to protect adjacent habitat from encroachment of personnel and equipment.*
- *Do not use plastic, monofilament, jute, or similar erosion-control matting that could entangle snakes or other wildlife. Tightly woven fiber netting (mesh size less than 0.25 inch) or similar material will be used to ensure snakes are not trapped. Coconut coir matting and fiber rolls containing burlap are examples of acceptable erosion control materials.*
- *Cover all excavated steep-walled holes and trenches more than 6 inches deep, with plywood (or similar material) or provided with one or more escape ramps constructed of earth fill or wooden planks at the end of each work day or 30 minutes prior to sunset, whichever occurs first. All steep-walled holes and trenches will be inspected by the project applicant or contractor each morning to ensure that no wildlife has become entrapped. All construction pipes, culverts, similar structures, construction equipment, and construction debris left overnight within giant garter snake habitat will be inspected for presence of giant garter snake by the biologist prior to being moved.*

IV-6(b). Prior to the initiation of construction on Lot A, the qualified biologist shall conduct an environmental awareness training for all construction personnel for the potential of the giant garter snake to occur onsite. Evidence of the training shall be submitted to the City's Development Services Department.

b,c. Lot A and Lot B were studied independently for this analysis. The results of each Aquatic Resources Delineation are presented below.

Lot A

The following discussion of Lot A is based on the Aquatic Resources Delineation prepared for the Project by HELIX Environmental Planning (see Appendix E).[18] Fieldwork for the Aquatic Resource Delineation was conducted by HELIX Environmental Planning on January 17 and 20, 2020 in accordance with the *Corps of Engineers Wetlands Delineation Manual* and the *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Arid West Region (Version 2.0)*. A second site visit was conducted in March 2021 to assess the waterline alignment in the northwest and southeast corners of the project site.

Aquatic resources identified on Lot A consist of a seasonal wetland and a constructed basin (see Figure 14).

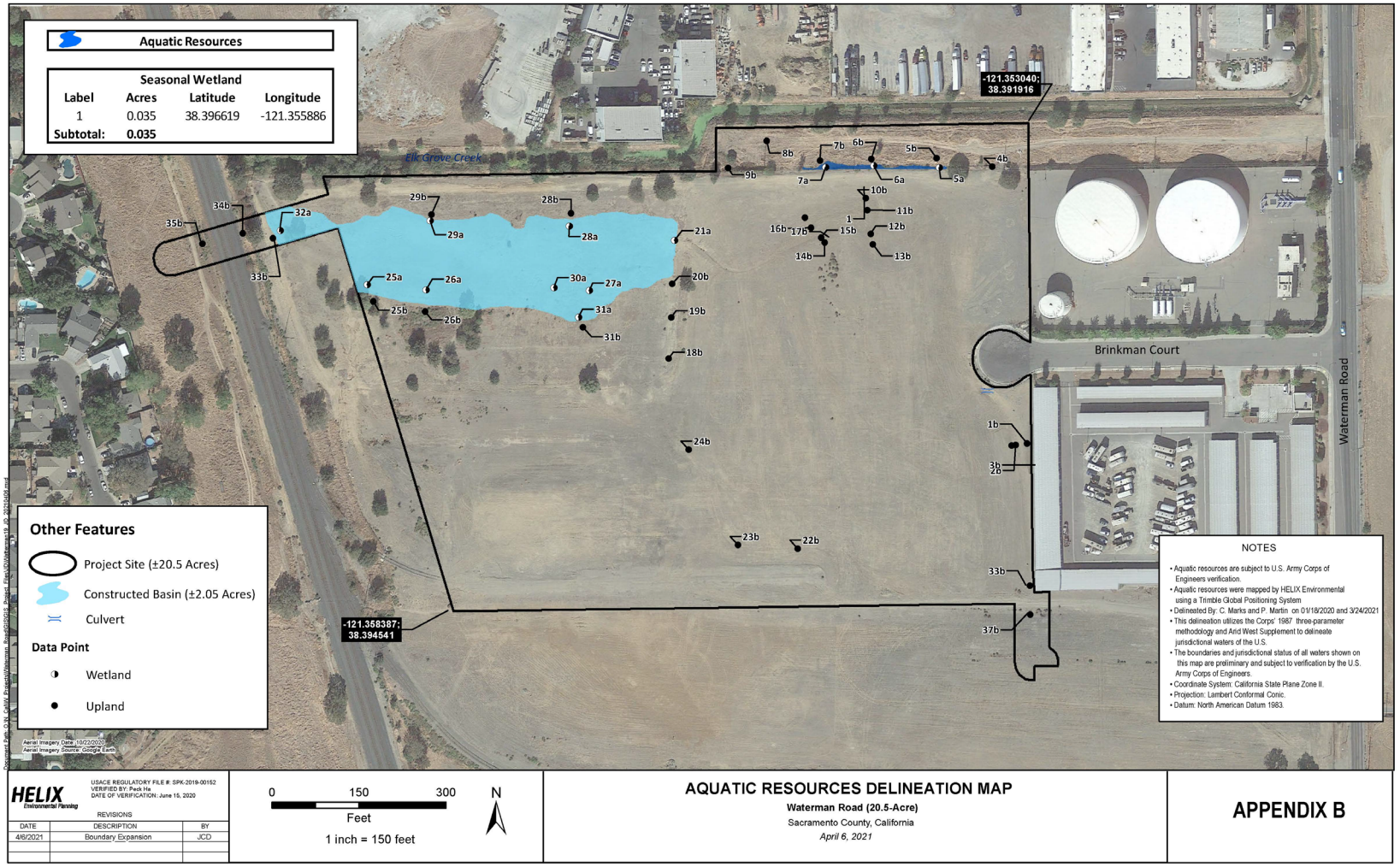
The approximately 0.035-acre seasonal wetland was observed within the northern portion of the site. While the wetland was not inundated at the time of the field survey, the wetland is located within the 100-year floodplain as designated by FEMA Flood Maps, and historic aerial imagery depicts inundation of the area during the wet season. The seasonal wetland is considered a water of the U.S. and water of the State subject to U.S. Army Corps of Engineers (USACE) and Central Valley Regional Water Quality Control Board (CVRWQCB) jurisdiction under Section 404 and 401 of the Clean Water Act.

A constructed, unlined earthen basin approximately 2.05 acres in size is located in the northwest portion of Lot A, adjacent to Elk Grove Creek. The basin meets all three wetland criteria to qualify as a wetland with hydric soils and wetland hydrology present. The constructed basin is not considered jurisdictional under Section 404 or 401 of the Clean Water Act, as water-filled depressions created in dry land incidental to mining or construction activity, including pits, excavated for obtaining fill, sand or gravel that fill with water are not considered waters of the U.S. However, the constructed basin may qualify as a water of the State as defined in State Water Resources Control Board (SWRCB) adopted Resolution 2019-0015 because it is an artificial wetland.

Following implementation of the proposed project, the new 100-year flood plain would be fully contained within the proposed flood control basin. As a condition of project approval, the City will require approval of a Conditional Letter of Map Revision (CLOMR) prior to the issuance of Grading Plans or Improvement Plans, whichever comes first, and approval of a LOMR to be completed prior to issuance of Building Permit.

[18] HELIX Environmental Planning. *Waterman Road (20.5-Acres) Aquatic Resources Delineation Report.* April 2021.

Figure 14
Lot A Aquatic Resources Delineation Map



Potential CDFW jurisdictional features are not present on Lot A. However, the seasonal wetland is considered a potential water of the U.S. and water of the State, and the constructed basin may qualify as a water of the State. As such, without the implementation of mitigation, a potentially significant impact related to riparian habitat and protected wetlands could occur because the proposed project would directly involve development within the constructed basin/artificial wetland.

Additionally, water from the flood control basin on Lot A would discharge directly to Elk Grove Creek. Thus, the project would be required to obtain a Lake and Streambed Alteration Permit pursuant to CDFW Section 1602.

Lot B

The following discussion of Lot B is based on the Aquatic Resources Delineation prepared for the Project by HELIX Environmental Planning (see Appendix F).[19] Fieldwork for the Aquatic Resource Delineation was conducted by HELIX Environmental Planning on January 16 and 17, 2020. Aquatic resources were not detected on Lot B. The site consists entirely of uplands and aquatic resources that would be potential waters of the U.S. or waters of the State or fall under CDFW jurisdiction under Section 1600 *et seq*. of the California Fish and Game Code were not identified. As such, no impact related to riparian habitat and protected wetlands would occur.

Conclusion

Aquatic resources, protected wetlands, riparian habitat, and otherwise sensitive communities do not exist on Lot B. On Lot A, the seasonal wetland and constructed basin constitute aquatic resources that would be affected by implementation of the Project. Therefore, implementation of the Project on Lot A could result in impacts related to having a substantial adverse effect on a riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the CDFW or USFWS or related to having a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means. Thus, a ***potentially significant*** impact could occur.

Mitigation Measure(s)

Implementation of the following mitigation measures would reduce the above impact to a *less-than-significant* level.

IV-7. *Prior to initiation of grading activities on Lot A, the Project applicant shall submit to the Central Valley Regional Water Quality Control Board an application for Clean Water Act Section 401 Water Quality Certification and/or Waste Discharge Requirements for Projects Involving Discharge of Dredged and/or Fill Material to Waters of the State. The Project applicant shall be responsible for conducting all Project activities in accordance with the permit provisions outlined in the applicable Central Valley Water Board permit. A copy of the Water Quality Certification or waiver issued for the Project shall be submitted to the City Development Services Department.*

[19] HELIX Environmental Planning. *Waterman Road (10-Acre) Aquatic Resources Delineation Report.* February 2020.

d. The Project site is located in an industrial area of the City, and is bordered by the UPRR tracks to the west, a roadway and petroleum plant to the south, Waterman Road to the east, and commercial buildings to the north. The existing setting of the surrounding area limits the potential for use of the Project site as a wildlife movement corridor. In addition, the Project would not impede the flow of Elk Grove Creek, which could be used by migratory fish or as a wildlife corridor for other wildlife species.

Based on the above, the Project would not interfere substantially with the movement of any resident or migratory fish or wildlife species or with established resident or migratory wildlife corridors, or impede the use of wildlife nursery sites. Thus, a ***less-than-significant*** impact would occur.

e. Section 19.12 of the City of Elk Grove Municipal Code contains the City's Tree Preservation and Protection Ordinance. The ordinance provides protections for landmark trees, trees of local importance, secured trees, and trees on City property or in a public right-of-way.

An Arborist Report and Tree Inventory was prepared for the Project on Lot A by California Tree and Landscape Consulting, Inc. (CalTLC) (see Appendix G).[20] On March 24, 2020, CalTLC surveyed Lot A, and identified a total of 55 trees. Most of the on-site trees are valley oak or Brazilian pepper. Of the 55 trees, 32 trees have been recommended for removal from Lot A due to the nature and extent of defects, compromised health, and/or structural instability. Of the 32 trees recommended for removal, 17 are considered trees of local importance according to the City of Elk Grove Municipal Code Section 19.12.040.

An Arborist Report and Tree Inventory Summary was prepared for the Project on Lot B by Sierra Nevada Arborists (see Appendix H).[21] On September 11, 2019, Sierra Nevada Arborists surveyed Lot B and identified 12 trees measuring four inches in diameter and larger measured at breast height within and/or overhanging Lot B. The identified trees were California black walnut, Chinese pistache, elm, and valley oak. Of the 12 on-site trees, seven have been recommended for removal from the site due to the nature and extent of defects, compromised health, and/or structural instability. Of the seven trees recommended for removal, five are considered trees of local importance, and are thereby protected.

Because the Project would involve the removal of 44 trees, 23 of which are considered trees of local importance and are protected by the City, per Section 19.12.070, approval of a tree permit would be required prior to any protected tree removal or work conducted within the critical root zone of any protected tree. It is noted that all 23 trees of local importance that are proposed for removal are damaged and/or have major structural or health issues.

Conclusion

Based on the above, the potential exists for the Project to conflict with Section 19.12 of the City's Municipal Code. As a result, the Project could conflict with local policies or ordinances protecting biological resources, such as a tree preservation policy or

[20] California Tree and Landscape Consulting, Inc. *Arborist Report and Tree Inventory for 9195 Brinkman Court, City of Elk Grove, California*. March 30, 2020.

[21] Sierra Nevada Arborists. *Arborist Report and Tree Inventory Summary, 10000 Waterman Road Project Site, City of Elk Grove, California*. September 16, 2019.

ordinance, and a ***potentially significant*** impact could occur. However, implementation of Mitigation Measure IV-8, below, would ensure that the Project would have a less-than-significant impact.

Mitigation Measure(s)

Implementation of the following mitigation measures would reduce the above impact to a *less-than-significant* level.

IV-8. *Prior to ground-disturbing activities and any tree removal, a tree permit shall be obtained from the City of Elk Grove, and the Project applicant shall comply with all of the conditions of the permit. As part of the approval of a tree permit for removal of a tree, the approving authority shall require mitigation for the loss of the tree consistent with Article IV (Mitigation for Tree Loss) of Elk Grove Municipal Code Chapter 19.12. A tree preservation plan shall be prepared for the Project identifying all protection and mitigation measures to be taken. The measures shall remain in place for the duration of the construction activities at the Project site. The tree preservation plan shall be submitted to and approved by the City of Elk Grove Development Services Department.*

f. Sacramento County, the City of Rancho Cordova, the City of Galt, and other local partners have adopted the South Sacramento Habitat Conservation Plan (SSHCP). However, the City of Elk Grove is not a participating city. Furthermore, as noted above, this IS/MND includes mitigation measures to address potential impacts to species which are covered by the SSHCP, including burrowing owl, Swainson's hawk, and giant garter snake. The mitigation measures included herein generally do not conflict with the avoidance and minimization measures included in Chapter 5 of the SSHCP. Therefore, the Project site is not located in an area with an approved HCP/NCCP, or local, regional, or State habitat conservation plan, and ***no impact*** would occur regarding a conflict with the provisions of such a plan.

V. CULTURAL RESOURCES. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	☐	✖	☐	☐
b. Cause a substantial adverse change in the significance of a unique archaeological resource pursuant to Section 15064.5?	☐	✖	☐	☐
c. Disturb any human remains, including those interred outside of dedicated cemeteries.	☐	✖	☐	☐

Discussion

a-c. Historical resources are features that are associated with the lives of historically important persons and/or historically significant events, that embody the distinctive characteristics of a type, period, region or method of construction, or that have yielded, or may be likely to yield, information important to the pre-history or history of the local area, California, or the nation. Examples of typical historical resources include, but are not limited to, buildings, farmsteads, rail lines, bridges, and trash scatters containing objects such as colored glass and ceramics.

Given that the Project site has been subjected to previous disturbance, including regular discing, the potential to discover previously unknown historical or archeological resources on-site is low. Furthermore, based on the results of a search of the Native American Heritage Commission (NAHC) Sacred Lands File, the Project site does not contain known Tribal Cultural Resources.[22] The Wilton Rancheria initiated consultation under AB 52, and requested to complete a pedestrian survey of the Project site. The pedestrian survey was completed, the Wilton Rancheria approved the cultural and tribal cultural resources mitigation measures included in this IS/MND, and further consultation is not required. Refer to Section XVIII, Tribal Cultural Resources, for additional information.

The Project would be consistent with the site's current land use and zoning designations. As such, buildout of the site with an industrial use was previously analyzed in the General Plan EIR. The General Plan EIR concluded that buildout of the General Plan, including the Project site, would result in a less-than-significant impact related to cultural resources, provided that development projects within the City implement project-level mitigation to avoid resources.

While known resources do not exist on-site, previously unknown historical or archaeological resources, including human remains, may exist in the Project area and be obscured by vegetation, siltation, or historic agricultural activities, resulting in an absence of surficial evidence. Such resources may have the potential to be uncovered during ground-disturbing activities at the Project site. Implementation of Mitigation Measures V-1 through V-3 would ensure that if previously unknown resources are encountered during construction activities, the Project would not cause a substantial adverse change in the significance of a unique archaeological resource pursuant to CEQA Guidelines Section 15064.5 and/or disturb human remains, including those interred outside of dedicated cemeteries, during construction. Therefore, impacts would be considered ***potentially significant***.

[22] Native American Heritage Commission. *Native American Consultation, Pursuant to Senate Bill 18, Government Code §65352.3 and §65352.4, Waterman Brinkman Logistics Center PLNG20-016, Sacramento County*. October 2020, 2020.

Mitigation Measure(s)

Implementation of the following mitigation measures would reduce the above impact to a *less-than-significant* level.

V-1. *In the event of the accidental discovery or recognition of any human remains, the Development Services Department shall be notified, and further excavation or disturbance of the find or any nearby area reasonably suspected to overlie adjacent human remains shall not occur until compliance with the provisions of CEQA Guidelines Section 15064.5(e)(1) and (2) has occurred. The Guidelines specify that in the event of the discovery of human remains other than in a dedicated cemetery, no further excavation at the site or any nearby area suspected to contain human remains shall occur and the County Coroner shall be notified to determine if an investigation into the cause of death is required. If the Coroner determines that the remains are Native American, then, within 24 hours, the Coroner must notify the Native American Heritage Commission, which in turn will notify the most likely descendants who may recommend treatment of the remains and any grave goods. If the Native American Heritage Commission is unable to identify a most likely descendant or most likely descendant fails to make a recommendation within 48 hours after notification by the Native American Heritage Commission, or the landowner or his authorized agent rejects the recommendation by the most likely descendant and mediation by the Native American Heritage Commission fails to provide a measure acceptable to the landowner, then the landowner or his authorized representative shall rebury the human remains and grave goods with appropriate dignity at a location on the property not subject to further disturbances. Should human remains be encountered, a copy of the resulting County Coroner report noting any written consultation with the Native American Heritage Commission shall be submitted as proof of compliance to the Development Services Department. Work on the Project site cannot commence until after the human remains are removed from the area.*

V-2. *In the event that cultural resources or tribal cultural resources are discovered during grading or construction activities during development of the Project, work shall halt immediately within 100 feet of the discovery, the Development Services Director shall be immediately notified. The Applicant's on-site Construction Supervisor, the City of Elk Grove, an archaeologist meeting the Secretary of the Interior's Standards in Archaeology, and any applicable Native American tribes shall assess the discovery to determine if it qualifies as a tribal cultural resource. The appropriate treatment of the discovery, including any applicable avoidance or mitigation strategies, shall be determined in consultation with the City and the applicable tribes. Construction activities within 100 feet of the discovery shall not commence until the appropriate treatment has been determined and any applicable mitigation has been completed. Mitigation shall follow the recommendations detailed in Public Resources Code Sections 21084.3(a) and (b), and CEQA Guidelines Section 15370. Work may continue on other parts of the Project site while historical or unique archaeological resource mitigation takes place (Public Resources Code Section 21083.2).*

V-3. *The applicant shall retain the services of a qualified professional to conduct a worker environmental training session for the construction crew that will be conducting grading and excavation at the Project site. The worker environmental training shall include archaeological and Tribal Cultural Resource awareness. The training shall be developed in coordination with the applicable tribes and approved by the City. The training shall identify the appropriate point of contact in the case of tribal cultural resource discovery and shall include relevant information regarding tribal cultural resources, including applicable regulations, protocols for avoidance, and consequences of violating State laws and regulations. The training shall also underscore the requirement for confidentiality and culturally-appropriate treatment of tribal cultural resources.*

VI. ENERGY. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	✖	☐
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	✖	☐

Discussion

a,b. The main forms of available energy supply are electricity, natural gas, and oil. A description of the 2019 California Green Building Standards Code and the Building Energy Efficiency Standards, with which the Project would be required to comply, as well as discussions regarding the Project's potential effects related to energy demand during construction and operations are provided below.

California Green Building Standards Code

The 2019 California Green Building Standards Code, otherwise known as the CALGreen Code (CCR Title 24, Part 11), is a portion of the CBSC which became effective with the rest of the CBSC on January 1, 2020. The purpose of the CALGreen Code is to improve public health, safety, and general welfare by enhancing the design and construction of buildings through the use of building concepts having a reduced negative impact or positive environmental impact and encouraging sustainable construction practices. The provisions of the code apply to the planning, design, operation, construction, use, and occupancy of every newly constructed building or structure throughout California. Requirements of the CALGreen Code include, but are not limited to, the following measures:

- Compliance with relevant regulations related to future installation of Electric Vehicle charging infrastructure in residential and non-residential structures;
- Indoor water use consumption is reduced through the establishment of maximum fixture water use rates;
- Outdoor landscaping must comply with the California Department of Water Resources' Model Water Efficient Landscape Ordinance (MWELO), or a local ordinance, whichever is more stringent, to reduce outdoor water use;
- Diversion of 65 percent of construction and demolition waste from landfills;
- Mandatory periodic inspections of energy systems (i.e., heat furnace, air conditioner, mechanical equipment) for nonresidential buildings over 10,000 sf to ensure that all are working at their maximum capacity according to their design efficiencies; and
- Mandatory use of low-pollutant emitting interior finish materials such as paints, carpet, vinyl flooring, and particle board.

Building Energy Efficiency Standards

The 2019 Building Energy Efficiency Standards is a portion of the CBSC, which expands upon energy-efficiency measures from the 2016 Building Energy Efficiency Standards. The 2019 Building Energy Efficiency Standards went into effect on January 1, 2020. The 2019 standards provide for additional efficiency improvements beyond the current 2016 standards. Non-residential buildings built in compliance with the 2019 standards are

anticipated to use approximately 30 percent less energy compared to the 2016 standards, primarily due to lighting upgrades.[23]

Construction Energy Use

Construction of the Project would involve on-site energy demand and consumption related to use of oil in the form of gasoline and diesel fuel for construction worker vehicle trips, hauling and materials delivery truck trips, and operation of off-road construction equipment. In addition, diesel-fueled portable generators may be necessary to provide additional electricity demands for temporary on-site lighting, welding, and for supplying energy to areas of the sites where energy supply cannot be met via a hookup to the existing electricity grid. Project construction would not involve the use of natural gas appliances or equipment.

Even during the most intense period of construction, due to the different types of construction activities (e.g., site preparation, grading, building construction), only portions of the Project site would be disturbed at a time, with operation of construction equipment occurring at different locations on the Project site, rather than a single location. In addition, all construction equipment and operation thereof would be regulated per the CARB In-Use Off-Road Diesel Vehicle Regulation. The In-Use Off-Road Diesel Vehicle Regulation is intended to reduce emissions from in-use, off-road, heavy-duty diesel vehicles in California by imposing limits on idling, requiring all vehicles to be reported to CARB, restricting the addition of older vehicles into fleets, and requiring fleets to reduce emissions by retiring, replacing, or repowering older engines, or installing exhaust retrofits. The In-Use Off-Road Diesel Vehicle Regulation would subsequently help to improve fuel efficiency and reduce energy use. Technological innovations and more stringent standards are being researched, such as multi-function equipment, hybrid equipment, or other design changes, which could help to reduce demand on oil and emissions associated with construction.

The CARB has recently prepared the *2017 Climate Change Scoping Plan Update* (2017 Scoping Plan),[24] which builds upon previous efforts to reduce GHG emissions and is designed to continue to shift the California economy away from dependence on fossil fuels. Appendix B of the 2017 Scoping Plan includes examples of local actions (municipal code changes, zoning changes, policy directions, and mitigation measures) that would support the State's climate goals. The examples provided include, but are not limited to, enforcing idling time restrictions for construction vehicles, utilizing existing grid power for electric energy rather than operating temporary gasoline/diesel-powered generators, and increasing use of electric and renewable fuel-powered construction equipment. The regulations described above, with which the Project must comply, would be consistent with the intention of the 2017 Scoping Plan and the recommended actions included in Appendix B of the 2017 Scoping Plan.

Based on the above, the temporary increase in energy use occurring during construction of the Project would not result in a significant increase in peak or base demands or require additional capacity from local or regional energy supplies. In addition, the Project would be required to comply with all applicable regulations related to energy conservation and fuel efficiency, which would help to reduce the temporary increase in demand.

[23] California Energy Commission. *Title 24 2019 Building Energy Efficiency Standards FAQ*. November 2018.
[24] California Air Resources Board. *The 2017 Climate Change Scoping Plan Update.* January 20, 2017.

Operational Energy Use

Following implementation of the Project, PG&E would provide natural gas to the Project site. Electricity would be provided by SMUD. Energy use associated with operation of the Project would be typical of industrial land uses, requiring electricity and natural gas for interior and exterior building lighting, ventilation, and air conditioning (HVAC), electronic equipment, machinery, appliances, security systems, and more. Maintenance activities during operations, such as landscape maintenance, would involve the use of electric or gas-powered equipment. In addition to on-site energy use, the Project would result in transportation energy use associated with vehicle trips generated by employee commutes and the movement of goods.

The Project would be subject to all relevant provisions of the most recent update of the CBSC, including the Building Energy Efficiency Standards. Adherence to the most recent CALGreen Code and the Building Energy Efficiency Standards, including the more stringent Tier 1 standards required per the City's Climate Action Plan (CAP), would ensure that the proposed structures would consume energy efficiently through the incorporation of such features as efficient water heating systems, high performance attics and walls, and high efficacy lighting. Required compliance with the CBSC would ensure that the building energy use associated with the Project would not be wasteful, inefficient, or unnecessary. In addition, electricity supplied to the Project by SMUD would comply with both the State's RPS, which requires investor-owned utilities, electric service providers, and community choice aggregators to increase procurement from eligible renewable energy resources to 60 percent by 2030, as well as the SMUD's internal RPS goals. For 2023, the first full year that this IS/MND assumes the Project would be operational, SMUD's renewable portfolio standard is anticipated to be approximately 41.1 percent. Thus, a portion of the energy consumed during Project operations would originate from renewable sources.

With regard to transportation energy use, the Project would comply with all applicable regulations associated with vehicle efficiency and fuel economy. In addition, as discussed in Section XVII, Transportation, of this IS/MND, the cumulative vehicle miles traveled (VMT) associated with development of the Project and other existing and planned development within the City of Elk Grove would be below the established city-wide VMT threshold.

Based on the above, compliance with the State's latest Energy Efficiency Standards would ensure that the Project would implement all necessary energy efficiency regulations. Additionally, the inclusion of solar panels and other sustainable features by the Project would further reduce any impacts associated with energy consumption.

Conclusion

Based on the above, construction and operation of the Project would not result in wasteful, inefficient, or unnecessary consumption of energy resources or conflict with or obstruct a State or local plan for renewable energy or energy efficiency. Thus, a ***less-than-significant*** impact would occur.

VII. GEOLOGY AND SOILS. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	✖	☐
ii. Strong seismic ground shaking?	☐	☐	✖	☐
iii. Seismic-related ground failure, including liquefaction?	☐	✖	☐	☐
iv. Landslides?	☐	✖	☐	☐
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	✖	☐
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	✖	☐	☐
d. Be located on expansive soil, as defined in Table 18-1B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	✖	☐	☐
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	✖
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	✖	☐	☐

Discussion

ai-ii. As noted in the General Plan EIR, Sacramento County is less affected by seismic events and geologic hazards than other portions of the State.[25] The California Geological Survey's (CGS) map of seismic shaking hazards in California shows that most of Sacramento County, including the City of Elk Grove, is located in a relatively low-intensity ground shaking zone. The nearest mapped fault is the Foothills Fault System, located approximately 21 miles east of the City. The City does not contain any active or potentially active faults, and is not located within an Alquist-Priolo Earthquake Fault Zone. Thus, the potential for surface rupture due to faulting occurring beneath the Project site during the design life of the proposed development would be low.

Due to the site's proximity to the nearest active faults, the potential exists for the proposed buildings to be subject to seismic ground shaking. However, the proposed buildings would be properly engineered in accordance with the CBSC, which includes engineering standards appropriate for the seismic area in which the Project site is located. The most recent edition of the CBSC is adopted as Section 16.04.010 of the City's Municipal Code. Conformance with the design standards is enforced through building plan review and approval by the City of Elk Grove Division of Building prior to the issuance of building permits. Proper engineering of the Project would ensure that seismic-related effects would not cause adverse impacts.

[25] City of Elk Grove. *General Plan Update Draft Environmental Impact Report* [pg. 5.6-1]. February 2019.

Based on the above, a ***less-than-significant*** impact would occur related to seismic surface rupture and strong seismic ground shaking.

aiii,aiv, c,d. The following discussion is based primarily on the Geotechnical Investigation that was prepared for the Project by Raney Geotechnical Inc.[26] The Geotechnical Investigation was prepared to evaluate surface and subsurface soil conditions, provide recommendations for current rough grading of the property, and provide recommendations for future use in design and construction of building foundations and pavements. Test borings were drilled on the southern portion of the Project site, and encountered soil profiles that are typical for the native undisturbed soils on the site. The test borings that were conducted on the northern portion of the Project site encountered similar undisturbed soils, except that the near-surface soils have been disturbed and altered by the previous use. The Project's potential effects related to liquefaction, landslides, lateral spreading, subsidence and expansive soils are discussed in detail below.

Liquefaction

Liquefaction is the loss of soil strength due to seismic forces generating various types of ground failure. As noted in the General Plan EIR, the soils underlying the City's Planning Area are relatively dense/stiff, and the upper 50 feet of soil are above the depth of groundwater; therefore, the potential for liquefaction within the City, including the Project site, is considered low.[27] In addition, the borings that were evaluated as part of the site-specific Geotechnical Report indicate that soils to depths of more than 50 feet consist primarily of dense and variably cemented silts, sands, and clays. Considering the density of the soils and the lack of groundwater within the upper 60 feet of the soil profile, seismic induced liquefaction is not expected to occur on the Project site.

Landslides

Seismically-induced landslides are triggered by earthquake ground shaking. The risk of landslide hazard is greatest in areas with steep, unstable slopes. The Project site does not contain, and is not adjacent to, any steep slopes. Thus, landslides are not likely to occur on- or off-site as a result of the Project.

Lateral Spreading

Lateral spreading is horizontal/lateral ground movement of relatively flat-lying soil deposits towards a free face such as an excavation, channel, or open body of water; typically, lateral spreading is associated with liquefaction of one or more subsurface layers near the bottom of the exposed slope. The Project site does not contain open faces within a distance that would be considered susceptible to lateral spreading. Therefore, the potential for lateral spreading to affect the site is low.

Subsidence and Expansive Soils

When subsurface earth materials move, the movement can cause the gradual settling or sudden sinking of ground. The phenomenon of settling or sinking ground is referred to as subsidence, or settlement. Expansive soils are soils which undergo significant volume change with changes in moisture content. Specifically, such soils shrink and harden when dried and expand and soften when wetted, potentially resulting in damage to building foundations.

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[26] Raney Geotechnical Inc. *Geotechnical Investigation Brinkman and Waterman Development*. June 10, 2016.
[27] City of Elk Grove. *General Plan Update Draft Environmental Impact Report* [pg. 5.6-3]. February 2019.

According to the Geotechnical Investigation, loose fill materials and disturbed soils are spread on the surface of the majority of the Project site. Much of the disturbed soils include concentrations of decaying or potentially decaying organic matter and, as a result, the disturbed soils are not considered suitable for support of building or pavement construction in the present condition. Additionally, the native near-surface soils on-site consist primarily of both low plasticity silts and moderate to high plasticity clays. The silts are of low swelling potential. However, the clays are capable of developing significant expansion pressures with variations in moisture content. Thus, the surface soils on the Project site, including loose fill and clays, are subject to subsidence and expansion. Construction of the Project on areas of the site that are dominated by such soils could be subject to hazards related to the movement of floor slabs, pavements, and building foundations.

Conclusion

Based on the above discussion, the Project is not anticipated to result in potential hazards or risks related to liquefaction, landslides, or lateral spreading. However, potential risks could occur related to subsidence and being located on expansive soil. As such, the potential exists that the Project could directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving liquefaction or landslides, and would not be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse. Thus, a ***potentially significant*** impact could occur.

Mitigation Measure(s)

Implementation of the following mitigation measure would reduce the above impact to a *less-than-significant* level.

VII-1. *Prior to issuance of grading permits, the project Civil Engineer shall show on the project plans that the project design adheres to all engineering recommendations provided in the site-specific Geotechnical Investigation prepared for the proposed project by Raney Geotechnical, Inc. Proof of compliance with all recommendations specified in the Geotechnical Investigation shall be subject to review and approval by the City Engineer.*

b. During grading activities associated with development of the Project, and prior to overlaying of the ground with impervious surfaces and landscaping elements, topsoil would temporarily be exposed. Thus, the potential exists for wind and water to erode portions of the exposed topsoil during construction, which could adversely affect downstream storm drainage facilities. However, as noted in the General Plan EIR, Chapter 16.44, Land Grading and Erosion Control, of the City's Municipal Code establishes administrative procedures, minimum standards of review, and implementation and enforcement procedures for controlling erosion caused by land clearing, grubbing, grading, filling, and land excavation activities. Section 16.44.050 includes the following requirement:

> Except as provided by EGMC Section 16.44.060, 16.44.065 or 16.44.070, a grading and erosion control permit shall be required to: A) grade, fill, excavate, store or dispose of three hundred fifty (350 yd^3) cubic yards or more of soil or earthy material, or B) clear and grub one (1) acre or greater of land within the City. A separate permit is required for work on each site unless sites are contiguous, have the same ownership, and are included in the approved plan. Any determination by

the Director as to whether a permit is required may be appealed pursuant to the provisions of EGMC Section 16.44.300.

Furthermore, per Section 16.44.090, plans submitted to the City must include the location, implementation schedule, and maintenance schedule of all erosion control measures and sediment control measures to be implemented or constructed prior to, during or after the proposed activity, along with a description of measures designed to control dust and stabilize the construction site road and entrance. Per Section 16.44.150, grading and erosion control permit applications and improvement plans may only be issued or approved by the City if the Public Works Director finds that the Project would not adversely affect surrounding properties and public rights-of-way, the water quality of watercourses, or existing drainage.

Based on the above, the Project would be required to comply with all applicable standards established in Chapter 16.44, including issuance of a grading and erosion control permit as required by Section 16.44.050. Given compliance with Chapter 16.44 and other applicable City regulations related to erosion control, the Project would result in a ***less-than-significant*** impact related to substantial soil erosion or loss of topsoil during construction.

e. The Project would connect to the existing SASD sanitary sewer lines located in the Project vicinity. The construction or operation of septic tanks or other alternative wastewater disposal systems is not included as part of the Project. Therefore, ***no impact*** regarding the capability of soil to adequately support the use of septic tanks or alternative wastewater disposal systems would occur.

f. As noted in the General Plan EIR, impacts to paleontological resources can occur when excavation activities encounter fossiliferous geological deposits and cause physical destruction of fossil remains. The potential for impacts on fossils depends on the sensitivity of the geologic unit and the amount and depth of grading and excavation. Much of the City's Planning Area is considered highly sensitive for paleontological resources.

Based on the above, ground-disturbing activities associated with the Project could potentially result in the uncovering of paleontological resources. However, implementation of Mitigation Measure VII-2, adapted from Mitigation Measure 5.6.5 of the General Plan EIR, would ensure that the Project would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. Thus, without mitigation, a ***potentially significant*** impact could occur.

Mitigation Measure(s)

Implementation of the following mitigation measure would reduce the above impact to a *less-than-significant* level.

VII-2. *Before the start of any earthmoving activities, the Project applicant shall retain a qualified scientist (e.g., geologist, biologist, paleontologist) to train all construction personnel involved with earthmoving activities, including the project contractor, regarding the possibility of encountering fossils, the appearance and types of fossils likely to be seen during construction, and proper notification procedures should fossils be encountered. Training on paleontological resources shall also be provided to all other construction*

workers but may use videotape of the initial training and/or written materials rather than in-person training.

If any paleontological resources (fossils) are discovered during grading or construction activities within the Project area, work shall be halted immediately within 50 feet of the discovery, and the City Planning Division shall be immediately notified. The Project applicant shall retain a qualified paleontologist to evaluate the resource and prepare a recovery plan in accordance with Society of Vertebrate Paleontology guidelines (SVP 2010). The recovery plan may include, but is not limited to, a field survey, construction monitoring, sampling and data recovery procedures, museum storage coordination for any specimen recovered, and a report of findings. Recommendations in the recovery plan that are determined by the City to be necessary and feasible shall be implemented by the applicant before construction activities resume in the area where the paleontological resources were discovered.

VIII. GREENHOUSE GAS EMISSIONS. *Would the project:*	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	✖	☐	☐
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gasses?	☐	✖	☐	☐

a,b. Emissions of greenhouse gases (GHGs) contributing to global climate change are attributable in large part to human activities associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors. Therefore, the cumulative global emissions of GHGs contributing to global climate change can be attributed to every nation, region, and city, and virtually every individual on earth. An individual project's GHG emissions are at a micro-scale level relative to global emissions and effects to global climate change; however, an individual project could result in a cumulatively considerable incremental contribution to a significant cumulative macro-scale impact. As such, impacts related to emissions of GHG are inherently considered cumulative impacts.

Implementation of the Project would cumulatively contribute to increases of GHG emissions. Estimated GHG emissions attributable to future development would be primarily associated with increases of carbon dioxide (CO_2) and, to a lesser extent, other GHG pollutants, such as methane (CH_4) and nitrous oxide (N_2O) associated with area sources, mobile sources or vehicles, utilities (electricity), water usage, wastewater generation, and the generation of solid waste. The primary source of GHG emissions for the Project would be mobile source emissions. The common unit of measurement for GHG is expressed in terms of annual metric tons of CO_2 equivalents ($MTCO_2e$/yr).

Regulatory Context

In September 2006, AB 32 was enacted, which requires that statewide GHG emissions be reduced to 1990 levels by the year 2020. AB 32 delegated the authority for implementation to the CARB and directs the CARB to enforce the statewide cap. In accordance with AB 32, CARB prepared the Climate Change Scoping Plan (Scoping Plan) for California, which was approved in 2008 and subsequently revised in 2014 and 2017. The 2017 revision to the Scoping Plan updated the plan in compliance with Senate Bill (SB) 32. SB 32 codified emissions reduction targets for the year 2030, which had previously been established by Executive Order B-30-15.

Per SMAQMD and Section 15183.5 of the CEQA Guidelines, a project may satisfy applicable GHG analysis requirements under CEQA by demonstrating compliance with a qualified CAP.[28] Specifically, Section 15183.5 states the following:

> Lead agencies may analyze and mitigate the significant effects of greenhouse gas emissions at a programmatic level, such as in a general plan, a long range development plan, or a separate plan to reduce greenhouse gas emissions. Later Project-specific environmental documents may tier from and/or incorporate by reference that existing programmatic review. Project-specific environmental

[28] Sacramento Metropolitan Air Quality Management District. *Climate Action Planning in the Sacramento Metropolitan Air Quality Management District*. November 2017.

> documents may rely on an EIR containing a programmatic analysis of greenhouse gas emissions as provided in section 15152 (tiering), 15167 (staged EIRs) 15168 (program EIRs), 15175-15179.5 (Master EIRs), 15182 (EIRs Prepared for Specific Plans), and 15183 (EIRs Prepared for General Plans, Community Plans, or Zoning).

On February 27, 2019, the City of Elk Grove adopted an updated CAP that includes City-wide goals and strategies for the reduction of GHG emissions. In order to meet the City's GHG emissions targets, the CAP sets forth a number of GHG emission reduction implementation measures. Individual projects that are consistent with the implementation measures of the CAP would be considered to meet the City's emissions targets and, thereby, would not conflict with implementation of the CAP or the statewide emission reduction targets of AB 32 or SB 32.

For informational purposes, GHG emissions resulting from construction and operations of the Project were modeled using the CalEEMod emissions model under the same assumptions as discussed in Section III, Air Quality, of this IS/MND. The CO_2 intensity factor within CalEEMod was adjusted to reflect SMUD's progress towards achieving the State's RPS goals.[29] Construction and operations of the Project and the associated GHG emissions are discussed below, and all modeling outputs are included in Appendix A to this IS/MND.

Construction GHG Emissions

Construction-related GHG emissions constitute a temporary release and are, therefore, not typically expected to generate a significant contribution to global climate change, as global climate change is inherently a cumulative effect that occurs over a long period of time and is quantified on a yearly basis. Nonetheless, total construction-related GHG emissions were estimated to be 1,066.37 $MTCO_2e$. Such emissions would be released over the course of the approximately 1.5-year construction period. As noted above, the emissions estimates presented herein are for disclosure purposes only and do not affect the conclusions of this analysis.

Operational GHG Emissions

The emissions of GHGs resulting from operations of the Project were estimated using CalEEMod, and are presented in Table 7.

Table 7
Maximum Unmitigated Operational GHG Emissions

Operational Emission Source	Annual GHG Emissions ($MTCO_2e$/yr)
Area	0.03
Energy	253.63
Mobile	721.90
Off-road	140.79
Solid Waste	197.34
Water	115.39
Total Annual Operational GHG Emissions[1]	**1,429.07**

[1] Rounding may result in small differences in summation.
Source: CalEEMod, January 2021 (see Appendix A).

[29] The model was not adjusted to reflect SMUD compliance with SMUD's internal RPS goals.

As shown in the table, the anticipated GHG emission rate for the first operational year (2023) would be 1,429.07 $MTCO_2e$/yr. The results are presented for informational purposes only, because, as discussed above, the determination of significance for operational emissions is based on consistency with the City's CAP.

Elk Grove CAP

The Elk Grove CAP is considered a qualified plan for determining consistency with AB 32 and SB 32 and, thus, determining the significance of project-related GHG emissions. The General Plan EIR concluded that, with implementation of the CAP, buildout of the City's Planning Area would not conflict with any applicable plans, policies, or regulations adopted for the purpose of reducing the emissions of GHGs, and a less-than-significant impact would occur. As such, projects that are consistent with the CAP and implement all applicable CAP measures would result in less-than-significant impacts related to GHG emissions.

Table 8, below, presents a consistency discussion for each of the CAP measures that are required for analysis in CEQA documents.

Table 8
Elk Grove CAP Consistency Review Checklist Summary

CAP Implementation Measure	Project Consistency
BE-4. Building Stock: Encourage or Require Green Building Practices in New Construction Encourage new construction Projects to comply with CALGreen Tier 1 standards, including a 15 percent improvement over minimum Title 24 Part 6 Building Energy Efficiency Standards.	The Project applicant has not yet committed to comply with CALGreen Tier 1 standards. Implementation of Mitigation Measure VIII-1 would ensure compliance with this measure.
BE-5. Building Stock: Phase in Zero Net Energy Standards in New Construction Phase in zero net energy (ZNE) standards for new construction, beginning in 2020 for residential Projects and 2030 for commercial Projects. Specific phase-in requirements and ZNE compliance standards will be supported by updates in the triennial building code updates, beginning with the 2019 update.	The Project is anticipated to be fully operational by 2023. Per CAP measure BE-5, the standards for ZNE for non-residential projects do not apply until the year 2030. Therefore, this measure is not applicable to the Project. Although not anticipated, should the initiation of construction begin after the year 2030, project construction shall be required to abide by ZNE standards. Implementation of Mitigation Measure VIII-1 would ensure compliance with this measure.
BE-6. Building Stock: Electrification in New and Existing Residential Development Encourage and incentivize new residential developments to include all-electrical appliances and HVAC systems in the design of new Projects. Support local utilities in implementing residential retrofit programs to help homeowners convert to all electrical appliances and HVAC systems. Explore the feasibility of phasing in minimum standards for all-electric developments.	Considering the Project does not include any residential development, measure BE-6 is not applicable.

Table 8
Elk Grove CAP Consistency Review Checklist Summary

CAP Implementation Measure	Project Consistency
BE-7. Building Stock: Solar Photovoltaics in New and Existing Residential and Commercial Development Encourage and require installation of on-site solar photovoltaic (PV) in new single-family and low-rise multi-family developments. Promote installation of on-site PV systems in existing residential and commercial development.	The Project would not include new single-family or low-rise multi-family developments. In addition, the Project would involve the construction of *new* commercial development, and would not be required to upgrade any existing development. Therefore, this measure is not applicable to the Project.
TACM-3. Intracity Transportation Demand Management The City shall continue to implement strategies and policies that reduce the demand for personal motor vehicle travel for intracity (local) trips.	Based on the description included in the City's CAP, this measure is primarily intended for implementation at the City-wide level. Furthermore, as noted in Section XVIII, Transportation, of this ISMND, the Project would be consistent with the City's required VMT reduction. As such, the Project would generally comply with this measure.
TACM-6. Limit Vehicle Miles Traveled Achieve a 15 percent reduction in daily VMT compared to existing conditions (2015) for all new development in the City, consistent with state-mandated VMT reduction targets for land use and transportation projects.	A project-specific traffic analysis was not required by the City and, thus, TACM-6 is not applicable to the Project. Nonetheless, as noted in Section XVIII, Transportation, of this ISMND, the Project would be consistent with the required VMT reduction.
TACM-8. Tier 4 Final Construction Equipment Require all construction equipment used in Elk Grove to achieve EPA-rated Tier 4 Final diesel engine standards by 2030 and encourage the use of electrified equipment where feasible.	The Project applicant has not yet committed to requiring that all construction equipment be EPA-rated Tier 4 Final. However, considering construction would occur during 2021 and 2022 and would be completed prior to 2030, the Project would not be required to use entirely Tier 4 Final construction equipment. Implementation of Mitigation Measure VIII-1 would ensure compliance with the general intent of this measure.
TACM-9. EV Charging Requirements Adopt an electric vehicle (EV) charging station ordinance that establishes minimum EV charging standards for all new residential and commercial development. Increase the number of EV charging stations at municipal facilities throughout the City.	Consistent with measure TACM-9, the City of Elk Grove adopted Section 23.58.120 of its Municipal Code related to electric vehicle charging. Pursuant to 23.58.120(C), any industrial project greater than 10,000 sf shall designate three percent of total spaces with EV infrastructure, and three percent as EV-ready. Considering the Project would include approximately 363 parking spaces in total, at least 11 spaces shall include an EV charging station and 11 shall be EV-ready. As such, the Project would comply with this measure.

Source: City of Elk Grove. Climate Action Plan: 2019 Update. December 2019.

As shown above, with implementation of Mitigation Measure VIII-1, the Project would comply with all applicable measures presented within the CAP. However, without Mitigation Measure VIII-1, consistency with several measures cannot be ensured at this time, and a potentially significant impact could occur.

Conclusion

As noted previously, the City's CAP was established to ensure the City's compliance with the statewide GHG reduction goals required by AB 32 and SB 32. As demonstrated in the table above, implementation of Mitigation Measure VIII-1 would be required to ensure consistency with all applicable measures within the City's CAP. As such, without mitigation, the Project could generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment, or conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs, and a ***potentially significant*** impact could occur.

Mitigation Measure(s)

Implementation of the following mitigation measure would reduce the above potential impact to a *less-than-significant* level.

VIII-1. *Prior to issuance of any grading or building permits, Project Building Plans shall demonstrate compliance with the following applicable measures included in the City's Climate Action Plan, to the satisfaction of the City of Elk Grove Development Services Department:*

- *The Project shall comply with 2019 CALGreen Tier 1 standards, including a 15 percent improvement over minimum Title 24, Part 6, Building Energy Efficiency Standards (CAP Implementation Measure BE-4);*
- *A minimum of 25 percent of the off-road construction fleet used during construction of the Project shall include Environmental Protection Agency certified off-road Tier 4 diesel engines (or better) (CAP Implementation Measure TACM-8); and*
- *Should Project construction begin after January 1, 2030, the Project shall implement all applicable ZNE standards, subject to the discretion of the City (CAP Implementation Measure BE-5)*

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IX. HAZARDS AND HAZARDOUS MATERIALS. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	✖	☐
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?	☐	☐	✖	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	✖
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	✖
e. 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, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	✖
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	✖	☐
g. Expose people or structures, either directly or indirectly, to the risk of loss, injury or death involving wildland fires?	☐	☐	✖	☐

Discussion

a. Operations associated with the Project would be typical of other warehouses in the City, and would be governed by the uses permitted for the site per the City's Municipal Code and General Plan.

It is noted that the future tenants of the proposed warehouses are unknown at this time. While not currently anticipated, in the event that future operations associated with the Project would involve the routine use, transport, or disposal of hazardous materials, such materials would be safely managed in accordance with the applicable regulations. For example, the Project would be required to comply with the regulations set forth by 22 CCR Section 66263, Standards Applicable to Transporters of Hazardous Waste, which requires transporters of hazardous materials to ensure that releases of hazardous wastes into the environment would not occur, including the discharge of hazardous wastes into soils, drainage systems, and surface and ground water systems. In addition, 22 CCR Section 66263.31 requires transporters of hazardous materials to clean up any hazardous waste discharge that occurs during transportation to the extent that hazardous waste discharge no longer presents a hazard to human health or the environment. Compliance with such measures would ensure that, if hazardous materials are used on-site, such materials would not present a significant hazard.

Based on the above, the Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, and a ***less-than-significant*** impact would occur.

b. The following discussion provides an analysis of potential hazards and hazardous materials associated with upset or accident conditions related to the proposed construction activities and existing on-site conditions.

Construction Activities

Construction activities associated with the Project would involve the use of heavy equipment, which would contain fuels and oils, and various other products such as concrete, paints, and adhesives. Small quantities of potentially toxic substances (e.g., petroleum and other chemicals used to operate and maintain construction equipment) would be used at the Project site and transported to and from the site during construction. However, the Project contractor would be required to comply with all California Health and Safety Codes and local City ordinances regulating the handling, storage, and transportation of hazardous and toxic materials. Pursuant to California Health and Safety Code Section 25510(a), except as provided in subdivision (b),[30] the handler or an employee, authorized representative, agent, or designee of a handler, shall, upon discovery, immediately report any release or threatened release of a hazardous material to the unified program agency (in the case of the Project, the Sacramento County Department of Health Services) in accordance with the regulations adopted pursuant to this section. The handler or an employee, authorized representative, agent, or designee of the handler shall provide all State, city, or county fire or public health or safety personnel and emergency response personnel with access to the handler's facilities. In the case of this Project, the contractor is required to notify the Sacramento County Department of Health Services in the event of an accidental release of a hazardous material, who would then monitor the conditions and recommend appropriate remediation measures.

Lot A

A Phase I Environmental Site Assessment (ESA) was prepared for Lot A by Bole & Associates (see Appendix I).[31] Per the Phase I ESA, Lot A historically contained the Kingsford Charcoal Company briquet factory, which operated between the mid-1960s and 1989. Extensive soil testing was performed in 1991 by Harding Lawson Associates as part of the final closure of the former Kingsford Charcoal plant. Indications of groundwater contamination or soil contamination that could potentially affect the indoor air quality of any future development of the site were not identified. Per the Phase I ESA, the potential for vapor migration and/or vapor intrusion on this property is considered low. Overall, Lot A does not contain any recognized environmental conditions (RECs) such as stressed vegetation, septic systems, wells, above-ground storage tanks (ASTs), or underground storage tanks (USTs).

Lot B

A Phase I ESA was prepared for Lot B by Brusca Associates, Inc (see Appendix J).[32] Lot B historically supported a rural residence, associated outbuildings, and vacant farmlands from at least the 1930s through the 1960s. By the 1970s, the former residence and outbuildings were razed, and the property was part of a larger area of land associated with the Kingsford Charcoal plant. However, it is indicated that the charcoal manufacturing

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30 Subdivision (a) does not apply to a person engaged in the transportation of a hazardous material on a highway that is subject to, and in compliance with, the requirements of Sections 2453 and 23112.5 of the Vehicle Code.

31 Bole & Associates Environmental Consultants. *Phase I Environmental Site Assessment, APNs 134-011-084/-085, 9195 Brinkman Court, Elk Grove, Sacramento County, CA 95624.* March 3, 2020.

32 Brusca Associates, Inc. *Phase I Environmental Site Assessment, Waterman Road Property, APN 134-0181-041, Waterman Road, Elk Grove, Sacramento County, California.* October 23, 2019.

facility was located northwest of Lot B, and Lot B was generally unused during that time with exception for a "picnic area" associated with the plant. The Kingsford Charcoal plant was razed in the early-1990s, and the on-site picnic area was removed at that time. Lot B has remained entirely vacant and undeveloped since.

During the site reconnaissance, Brusca Associates did not identify evidence of contamination conditions, improper hazardous substance/petroleum products use or storage, environmentally suspicious dumping or discharge, or significant staining. As such, the Phase I ESA for Lot B concluded that evidence of existing, controlled, or historical recognized environmental conditions in connection with the property do not exist.

Conclusion

Construction activities would be required to adhere to all relevant guidelines and ordinances regulating the handling, storage, and transportation of hazardous materials. In addition, known hazardous materials have not been identified on the Project site. Thus, the Project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment, and a ***less-than-significant*** impact would occur.

Although impacts of the environment on the project are not a CEQA consideration, it is noted that the Project site is located approximately 0.7-mile north of the Suburban Propane facility. The Suburban Propane facility receives and stores pressurized and refrigerated propane from trucks and railcars and loads trucks for off-site transport and, thus, stores and handles potentially hazardous chemicals. When evaluating impacts related to citing agricultural, light industrial, and industrial land uses, the City considers a hazardous event to be reasonably foreseeable when the probability of an accident is between 10^{-4} and 10^{-5} (between 10 and 100 in 1 million) (refer to Table 8-1, Acceptable Probability of Reasonably Foreseeable Risks to Individuals by Land Use, of the Elk Grove General Plan). According to the General Plan EIR, only the extreme northwest corner of the Elk Grove Sphere of Influence falls within the 10^{-6} contour, indicating a 1 in 1 million risk, with much lower risks (as shown by the 10^{-7} and 10^{-8} contours) at greater distances. Even at the closest location to the Suburban Propane facility, the level of risk associated with implementing the Project would be less than the reasonably foreseeable threshold used for industrial projects. Overall, under the City's General Plan policies, the potential for an environmental impact related to the Suburban Propane facility is at or below the City's threshold of reasonable foreseeability of 10^{-6} for the Sphere of Influence Area (General Plan Policy SA-3).[33] Furthermore, implementation of the Project would not exacerbate any existing hazards associated with the Suburban Propane facility. The foregoing discussion is included for informational purposes only.

c. The nearest school to the Project site, Florence Markofer Elementary School, is located approximately 3,000 feet (0.57 mile) west of the Project site. In addition, as discussed above, hazardous materials would not be emitted during construction or operation of the Project. Therefore, the Project would result in ***no impact*** related to hazardous emissions or the handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

[33] Sacramento LAFCo and City of Elk Grove. *Elk Grove Sphere of Influence Amendment and Multi-Sport Park Complex Environmental Impact Report (SCH# 2015102067)* [pg. 3.9-25]. June 2018.

d. Per the SWRCB GeoTracker data management system, the Project site is not located on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.[34] As such, the Project would not create a significant hazard to the public or the environment associated with such, and ***no impact*** would occur.

e. The nearest airport to the site is the private use Mustang Airport, located approximately 4.9 miles southeast of the site. As such, the Project site is not located within two miles of any public airports or private airstrips, and does not fall within an airport land use plan area. Therefore, ***no impact*** related to a safety hazard for people residing or working in the Project area related to such would occur.

f. As noted in the City's General Plan EIR, Elk Grove participates in the multijurisdictional Sacramento County Local Hazard Mitigation Plan (LHMP), last updated in 2016.[35] The purpose of the LHMP is to guide hazard mitigation planning to better protect the people and property of the County from the effects of hazard events. The Sacramento LHMP includes policies and programs for participating jurisdictions to implement that reduce the risk of hazards and protect public health, safety, and welfare. In addition to participating in the County's LHMP, the City of Elk Grove maintains an Emergency Operations Plan (EOP) that provides a strategy for the City to coordinate and conduct emergency response. The intent of the EOP is to provide direction on how to respond to an emergency from the initial onset, through an extended response, and into the recovery process.

   The Project would not alter the existing roadway configuration in the Project vicinity. In addition, given that the Project is consistent with the site's current land use and zoning designations, the Project would not physically interfere with the LHMP or the EOP, particularly with identified emergency routes. Specifically, development of the site and associated effects on emergency evacuation has been anticipated by the City and analyzed in the General Plan EIR. The General Plan EIR concluded that buildout of the City, including the Project site, would result in a less-than-significant impact related to conflicting with evacuation routes in the event of an emergency. Thus, the Project would not physically interfere with the LHMP or the EOP, particularly with identified emergency routes. Therefore, the Project would not interfere with an emergency evacuation or response plan, and a ***less-than-significant*** impact would occur.

g. According to the City of Elk Grove General Plan EIR, the City does not contain any areas that are designated as moderate, high, or very high Fire Hazard Severity Zones.[36] In addition, the Project site is surrounded by existing development and is located within an urban area within the City. Thus, the potential for wildland fires to reach the Project site would be relatively limited. Furthermore, all new development within the Project site would be required, per the California Fire Code, to incorporate ignition resistant construction standards and design features to resist the intrusion of flame or embers projected by a vegetation fire (wildfire exposure).

   Based on the above, the Project would not expose people or structures to the risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands, and a ***less-than-significant*** impact would occur.

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[34] State Water Resources Control Board. *GeoTracker*. Available at: https://geotracker.waterboards.ca.gov/. Accessed October 2020.
[35] City of Elk Grove. *General Plan Update Draft Environmental Impact Report* [pg. 5.8-13]. February 2019.
[36] City of Elk Grove. *General Plan Update Draft Environmental Impact Report* [pg. 5.11-1]. February 2019.

X. HYDROLOGY AND WATER QUALITY. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	✖	☐	☐
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	✖	☐
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i. Result in substantial erosion or siltation on- or off-site;	☐	☐	✖	☐
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	✖	☐
iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	✖	☐
iv. Impede or redirect flood flows?	☐	✖	☐	☐
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	✖
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	✖	☐

Discussion

a. The following discussion provides a summary of the Project's potential to violate water quality standards/waste discharge requirements or otherwise degrade water quality during construction and operation.

Construction

During the early stages of Project construction activities, topsoil would be exposed due to grading, trenching for utilities, and other standard ground-disturbing activities. After grading and prior to overlaying the ground surface with impervious surfaces and structures, the potential exists for wind and water erosion to discharge sediment and/or urban pollutants into stormwater runoff, which could adversely affect water quality downstream.

The SWRCB regulates stormwater discharges associated with construction activities where clearing, grading, or excavation results in a land disturbance of one or more acres. The City's National Pollutant Discharge Elimination System (NPDES) permit requires applicants to show proof of coverage under the State's General Construction Permit prior to receipt of any construction permits. The State's General Construction Permit requires that subject projects must file a Notice of Intent with the SWRCB and develop a site-specific Storm Water Pollution Prevention Plan (SWPPP). A SWPPP describes BMPs to control or minimize pollutants from entering stormwater and must address both grading/erosion impacts and non-point source pollution impacts of the development

project. BMPs include, but are not limited to, tracking controls, perimeter sediment controls, drain inlet protection, wind erosion/dust controls, and waste management control. Because the Project would disturb greater than one acre of land, the Project would be subject to the requirements of the State's General Construction Permit.

Operation

Warehouses in the City do not typically involve operations associated with the generation or discharge of polluted water. Thus, should the same typical operations occur on the Project site, those operations would not violate any water quality standards or waste discharge requirements, nor degrade water quality. However, the addition of the impervious surfaces on the site would result in the generation of urban runoff, which could contain pollutants if the runoff comes into contact with vehicle fluids on parking surfaces and/or landscape fertilizers and herbicides.

The NPDES discharge requirements address waste discharge, such as stormwater, from municipal separate storm sewer systems (MS4s).[37] The City jointly participates as an MS4 permittee, together with Citrus Heights, Folsom, Galt, Rancho Cordova, Sacramento, and the County of Sacramento. NPDES permit terms are five years. The current region-wide permit (Order No. R5- 2016-0040) adopted by the Central Valley RWQCB in June 2016 allows each permittee to discharge urban runoff from MS4s in its respective municipal jurisdiction, and requires Phase I MS4 permittees to enroll under the region-wide permit as their current individual permits expire. Regional MS4 permit activities are managed jointly by the Sacramento Stormwater Quality Partnership, which consists of the seven jurisdictions covered by the permit. Under the permit, each permittee is also responsible for ensuring that stormwater quality management plans are developed and implemented that meet the discharge requirements of the permit. Under the 2016 permit, measures should be included in the stormwater quality management plans that demonstrate how new development would incorporate low-impact development (LID) design in projects. The City's Department of Public Works is responsible for ensuring its specific MS4 permit (Order No. R5-2016-0040-005) requirements are implemented. Compliance with the MS4 permit, as regulated through Chapter 15.12 of the City's Municipal Code, would ensure that impacts to water quality standards or waste discharge requirements would not occur during operation of the Project.

During operations, new stormwater lines would direct stormwater runoff from both Lot A and Lot B through a Contech StormFilter stormwater treatment device and then to an outfall to Elk Grove Creek. The Contech StormFilter is an underground stormwater treatment device that removes pollutants, including suspended particles, hydrocarbons, nutrients, and metals, using rechargeable media cartridges. Use of the Contech StormFilter would ensure that runoff discharged into Elk Grove Creek would comply with all City stormwater requirements. Therefore, during operation, the Project would comply with all relevant water quality standards and waste discharge requirements, and would not degrade water quality.

Based on the above, the Project would not include land uses typically associated with the generation or discharge of polluted water, and would be designed to adequately treat stormwater runoff from the site prior to discharge. However, a SWPPP has not yet been prepared for the Project. Without preparation of a SWPPP, proper implementation of BMPs cannot be ensured at this time, and the Project's construction activities and

[37] City of Elk Grove. *General Plan Update Draft Environmental Impact Report* [pg. 5.9-22]. February 2019.

operations could result in an increase in erosion, and consequently affect water quality. Therefore, a ***potentially significant*** impact related to water quality and waste discharge requirements could occur. With implementation of Mitigation Measures X-1 and X-2, which would ensure that adequate BMPs are incorporated during construction and operation in accordance with SWRCB regulations, the Project would result in a less-than-significant impact with regard to violation of water quality standards and degradation of water quality.

Mitigation Measure(s)

Implementation of the following mitigation measures would reduce the above impact to a *less-than-significant* level.

X-1. *Prior to issuance of grading permits, the contractor shall prepare a Storm Water Pollution Prevention Plan (SWPPP) for review and approval by the SWRCB. The developer shall file the Notice of Intent (NOI) and associated fee to the SWRCB. The SWPPP shall serve as the framework for identification, assignment, and implementation of BMPs. The contractor shall implement BMPs to reduce pollutants in stormwater discharges to the maximum extent practicable. Construction (temporary) BMPs for the Project may include, but are not limited to: fiber rolls, straw bale barrier, straw wattles, storm drain inlet protection, velocity dissipation devices, silt fences, wind erosion control, stabilized construction entrance, hydroseeding, revegetation techniques, and dust control measures. The SWPPP shall be submitted to the Director of Public Works/City Engineer for review and approval and shall remain on the Project site during all phases of construction. Following implementation of the SWPPP, the contractor shall subsequently demonstrate the SWPPP's effectiveness and provide for necessary and appropriate revisions, modifications, and improvements to reduce pollutants in stormwater discharges to the maximum extent practicable.*

X-2. *Prior to approval of improvement plans, the Project improvement plans shall demonstrate, to the satisfaction of the City Engineer, that the Project design is compliant with the City of Elk Grove MS4 permit (Order No. R5-2016-0040-005), consistent with Chapter 15.12 of the City's Municipal Code.*

b,e. The Project site is located within the EGWD Service Area 1, which is serviced exclusively by groundwater. Groundwater is supplied to Service Area 1 by a series of three shallow wells and four deep wells, all located within the EGWD service area. The EGWD is located in the Sacramento Valley South American Groundwater Basin, referred to as the Central Basin Area of the Sacramento County Groundwater Basin, as identified in the Central Sacramento County Groundwater Management Plan (CSCGMP). As stated in the CSCGMP, the Water Forum estimated the long-term average annual sustainable groundwater pumping yield from the entire Central Basin to be 273,000 acre-feet per year (AFY).

The Central Basin is not considered to be in a state of overdraft. Due to the active planning by water agencies and conjunctive use efforts, water available in the basin is anticipated to remain stable in the future. According to the EGWD's Urban Water Management Plan (UWMP), and based upon the Central Basin's total projected water supplies for normal, single-dry, and multiple-dry years over a 20-year projection, the Central Basin is

anticipated to have sufficient water to meet estimated water demands for the build-out of the District's Service Area 1 and Service Area 2.

In addition, the Project site is relatively small compared to the size of the groundwater basin and, thus, does not constitute a substantial source of groundwater recharge. The Project would allow for some continued infiltration through the proposed detention basin and unpaved areas of the site. Therefore, the Project would not substantially interfere with groundwater recharge.

Given that the Project is consistent with the site's General Plan land use and zoning designations, groundwater use associated with development of the Project has been anticipated by the City and accounted for in regional planning efforts, including the projections included in the CSCGMP and the EGWD's UWMP. Therefore, the Project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin, and a ***less-than-significant*** impact would occur.

ci-iii. Chapter 16.44, Land Grading and Erosion Control, of the City's Municipal Code requires projects that would increase drainage flows and have the potential to exceed the capacity of existing drainage facilities to identify, on project plans, the improvements needed to accommodate the increased flows. As noted previously, such improvements must comply with the performance standards set forth in the regional NPDES MS4 permit. Consistent with Chapter 16.44 of the Municipal Code, the Project would be required to include appropriate site design measures, source controls, and hydraulically-sized stormwater treatment measures to limit the rate and amount of stormwater runoff leaving the site.

Development of the Project would result in an increase in impervious surfaces on the Project site, which would alter the existing drainage pattern of the site. An On-Site Drainage Report was prepared for the Project by MCR Engineering, Inc. (see Appendix K).[38] As noted therein, the Project was designed to utilize the maximum pervious areas and utilize the existing drainage patterns from the southeast to the northwest. Additionally, to manage runoff, the Project would use an underground detention system that discharges runoff into Contech Treatment Vaults. The Contech Treatment Vaults in conjunction with a detention system would create a prolonged and constricted discharge rate that imitates the pre-construction hydrology of the Project site. Per the On-Site Drainage Report, the proposed Project would not increase post-project runoff flowrates from pre-project flowrates. In addition, MCR Engineering, Inc. determined that the Project would not significantly impact the hydraulic characteristics of Elk Grove Creek.

In conclusion, the Project would not substantially alter the existing drainage pattern of the site or area in a manner which would result in erosion, siltation, or flooding on- or off-site, create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems, or provide substantial additional sources of polluted runoff. Consequently, implementation of the Project would result in a ***less-than-significant*** impact.

civ. Pursuant to the General Plan EIR, in the event of dam failure, Folsom Dam and Sly Park Dam have the potential to cause flooding in the Planning Area. While the Project site is located outside of the Sly Park Dam inundation zone, the site is within the dam failure

[38] MCR Engineering, Inc. *Waterman and Brinkman Logistics Center On-Site Drainage Report*. February 17, 2021.

inundation zone for the Folsom Dam.[39] In 2017, the U.S. Army Corps of Engineers completed improvements to the Folsom Dam spillway on the American River to help reduce downstream flood risk.

The Project site is located within FEMA FIRM Panel 06067C0338H. Approximately five acres at the northwest corner of Lot A is considered a human-made wetland, identified in both the FEMA Special Hazard Area and the 100-year Flood Plain as determined by the City of Elk Grove's Storm Drainage Master Plan. Thus, the Project would include development within a Special Flood Hazard Area and would be subject to the flood damage regulations included in Chapter 16.50 of the City's Municipal Code.

The Project's flood control design would be addressed by installing an 8.92-acre-foot flood control basin near the Project's existing floodplain to alleviate rises in Elk Grove Creek's 100-year flow. Per MCR's Engineering Report, during the 100-year event the maximum water surface elevation in the flood control basin is 44.81 feet. This corresponds to a volume of 8.48 acre-feet in the basin. With the maximum basin volume being 8.92 acre-feet, at an elevation of 45.00, the basins capacity would reach 95 percent during the 100-year storm event.[40] Thus, the proposed flood control detention basin for Elk Grove Creek would fully alleviate existing impacts during the 100-year storm event. In addition, the foundation of Building A would be placed on imported fill to lift the building foundation out of the floodplain.

However, the Project, as proposed, would involve development within a 100-year Flood Plain. Without approval of a Letter of Map Revision from FEMA, a ***potentially significant*** impact related to flood hazards could result.

Mitigation Measure(s)

Implementation of the following mitigation measures would reduce the above impact to a *less-than-significant* level.

X-3 *Prior to building permit approval, the Project applicant shall ensure that the conditions specified in the Federal Emergency Management Agency (FEMA) Conditional Letter of Map Revision have been met and a Final Letter of Map Revision issued by FEMA. Evidence thereof shall be submitted to the City's Development Services Department for review and approval.*

d. Impacts related to development within a flood hazard zone are discussed under Question 'civ', above. Tsunamis are defined as sea waves created by undersea fault movement, whereas a seiche is a long-wavelength, large-scale wave action set up in a closed body of water such as a lake or reservoir. The Project site is not located within the vicinity of an ocean or a large closed body of water. Thus, the Project site would not be exposed to flooding risks associated with tsunamis or seiches. Therefore, ***no impact*** would occur with development of the Project.

[39] City of Elk Grove. *General Plan Update Draft Environmental Impact Report* [Figure 5.9-5]. February 2019.
[40] MCR Engineering, Inc. *Elk Grove Creek Flood Mitigation Drainage Report*. February 17, 2021.

XI. LAND USE AND PLANNING. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Physically divide an established community?	☐	☐	✖	☐
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	✖	☐

Discussion

a. A project risks dividing an established community if the project would introduce infrastructure or alter land use so as to change the land use conditions in the surrounding community, or isolate an existing land use. The Project site does not contain existing housing or other development. In addition, the Project would be compatible with the existing light industrial and commercial uses to the north, east, and south of the site. The Project would not alter the existing general development trends in the area or isolate an existing land use. Therefore, the Project would not physically divide an established community and a ***less-than-significant*** impact would occur.

b. Per the City's General Plan, the Project site is designated HI and zoned HI. The General Plan specifies that the HI land use designation applies to heavy industrial activities, including manufacturing, processing, fabrication, utility equipment and service yards, assembly, wholesaling, warehousing, and distribution occurring inside or outside of an enclosed building. Similarly, as noted under Section 23.24.020 of the City's Municipal Code, the HI zoning district accommodates a broad range of manufacturing and industrial uses, including uses that involve the manufacture, fabrication, assembly, or processing of materials. The proposed warehouses would be considered an industrial land use and, thus, the Project would be consistent with the site's current land use and zoning designations.

As discussed throughout this IS/MND, the Project would not result in any significant environmental effects that cannot be mitigated to a less-than-significant level by the mitigation measures provided herein. The Project would not conflict with City policies and regulations adopted for the purpose of avoiding or mitigating an environmental effect, including, but not limited to, City policies and guidelines related to the City's noise standards and all applicable SWRCB regulations related to stormwater. Additionally, as discussed in Section IV, Biological Resources, the Project would comply with Chapter 19.12, Tree Preservation and Protection, and Chapter 16.130, Swainson's Hawk Impact Mitigation Fees, of the Elk Grove Municipal Code. Therefore, the Project would not cause a significant environmental impact in excess of what has already been analyzed and anticipated in the General Plan EIR, and would not conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental impact. Thus, a ***less-than-significant*** impact would occur.

XII. MINERAL RESOURCES. *Would the project:*		Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a.	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	✖
b.	Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	✖

Discussion

a,b. According to the City's General Plan, mineral deposits or mineral extraction activities are not located within the City's Planning Area.[41] Therefore, the Project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State or result in the loss of availability of a locally-important mineral resource recovery site delineated in the City's General Plan. As such, ***no impact*** to mineral resources would occur as a result of development of the Project.

[41] City of Elk Grove. *General Plan* [pg. 7-25]. February 2019.

XIII. NOISE. *Would the project result in:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	✖	☐	☐
b. Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	✖	☐
c. For a project located within the vicinity of a private airstrip or 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, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	✖

Discussion

a. The discussion below presents information regarding sensitive noise receptors in proximity to the project site, applicable noise standards, the existing noise environment, and the potential for the proposed project to result in noise impacts during project construction and operation. The following terms are referenced in the sections below:

- Decibel (dB): A unit of sound energy intensity. An A-weighted decibel (dBA) is a decibel corrected for the variation in frequency response to the typical human ear at commonly encountered noise levels. All references to decibels (dB) in this report will be A-weighted unless noted otherwise.
- Day-Night Average Level (L_{dn}): The average sound level over a 24-hour day, with a +10 decibel weighting applied to noise occurring during nighttime (10:00 PM to 7:00 AM) hours.
- Community Noise Equivalent Level (CNEL): The cumulative noise exposure over a 24-hour period. Weighting factors of +5 and +10 dBA are applied to the evening and nighttime periods, respectively, to account for the greater sensitivity of people to noise during those periods.

Sensitive Noise Receptors

Some land uses are considered more sensitive to noise than others, and, thus, are referred to as sensitive noise receptors. Land uses often associated with sensitive noise receptors generally include residences, schools, libraries, hospitals, and passive recreational areas. Surrounding land uses include commercial development to the north, IN Self Storage and the East Elk Grove Water Treatment Plant to the east, industrial development to south and southwest, vacant land directly to the east and west, and single-family residential beyond the vacant land to the east and west. Noise sensitive land uses are typically given special attention in order to achieve protection from excessive noise. The nearest noise-sensitive receptor is the single-family residence located approximately 200 feet to the east, across Waterman Road.

City Noise Standards

Per Section 6.32.100(E) of the City's Municipal Code, noise sources associated with construction are exempt from the City's noise standards, provided such activities only

occur between the hours of 7:00 AM and 7:00 PM when located adjacent to residential uses.[42] Section 6.32.100(E) of the Municipal Code is reproduced below as follows:

> Noise sources associated with construction, repair, remodeling, demolition, paving or grading of any real property, provided said activities only occur between the hours of 7:00 a.m. and 7:00 p.m. when located in close proximity to residential uses. Noise associated with these activities not located in close proximity to residential uses may occur between the hours of 6:00 a.m. and 8:00 p.m. However, when an unforeseen or unavoidable condition occurs during a construction project and the nature of the project necessitates that work in progress be continued until a specific phase is completed, the contractor or owner shall be allowed to continue work after 7:00 p.m. and to operate machinery and equipment necessary until completion of the specific work in progress can be brought to conclusion under conditions which will not jeopardize inspection acceptance or create undue financial hardships for the contractor or owner;

The Elk Grove General Plan Noise Element Table 8-4 establishes standards for daytime and nighttime noise levels. The standards are reproduced in Table 9.

Table 9
Performance Standards for Typical Stationary Noise Sources

Noise Level Descriptor	Daytime (7 AM to 10 PM)	Nighttime (10 PM to 7 AM)
Typical Noise Sources – Hourly L_{eq}, dB	55	45
Noise Sources Which Are Tonal, Impulsive, Repetitive, or Consist Primarily of Speech or Music – Hourly L_{eq}, dB	50	40

Source: City of Elk Grove, 2019.

Table 10, below, presents the significance thresholds that are used for analyzing transportation noise, as established in the Elk Grove General Plan Noise Element.

Table 10
Significance of Changes in Noise Exposure

Ambient Noise Level Without Project	Increase Required for Significant Impact
< 60 dB	5.0 dB, or greater
60 to 65 dB	3.0 dB, or greater
> 65 dB	1.5 dB, or greater

Source: Federal Interagency Committee on Noise (FICON).

Existing Noise Environment

An Environmental Noise Assessment was prepared for the Project by Saxelby Acoustics (Appendix L).[43] To quantify the existing ambient noise environment in the Project vicinity, Saxelby Acoustics conducted continuous (24 hour) noise level measurements at two locations on the Project site, as well as short-term noise level measurements at three

[42] City of Elk Grove. *Municipal Code, Section 62.32.100.* Current through May 8, 2019.
[43] Saxelby Acoustics, LLC. *Environmental Noise Assessment Waterman Brinkman Logistics Center, City of Elk Grove, California*. January 20, 2021.

locations along the site boundary. A summary of the noise level measurement survey results is provided in Table 11.

Table 11
Summary of Existing Background Noise Measurement Data

Site	Date	Average Measured Hourly Noise Levels, dBA						
			Daytime (7:00 AM - 10:00 PM)			Nighttime (10:00 PM – 7:00 AM)		
		L_{dn}	L_{eq}	L_{50}	L_{max}	L_{eq}	L_{50}	L_{max}
LT-1 (Receptors to East)	11/09/20 – 11/10/20	75	73	66	88	68	52	85
LT-2 (Receptor to West)	11/09/20 – 11/10/20	68	60	44	77	62	49	76

Source: Saxelby Acoustics – 2020.

Construction Noise

During the construction of the Project, heavy equipment would be used for grading, excavation, paving, and building construction, which could result in temporary noise level increases at nearby sensitive receptors. Noise levels would vary depending on the type of equipment used, how the equipment is operated, and how well the equipment is maintained. In addition, noise exposure at any single point outside the Project site would vary depending on the proximity of construction activities to that point. Standard construction equipment, such as graders, backhoes, loaders, and trucks, would be used on-site. Table 12 presents predicted noise levels for the use of typical construction equipment.

Table 12
Construction Equipment Noise

Type of Equipment	Predicted Noise Levels, L_{max} dB				Distances to Noise Contours (feet)	
	Noise at 25'	Noise at 50'	Noise at 100'	Noise at 300'	70 dB L_{max} contour	65 dB L_{max} contour
Backhoe	84	78	72	62	126	223
Compactor	89	83	77	67	223	397
Compressor (air)	84	78	72	62	126	223
Concrete Saw	96	90	84	74	500	889
Dozer	88	82	76	66	199	354
Dump Truck	82	76	70	60	100	177
Excavator	87	81	75	65	177	315
Generator	87	81	75	65	177	315
Horizontal Boring Jack	88	82	76	66	199	354
Jackhammer	94	89	83	73	446	792
Pneumatic Tools	91	85	79	69	281	500

Source: Saxelby Acoustics – 2020.

As shown in Table 12, typical activities involved in construction would generate maximum noise levels ranging from 70 to 84 dBA at a distance of 100 feet. Considering the nearest sensitive receptor is located approximately 200 feet east of the Project's eastern boundary, construction noise levels at the nearest receptor would be even lower. However, the anticipated noise levels from construction of the Project could exceed the existing ambient noise levels, as shown in Table 11.

As noted above, construction activities are exempt from the City's Noise Ordinance during daytime hours. Construction activities are temporary in nature, and are anticipated to occur during the normal daytime hours for which they are exempt from the Noise Ordinance. However, if construction activities were to occur outside the normal daytime hours, a potentially significant impact could occur related to creation of a substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project.

Operational Noise

The primary non-transportation noise sources associated with the Project are on-site parking lot circulation and the proposed loading docks. Saxelby Acoustics performed modeling to predict Project-generated noise at nearby noise-sensitive receptors. The modeling was based on the following assumptions:

Parking Lot: Based on similar size projects, Saxelby Acoustics estimated that a maximum of 600 auto trips and 240 truck trips could occur in the peak hour on the Project site. Such volumes were used to assess parking lot noise during daytime hours. During nighttime hours, it was assumed that 150 auto trips and 60 truck trips may occur on the Project site. Parking lot movement for cars is predicted to generate a sound exposure level (SEL) of 71 dBA SEL at 50 feet.

Loading Docks: To determine typical loading dock noise levels associated with the proposed loading docks, Saxelby Acoustics conducted noise level measurements at an existing commercial facility with loading docks. The noise level measurements were conducted at a distance of 100 feet from the center of the two-bay loading dock and circulation area. The noise level data from a similar warehouse (Clearlake Walmart) was adjusted to account for the greater number of loading docks of the Project. The noise analysis assumes that during daytime hours, all loading docks at Building A and all loading docks at Building B could operate simultaneously in a busy hour. During nighttime, it is assumed that 25 percent of the loading docks would be active at each building.

Figure 15 and Figure 16 present the predicted daytime and nighttime noise level contours, respectively.

The Project is predicted to generate maximum non-transportation daytime noise of 50 dBA L_{eq}, and nighttime noise of 44 dBA L_{eq}, at the nearest existing sensitive receptors. Ambient noise measurements indicate that existing daytime noise levels are approximately 62 to 73 dBA L_{eq} at the sensitive uses due to existing traffic and railroad noise.

Figure 15
Project Daytime Noise Contours (dBA L_{eq})

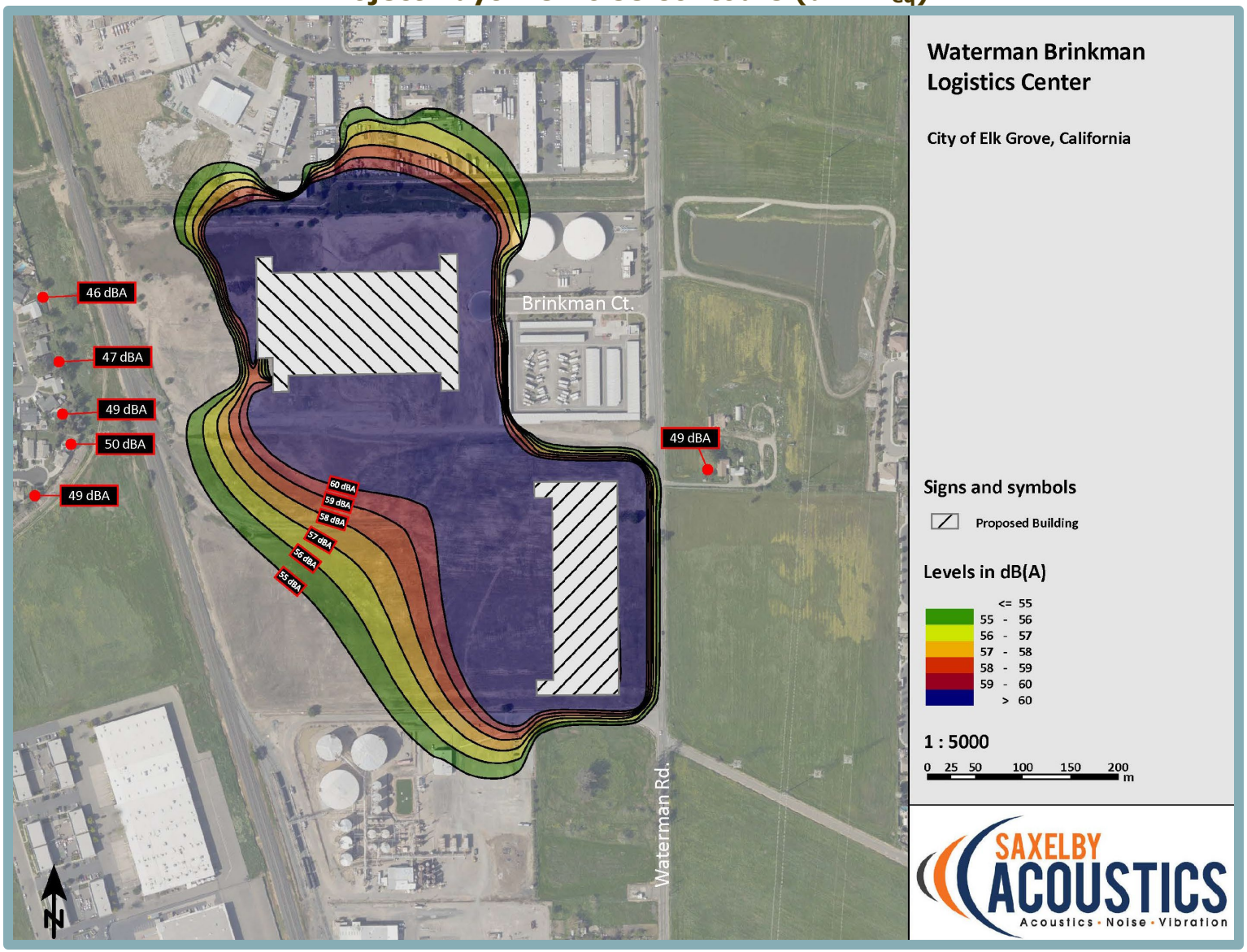
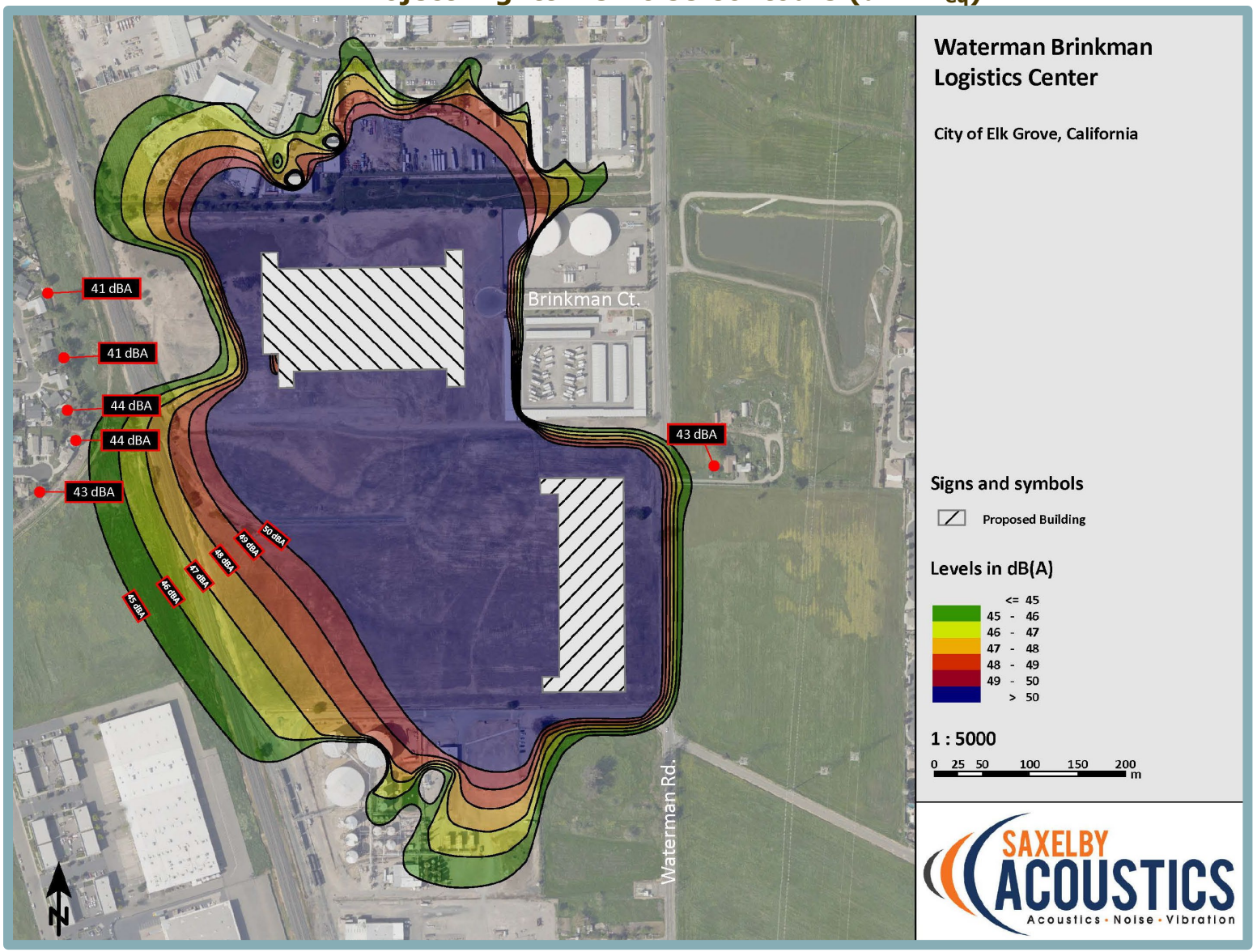


Figure 16
Project Nighttime Noise Contours (dBA L_{eq})



Therefore, operation of the Project is not predicted to generate noise levels in excess of existing ambient noise levels, or in excess of the City of Elk Grove exterior noise standards. Impacts related to creation of a substantial permanent increase in ambient noise levels in the Project vicinity would be less than significant.

Conclusion

Based on the above, existing sensitive receptors would not experience Project-related noise levels in excess of the City's applicable noise level standards. However, if construction were to occur outside of the allowable daytime hours, a potentially significant impact could occur. Thus, without the implementation of mitigation, a ***potentially significant*** impact would occur related to generation of a substantial permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

Mitigation Measure(s)

Implementation of the following mitigation measure would reduce the above impact to a *less-than-significant* level.

XIII-1. *Prior to the approval of grading and/or building permits, the City shall establish the following requirements and note such requirements on improvement plans:*

- *Construction activities (excluding activities that would result in a safety concern to the public or construction workers) shall be limited to between the daytime hours of 7 AM and 7 PM daily when located in close proximity to residential uses.*
- *Construction equipment shall be properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturers' recommendations. Equipment engine shrouds shall be closed during equipment operation.*
- *When not in use, motorized construction equipment shall not be left idling for more than 5 minutes.*
- *Stationary equipment (power generators, compressors, etc.) shall be located at the furthest practical distance from nearby noise-sensitive land uses or shielded to reduce noise-related impacts.*

The improvement plans shall be submitted to the City of Elk Grove Development Services Department for review and approval.

b. Similar to noise, vibration involves a source, a transmission path, and a receiver. However, noise is generally considered to be pressure waves transmitted through air, whereas vibration usually consists of the excitation of a structure or surface. As with noise, vibration consists of an amplitude and frequency. A person's perception to the vibration depends on their individual sensitivity to vibration, as well as the amplitude and frequency of the source and the response of the system which is vibrating.

Vibration is measured in terms of acceleration, velocity, or displacement. A common practice is to monitor vibration in terms of peak particle velocities (PPV) in inches per

second (in/sec). Standards pertaining to perception, as well as damage to structures, have been developed for vibration levels defined in terms of PPV.

Human and structural response to different vibration levels is influenced by a number of factors, including ground type, distance between source and receptor, duration, and the number of perceived vibration events. Table 13, which was developed by Caltrans, shows the vibration levels that would normally be required to result in damage to structures. As shown in the table, the threshold for architectural damage to structures is 0.20 in/sec PPV. A threshold of 0.20 in/sec PPV is considered to be a reasonable threshold for short-term construction projects. The City of Elk Grove General Plan Noise Element Policy N-1-9 establishes 0.2 in/sec PPV as the threshold at which additional vibration impact assessment reduction measures may be required.

Table 13
Effects of Vibration on People and Buildings

Peak Particle Velocity		Human Reaction	Effect on Buildings
mm/sec	in/sec		
0.15-0.30	0.006-0.019	Threshold of perception; possibility of intrusion	Vibrations unlikely to cause damage of any type
2.0	0.08	Vibrations readily perceptible	Recommended upper level of the vibration to which ruins and ancient monuments should be subjected
2.5	0.10	Level at which continuous vibrations begin to annoy people	Virtually no risk of “architectural” damage to normal buildings
5.0	0.20	Vibrations annoying to people in buildings (this agrees with the levels established for people standing on bridges and subjected to relative short periods of vibrations)	Threshold at which there is a risk of “architectural” damage to normal dwelling - houses with plastered walls and ceilings. Special types of finish such as lining of walls, flexible ceiling treatment, etc., would minimize “architectural” damage
10-15	0.4-0.6	Vibrations considered unpleasant by people subjected to continuous vibrations and unacceptable to some people walking on bridges	Vibrations at a greater level than normally expected from traffic, but would cause “architectural” damage and possibly minor structural damage

Source: Transportation Related Earthborne Vibrations. Caltrans. TAV-02-01-R9601. February 20, 2002.

During Project construction, heavy equipment would be used for grading, excavation, paving, and building construction, which would generate localized vibration in the immediate vicinity of construction. The range of vibration source levels for typical construction equipment are shown in Table 14.. Based on the typical vibration levels shown in the table above, construction vibration levels anticipated for the Project would be less than the 0.2 in/sec threshold at distances of 50 feet. The nearest existing sensitive receptors are located approximately 200 feet away from the Project site boundaries

Table 14
Vibration Levels for Various Construction Equipment

Type of Equipment	PPV at 25 feet (in/sec)	PPV at 50 feet (in/sec)	PPV at 100 feet (in/sec)
Large Bulldozer	0.089	0.031	0.011
Loaded Trucks	0.076	0.027	0.010
Small Bulldozer	0.003	0.001	0.000
Auger/drill Rigs	0.089	0.031	0.011
Jackhammer	0.035	0.012	0.004
Horizontal Boring	0.089	0.031	0.011
Vibratory Hammer	0.070	0.025	0.009
Vibratory Compactor/roller	0.210	0.074	0.026

Source: Transit Noise and Vibration Impact Assessment Guidelines. Federal Transit Administration. May 2006.

Based on the above, the Project would not result in the exposure of persons to or generation of excessive groundborne vibration levels at the Project site. Therefore, a ***less-than-significant*** impact would occur related to exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels.

c. The nearest airport to the site is the private use Mustang Airport, located approximately 4.9 miles southeast of the site. Given the substantial distance between the airport and the Project site, noise levels resulting from aircraft at the nearest airport would be negligible at the site. Given that the Project site is not located within two miles of a public airport or public use airport, the Project would not expose people residing or working in the Project area to excessive noise levels associated with such. Thus, ***no impact*** would occur.

XIV. POPULATION AND HOUSING. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)?	☐	☐	✖	☐
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	✖

Discussion

a. The Project would include the development of two warehouses on a site that is currently designated for industrial uses. Given that the Project would not include any residential development, the Project would not directly induce population growth. While the Project would include the creation of new jobs, which could potentially result in an increase in the housing demand in the area, such an increase would be minimal due to the relatively small scale of the Project. In addition, given that the Project is consistent with the site's current land use and zoning designations, potential growth associated with development of the site has been anticipated by the City and analyzed in the City of Elk Grove General Plan EIR. Therefore, the Project would not induce substantial unplanned population growth in an area, either directly or indirectly, and a ***less-than-significant*** impact would occur.

b. The Project site is currently vacant and does not contain existing housing or other habitable structures. As such, the Project would not displace a substantial number of existing housing or people and would not necessitate the construction of replacement housing elsewhere, and ***no impact*** would occur.

XV. PUBLIC SERVICES.

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Fire protection?	☐	☐	✖	☐
b. Police protection?	☐	☐	✖	☐
c. Schools?	☐	☐	✖	☐
d. Parks?	☐	☐	✖	☐
e. Other Public Facilities?	☐	☐	✖	☐

Discussion

a. Fire protection services in the City of Elk Grove are provided by the Cosumnes Community Services District (CCSD).[44] Services include fire suppression, emergency medical services, technical rescue, and arson and explosion investigations. The CCSD has 175 personnel in its Operations Division and operates out of eight fire stations with eight advanced life support engine companies, one aerial ladder truck company, seven rescue ambulance units, and one command vehicle, as well as other specialized apparatus for specialized emergency circumstances.[45] In 2018, the CCSD responded to 19,790 incidents, an increase from the prior four years.[46] The nearest fire station to the Project site is Fire Station 71, located at 8760 Elk Grove Boulevard, approximately 1.4 miles west of the site.

Upon completion of the Project, the CCSD would provide fire protection services to the proposed industrial development. The General Plan EIR concluded that while buildout of the Planning Area, including the Project site, would result in an increased demand for fire protection and emergency medical services, compliance with applicable regulations and General Plan policies would ensure that new fire station siting and resources are available and that required environmental review under CEQA would be conducted as specific fire protection facilities are proposed. As noted in the General Plan EIR, three new fire stations are currently planned within the City's Planning Area: Station 77, to be located within the Laguna Ridge Specific Plan Area near Whitelock Parkway; Station 78, to be located within the South Pointe Land Use Policy Area near Kammerer Road; and Station 79, to be located within the Eastern Elk Grove Community Plan Area near Grant Line Road. Therefore, demand for fire protection facilities associated with the Project could either be met by the existing Fire Station 71 or by future fire station facilities planned by the CCSD.

In addition, the Project would be subject to payment of a Fire Fee in accordance with Chapter 16.85 of the City's Municipal Code, which is used to pay for costs associated with development of new fire stations. Furthermore, the proposed buildings would be constructed in accordance with the fire protection requirements of the most recent California Fire Code. The CCSD would review the Project building plans to ensure compliance with all California Fire Code requirements.

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44 City of Elk Grove. *General Plan Update Draft Environmental Impact Report* [pg. 5.11-1]. February 2019.

45 Cosumnes Fire Department. *Operations Division*. Available at: https://www.yourcsd.com/469/Operations-Division. Accessed August 2020.

46 Cosumnes Fire Department. *2018 Annual Report*. 2020.

Based on the above, the Project would result in a ***less-than-significant*** impact related to the need for new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts.

b. Police protection services within the City of Elk Grove are provided by the City of Elk Grove Police Department (EGPD). As noted in the General Plan EIR, the EGPD operates primarily out of two facilities located in the City Hall complex at 8380 and 8400 Laguna Palms Way. The service area is split into five police beats that are regularly patrolled. As of 2020 and based on information from the City's Housing Element Update Subsequent EIR, the EGPD has an authorized strength of 146 sworn officers and 108 civilian personnel and responds to an average of 52,000 calls for service per year. In addition to the EGPD, the California Highway Patrol provides traffic regulation enforcement, emergency accident management, and service and assistance on State roadways, as well as traffic regulation enforcement throughout the State (including in the City), from its station located at 6 Massie Court, near the interchange of Mack Road and SR 99.

Considering the Project is consistent with the land use designation for the site, buildout of the site with an industrial land use was already considered in the General Plan EIR. The General Plan EIR concluded that while buildout of the Planning Area, including the Project site, would result in an increased demand for law enforcement services, resulting in new patrols, identified growth areas within the City will be adequately served by the EGPD's existing facilities, and construction of new facilities is not likely to be required. Furthermore, new staff and equipment necessary to provide law enforcement services to new development would be funded by the City's Capital Facilities Fee levied on new development, as well as ongoing payments of property taxes. Payment of the Capital Facilities Fee would be required per Chapter 16.95 of the Municipal Code.

Given required payment of the City's Capital Facilities Fee, consistent with Chapter 16.95 of the City's Municipal Code, the Project would have a ***less-than-significant*** impact related to the need for new or physically altered police protection facilities, the construction of which could cause significant environmental impacts.

c-e. The Project would not include any residential development and, thus, would not result in population growth such that demand for schools, parks, or other public facilities would increase substantially. It is noted that the Project could induce population growth through the increase in employment opportunities; however, any indirect increase in population growth associated with the Project would be accommodated by new residential development in the region, which would undergo separate project-specific CEQA review and address impacts related to school, parks, and other public facilities therein. In addition, because the Project is consistent with the land use designation for the site, development of the Project site with industrial uses has already been considered by the City and evaluated in the General Plan EIR. Implementation of the Project would not result in any additional impacts related to schools, parks, or other public facilities beyond what was anticipated in the General Plan EIR.

Based on the above, the Project would have a ***less-than-significant*** impact related to the need for new or physically altered schools, parks, or other public facilities, the construction of which could cause significant environmental impacts.

XVI. RECREATION. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	✖	☐
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	✖	☐

Discussion

a,b. The Project would include the development of two warehouses on a site designated for industrial uses. As such, the Project would not result in population growth that could result in increased demand on existing recreational facilities or cause the construction or expansion of recreational facilities. Additionally, according to General Plan EIR Impact 5.11.4, buildout of the General Plan, which includes buildout of the Project site, would result in less-than-significant impacts related to parks and other public facilities. Overall, the Project would not result in substantial physical deterioration of any existing neighborhood or regional parks or other recreational facilities, and would not result in adverse physical effects related to the construction or expansion of new facilities, and a ***less-than-significant*** impact would occur.

XVII.TRANSPORTATION. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	☐	✖	☐	☐
b. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	✖	☐
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	✖	☐
d. Result in inadequate emergency access?	☐	☐	✖	☐

Discussion

a. The law has changed with respect to how transportation-related impacts may be addressed under CEQA. Traditionally, lead agencies used level of service (LOS) to assess the significance of such impacts, with greater levels of congestion considered to be more significant than lesser levels. Mitigation measures typically took the form of capacity-increasing improvements, which often had their own environmental impacts (e.g., to biological resources). Depending on circumstances, and an agency's tolerance for congestion (e.g., as reflected in its general plan), LOS D, E, or F often represented significant environmental effects. In 2013, however, the State Legislature passed legislation with the intention of ultimately doing away with LOS in most instances as a basis for environmental analysis under CEQA. Enacted as part of SB 743 (2013), PRC Section 21099, subdivision (b)(1), directed the Governor's Office of Planning and Research (OPR) to prepare, develop, and transmit to the Secretary of the Natural Resources Agency for certification and adoption proposed CEQA Guidelines addressing "criteria for determining the significance of transportation impacts of projects within transit priority areas. Those criteria shall promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses. In developing the criteria, [OPR] shall recommend potential metrics to measure transportation impacts that may include, but are not limited to, vehicle miles traveled, vehicle miles traveled per capita, automobile trip generation rates, or automobile trips generated. The office may also establish criteria for models used to analyze transportation impacts to ensure the models are accurate, reliable, and consistent with the intent of this section."

Subdivision (b)(2) of Section 21099 further provides that "[u]pon certification of the guidelines by the Secretary of the Natural Resources Agency pursuant to this section, automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion *shall not be considered a significant impact on the environment* pursuant to [CEQA], except in locations specifically identified in the guidelines, if any." (Italics added.)

Pursuant to SB 743, the Natural Resources Agency promulgated CEQA Guidelines Section 15064.3 in late 2018. It became effective in early 2019. Subdivision (a) of that section provides that "[g]enerally, vehicle miles traveled is the most appropriate measure of transportation impacts. For the purposes of this section, 'vehicle miles traveled' refers to the amount and distance of automobile travel attributable to a project. Other relevant considerations may include the effects of the project on transit and non-motorized travel.

Except as provided in subdivision (b)(2) below (regarding roadway capacity), a project's effect on automobile delay shall not constitute a significant environmental impact."[47]

Please refer to Question 'b' for a discussion of VMT.

Consistency with California Department of Transportation (Caltrans) Facilities

Prior project analysis has identified that in the cumulative conditions, continued development in the City of Elk Grove and other portions of south Sacramento County will have impacts on State facilities. To address this, the I-5 Subregional Fee program was developed between the City of Elk Grove, the cities of Sacramento and West Sacramento, and Caltrans. Policy MOB-7-4 in the City General Plan requires development applications to pay this fee in order to fund the necessary improvements. Payment of the fee would be required by Mitigation Measure XVII-1. Thus, the Project would not conflict with applicable Caltrans policies, and a less-than-significant impact would occur with implementation of mitigation.

Consistency with City of Elk Grove General Plan Policies - Transit, Bicycle, and Pedestrian Facilities

The following section discusses the availability of bicycle and pedestrian facilities and transit service and facilities in the Project area.

Pedestrian and Bicycle Facilities

Considering the proposed land use, extensive pedestrian and bicycle transportation is not anticipated. Nonetheless, pedestrian and bicycle facilities do exist in the Project vicinity.

A paved sidewalk currently extends along the western side of Waterman Road to the southern corner on the IN Self Storage facility. In addition, sidewalks are provided along both sides of Brinkman Court, and would connect to the proposed pedestrian infrastructure on Lot B. As noted previously, implementation of the Project would include establishment of a pedestrian trail along Elk Grove Creek, at the northern boundary of Lot A. The pedestrian trail is planned for future development in the City's Bicycle, Pedestrian, and Trails Master Plan. As such, by implementing the planned pedestrian trail, the Project would be consistent with and help execute the local plan addressing the circulation system.

The City of Elk Grove maintains three classes of bicycle facilities (Class I, Class II, and Class III). Per Figure 5.1, Existing and Proposed Bicycle and Pedestrian Network, of the City's Bicycle, Pedestrian, and Trails Master Plan, a Class II bike lane exists along the northern portion of Waterman Road, and connects to the citywide bicycle network. A future Class II bike lane is planned along the southern portion of Waterman Road. In addition, consistent with Municipal Code Section 23.58.100, the Project would include 11 bicycle parking spaces to support bicycle use.

[47] Subdivision (b)(2) of Section 15064.3 ("transportation projects") provides that "[t]ransportation projects that reduce, or have no impact on, vehicle miles traveled should be presumed to cause a less than significant transportation impact. For roadway capacity projects, agencies have discretion to determine the appropriate measure of transportation impact consistent with CEQA and other applicable requirements. To the extent that such impacts have already been adequately addressed at a programmatic level, such as in a regional transportation plan EIR, a lead agency may tier from that analysis as provided in Section 15152.

Overall, the existing pedestrian and bicycle facilities are anticipated to have substantial capacity to accommodate any pedestrian and bicycle traffic generated from implementation of the Project.

Transit Service and Facilities

Transit services in the City of Elk Grove are provided by E-tran, which is operated by Sacramento Regional Transit (SacRT). In addition, the Project site is served by Sac RT's SmaRT Ride Microtransit, which is an on demand smart ride service.

Because the Project is consistent with the land use designation for the site, development of the Project site with industrial uses has already been considered by the City and evaluated in the General Plan EIR. General Plan Policies MOB-5-6 and MOB-5-7 encourage the provision of the appropriate level of transit service in all areas of the City and the extension of bus rapid transit and/or light rail service (referred to as "fixed transit") to existing and planned employment centers. Accordingly, General Plan EIR Impact 5.13.7 concludes that buildout of the General Plan, which includes buildout of the Project site, would result in less-than-significant impacts related to transit facilities.

Therefore, implementation of the Project would result in a less-than-significant impact related to transit service and facilities.

Conclusion

As noted above, without the payment of the I-5 Subregional Fee, a ***potentially significant*** impact could occur related to Caltrans facilities. However, with implementation of mitigation, the Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, bicycle, and pedestrian facilities; thus, a less-than-significant impact would occur.

Mitigation Measure(s)

Implementation of the following mitigation measure would reduce the above potential impact to a *less-than-significant* level.

XVII-1. *Prior to issuance of building permits, the Project applicant shall pay the applicable I-5 Subregional Fee in effect at the time of payment, consistent with Sections 16.97.040 and 16.97.050 of the City's Municipal Code. Receipt of payment shall be provided to the City of Elk Grove Planning Division.*

b. Section 15064.3 of the CEQA Guidelines provides specific considerations for evaluating a project's transportation impacts. Pursuant to Section 15064.3, analysis of VMT attributable to a project is the most appropriate measure of transportation impacts. Other relevant considerations may include the effects of the project on transit and non-motorized travel.

Pursuant to General Plan Policy MOB-1-1, new development projects are required to demonstrate a 15 percent reduction in VMT from 2015 conditions. To demonstrate this reduction, conformance with following land use and cumulative VMT limits is required:

1. Development projects shall demonstrate that the VMT produced by the project at buildout is equal to or less than the VMT limit of the project's General Plan land

use designation, as shown in Table 6-1 of the General Plan, which incorporates the 15 percent reduction from 2015 conditions; and

2. Development projects located within the existing City limits shall demonstrate that cumulative VMT within the City, including the project, would be equal to or less than the established Citywide limit of 6,367,833 VMT (total daily VMT).

Figure 5.13-14 of the General Plan EIR presents anticipated VMT per service population per traffic analysis zone at buildout in the year 2036. Areas identified in white have been determined to result in an average service population VMT 15 percent below the City's existing baseline limit and would satisfy the thresholds presented in General Plan Policy MOB-1-1, if new development is built to the specifications consistent with the General Plan Land Use Diagram.

As discussed throughout this IS/MND, the Project would be consistent with the General Plan land use designation for the site, and, per Figure 5.13-14 of the General Plan EIR, the Project site is located in an area determined to result in an average service population VMT 15 percent below the City's existing baseline limit. As such, development on the Project site pursuant to the land use designation is anticipated to result in a less-than-significant VMT impact. Furthermore, it is noted that the VMT threshold is focused on employee trips from single-passenger vehicles, as opposed to heavy truck trips.

Typically, further analysis is not required for projects located in a pre-screened area that are consistent with the General Plan land use designation. However, an additional analysis was prepared by Fehr & Peers to confirm that the Project satisfies the 20 percent reduction in VMT for GHG analysis purposes, consistent with the requirements of the City's Climate Action Plan (CAP). A modified version of SACOG's SACSIM15 regional travel demand forecasting model, developed for the analysis of the City of Elk Grove General Plan Update, was used to calculate the VMT per service population for the parcels that represent the proposed project. The Project's VMT per service population was calculated to be 31.4, which is 20.5 percent lower than the City's VMT limit for the heavy industrial land use.

Therefore, the Project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3(b), and a ***less-than-significant*** impact would occur.

c,d. The Project would not alter the existing transportation network nor increase hazards due to a geometrical design feature. The proposed buildings are sufficiently set back from Waterman Road such that visibility for motorists would not be hindered. In addition, the frontage improvements provided along Waterman Road would be designed to accommodate heavy truck traffic.

During Project construction, public roads in the vicinity would remain open and available for use by emergency vehicles and other traffic. In addition, the new internal roadway would provide two points of access to the Project site, which would be adequate for emergency vehicle access.

Implementation of the Project would introduce additional truck traffic along Waterman Road. However, as noted in the General Plan EIR, buildout of the General Plan would result in less-than-significant impacts related to hazards and emergency access (see Impacts 5.13.5 and 5.13.6). Considering the Project would be consistent with the General Plan land use designation for the site, impacts related to hazards and emergency access

associated with the Project were already analyzed and anticipated in the General Plan EIR. In addition, the General Plan EIR noted that any new transportation facility improvements required as part of General Plan buildout would be constructed based on industry design standards consistent with Policy MOB-3-10, which stresses that the safety of the most vulnerable user is a priority.

Based on the above, the Project would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment), and would not result in inadequate emergency access. Therefore, a ***less-than-significant*** impact would occur.

XVIII. TRIBAL CULTURAL RESOURCES. *Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k).	☐	✖	☐	☐
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	✖	☐	☐

Discussion

a,b. As discussed in Section V, Cultural Resources, of this IS/MND, the Project site has been previously disturbed and graded and, therefore, is not likely to contain any known resources listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), and does not contain known resources that could be considered historic pursuant to the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. Furthermore, based on the results of a search of the NAHC Sacred Lands File, the Project site does not contain any known Tribal Cultural Resources.[48]

In compliance with AB 52 (PRC Section 21080.3.1), on December 3, 2020, the City provided formal notification letters to local tribes that had requested notification. The Wilton Rancheria initiated consultation under AB 52, and requested to complete a pedestrian survey of the Project site. The pedestrian survey was completed, the Wilton Rancheria approved the cultural and tribal cultural resources mitigation measures included in this IS/MND, and further consultation is not required. Requests to consult were not received from any other contacted tribes.

Based on the above, known tribal cultural resources do not exist within the Project site. Nevertheless, the possibility exists that previously unknown cultural resources could be uncovered during grading or other ground-disturbing activities. However, implementation of Mitigation Measure XVIII-1 would ensure that a ***less-than-significant*** impact to tribal cultural resources would occur.

Mitigation Measure(s)

Implementation of the following mitigation measure, which refers to the mitigation measures presented previously in Section V of this IS/MND, would reduce the above impact to a *less-than-significant* level.

[48] Native American Heritage Commission. *Native American Consultation, Pursuant to Senate Bill 18, Government Code §65352.3 and §65352.4, Waterman Brinkman Logistics Center, Sacramento County.* October 20, 2020.

XVIII-1. Implement Mitigation Measures V-1, V-2, and V-3.

XIX. UTILITIES AND SERVICE SYSTEMS. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	✖	☐
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	☐	☐	✖	☐
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	✖	☐
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	✖	☐
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	✖	☐

Discussion

a,c. The sections below describe the wastewater, water supply, stormwater drainage, electric power, and telecommunications infrastructure necessary to serve the Project.

Wastewater Infrastructure

Sewer service for the Project would be provided by the SASD. The SASD is a contributing agency to Regional San. The SASD owns, operates, and maintains a network of 107 pump stations and approximately 80 miles of pressurized force main pipes.[49] SASD trunk sewer pipes function as conveyance facilities to transport the collected wastewater flows to the Regional San interceptor system. The existing City trunk line extends southeast from the Sacramento Regional Wastewater Treatment Plant (SRWTP) influent diversion structure to Laguna Boulevard, then parallel to SR 99 along East Stockton Boulevard, extending close to the southern boundary of the City of Elk Grove.

On Lot A, a new six-inch sewer line would connect to the existing infrastructure in Brinkman Court. On Lot B, a new eight-inch sewer line would connect to the existing sewer trunk line in Waterman Road.

Wastewater Treatment

Pursuant to the General Plan EIR, the SRWTP treats an average of 181 million gallons per day (mgd). Wastewater is treated by accelerated physical and natural biological processes before discharge to the Sacramento River. The SRWTP's reliable capacity is currently limited, based on hydraulic considerations, to an equivalent 207 mgd average dry weather flow (ADWF). The SRWTP has been master planned to accommodate 350

[49] City of Elk Grove. *General Plan Update Draft Environmental Impact Report* [pg. 5.12-26]. February 2019.

mgd ADWF following planned improvements. In addition, Regional San has prepared a long-range master plan for the large-diameter interceptors that transport wastewater to the SRWTP. The master plan includes interceptor upgrades/expansions to accommodate anticipated growth through 2035.[50]

Per the SRWTP's NPDES Permit (No. CA0077682), adopted in April of 2016, the ADWF at that time was approximately 120 mgd.[51] As such, the SRWTP was operating at approximately 63 percent of permitted capacity. Based on data from similar warehouse projects, the Project is expected to generate approximately 0.038 mgd of wastewater. Therefore, adequate capacity exists to treat the additional 0.038 mgd of wastewater that would be generated by the Project.

Furthermore, as noted above, the Project applicant would be required to pay sewer impact fees to the sewer district, which would contribute towards the cost of future upgrades of the SRWTP. Required payment of sewer impact fees would ensure that the SRWTP receives adequate funding for necessary future improvements.

Based on the above, the Project would not result in a determination by the wastewater treatment provider which serves or may serve the Project that it does not have adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments.

Water Supply Infrastructure

Water supply to the proposed development would be provided by the EGWD. On Lot A, a new 12-inch water line would connect to the existing infrastructure in Brinkman Court. On Lot B, a new 12-inch water line would connect to the existing eight-inch water main in Waterman Road. In addition, as part of the Project, a new 16-inch water main would bisect the Project site and connect to an existing 16-inch butterfly valve in the EGWD main that flows under the UPRR tracks. Given that the Project would connect to existing water supply lines located in the Project vicinity, construction of substantial off-site water supply infrastructure would not be required. In addition, given that the Project is consistent with the site's current General Plan land use designations, construction of on-site water supply improvements has been previously anticipated by the City and analyzed in the General Plan EIR. Therefore, a less-than-significant impact would occur related to construction of new or expanded water supply facilities.

Stormwater Infrastructure

The Project site is currently undeveloped vacant land with ruderal vegetation. Completion of the Project would increase site runoff due to the introduction of impervious surfaces to the site. As described previously, a new network of stormwater lines would direct all runoff from the Project site into an underground detention system located at the north side of Lot A. After pretreatment in the underground detention system, stormwater flows are routed to Contech Treatment Vaults. Treated stormwater is then discharged to Elk Grove Creek.

As discussed in further detail in Section X, Hydrology and Water Quality, of this IS/MND, the proposed stormwater treatment facilities would be designed with adequate capacity to capture and treat runoff from the proposed impervious surfaces. Therefore, the Project

[50] City of Elk Grove. *General Plan Update Draft Environmental Impact Report* [pg. 5.12-27]. February 2019.
[51] California Regional Water Quality Control Board, Central Valley Region. Order No. R5-2016-0020-01 NPDES No. CA0077682 [pg I-7]. April 2016.

would result in a less-than-significant impact with respect to requiring or resulting in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

Electricity, Natural Gas, and Telecommunications Facilities

The Project site is located within a developed area of the City of Elk Grove and is situated within close proximity to existing electric power, natural gas, and telecommunications facilities. Because the Project is consistent with the land use designation for the Project site, buildout of the site with industrial/warehouse uses was anticipated by the City and accounted for in utility planning. Therefore, implementation of the Project would implement the development that has been planned for the site, substantial expansion of off-site utilities would not be required to serve the proposed development, and associated environmental effects would not occur.

Conclusion

Based on the above, a ***less-than-significant*** impact would occur related to requiring or resulting in the relocation or construction of new or expanded water, wastewater treatment, or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects, or resulting in a determination by the wastewater treatment provider which serves or may serve the Project that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments.

b. Per the General Plan EIR, the City of Elk Grove is served by three water service providers: the Sacramento County Water Agency (SCWA); the EGWD; and the Omochumne-Hartnell Water District.[52] As noted above, the Project would be served by the EGWD. The District is separated into two service areas: Service Area 1 and Service Area 2. Service Area 1 is supplied by groundwater wells and treated by the District's water treatment plant. Service Area 2 is supplied by surface water and groundwater purchased from SCWA. The Project site is located within Service Area 1.

In 2016, the EGWD prepared the 2015 UWMP, as required by the Urban Water Management Planning Act of 1983. The UWMP serves as a long-term planning document for sustainable water supply, and includes a description of water sources, historical and projected water use, and a comparison of water supply and demand during normal and dry years. The UWMP has identified regional water demand in normal, single dry, and multiple dry years in five-year increments. Water demand projections were based on projected population estimates derived using various SACOG reports and the City's General Plan. The EGWD service area is anticipated to reach build out by 2045.

Table 15 and Table 16 show the projected water supply and demand totals during a normal year and during a single dry year, respectively. Table 17 shows the projected supply and demand totals under multiple dry year conditions for the first, second, and third years.

The UWMP notes that any potential shortfall in supply that may occur shall be addressed through a combination of demand reductions and the use of agreements with neighboring water purveyors. As shown in the tables, per the 2015 UWMP, the EGWD has anticipated adequate water supply being available during average year, single dry year, and multiple dry year conditions.

[52] City of Elk Grove. *General Plan Update Draft Environmental Impact Report* [pg. 5.12-1]. February 2019.

Table 15
Supply and Demand Assessment: Normal Year (AFY)

	2020	2025	2030	2035	2040	2045
Supply totals	7,694	7,917	7,972	8,038	8,059	8,080
Demand totals	7,694	7,917	7,972	8,038	8,059	8,080
Difference	*0*	*0*	*0*	*0*	*0*	*0*

Source: Elk Grove Water District, 2015 Urban Water Management Plan, June 2016.

Table 16
Supply and Demand Assessment: Single Dry Year (AFY)

	2020	2025	2030	2035	2040	2045
Supply totals	8,078	8,313	8,291	8,280	8,300	8,323
Demand totals	8,078	8,313	8,291	8,280	8,300	8,323
Difference	*0*	*0*	*0*	*0*	*0*	*0*

Source: Elk Grove Water District, 2015 Urban Water Management Plan, June 2016.

Table 17
Supply and Demand Assessment: Multiple Dry Years (AFY)

		2020	2025	2030	2035	2040	2045
1st Year	Supply Totals	8,078	8,313	8,291	8,280	8,300	8,323
	Demand Totals	8,078	8,313	8,291	8,280	8,300	8,323
	Difference	*0*	*0*	*0*	*0*	*0*	*0*
2nd Year	Supply Totals	7,271	7,481	7,462	7,452	7,470	7,490
	Demand Totals	7,271	7,481	7,462	7,452	7,470	7,490
	Difference	*0*	*0*	*0*	*0*	*0*	*0*
3rd Year	Supply Totals	6,059	6,234	6,218	6,210	6,225	6,242
	Demand Totals	6,059	6,234	6,218	6,210	6,225	6,242
	Difference	*0*	*0*	*0*	*0*	*0*	*0*

Source: Elk Grove Water District, 2015 Urban Water Management Plan, June 2016.

Development of the Project would result in increased demand for water supplies relative to existing conditions. Based on conservative water demand estimates for similar project types, the Project is expected to generate 233,000 gallons per day, or 261 AFY. Even after multiple dry years, water demand associated with the Project would constitute less than four percent of the EGWD's projected water supply.

Furthermore, considering the Project is consistent with the General Plan land use designation, water demand associated with buildout of the Project site with industrial uses was included in the projected water demand totals presented in the tables above. As such, implementation of the Project has already been accounted for in EGWD's planning efforts.

Therefore, EGWD's projected water supplies would be sufficient to satisfy water demands associated with the Project while still meeting the current and projected water demands of existing customers within the service area. Sufficient water supplies would be available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years, and a ***less-than-significant*** impact would occur.

d,e. Republic Services provides solid waste collection, disposal, recycling, and yard waste services to residential development within the City of Elk Grove. As noted in the General Plan EIR, the City is served by a total of ten landfills, the majority of which have over 70

percent available remaining capacity.[53] Due to the substantial amount of available capacity remaining at the landfills serving the City, sufficient capacity would be available to accommodate the Project's solid waste disposal needs. In addition, the Project would be required to comply with all applicable solid waste regulations, including Title 30, Solid Waste Management, of the City's Municipal Code, as well as Chapter 30.90, the City's Space Allocation and Enclosure Design Guidelines for Trash and Recycling. Furthermore, given that the Project is consistent with the site's current General Plan land use designations, solid waste generation associated with the Project has been anticipated by the City and accounted for in regional planning efforts. Therefore, a ***less-than-significant*** impact related to solid waste would occur as a result of the Project.

[53] City of Elk Grove. *General Plan Update Draft Environmental Impact Report* [pg. 5.12-32]. February 2019.

XX. WILDFIRE. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	✖
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	✖
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	✖
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	✖

Discussion

a-d. According to the California Department of Forestry and Fire Protection (CAL FIRE) Fire and Resource Assessment Program, the Project site is not located within or near a Very High Fire Hazard Severity Zone or State Responsibility Area.[54] As such, the Project would not be expected to be subject to or result in substantial adverse effects related to wildfires, and ***no impact*** would occur.

[54] California Department of Forestry and Fire Protection. *Sacramento County, Very High Fire Hazard Severity Zones in LRA, As Recommended by CAL FIRE*. July 30, 2008.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE.	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	✖	☐
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	✖	☐
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	✖	☐

Discussion

a. As discussed in Section IV, Biological Resources, of this IS/MND, while the potential exists for Swainson's hawk, burrowing owl, and nesting migratory birds and raptors protected by the MBTA to occur on both sites, Mitigation Measures IV-2 through IV-4 would ensure that impacts to such species would be reduced to a less-than-significant level. In addition, Mitigation Measures IV-1, IV-5, and IV-6 apply specifically to Lot A, and would ensure that impacts to all special-status species are less than significant. The Project site is undeveloped and does not contain any known historic or prehistoric resources. Thus, implementation of the Project is not anticipated to have the potential to result in impacts related to historic or prehistoric resources, including tribal cultural resources. Nevertheless, Mitigation Measures V-1, V-2, and V-3 would ensure that, in the event that historic or prehistoric resources are discovered within the Project site during construction activities, such resources are protected in compliance with the requirements of CEQA.

Considering the above, the Project would not: 1) degrade the quality of the environment; 2) substantially reduce or impact the habitat of fish or wildlife species; 3) cause fish or wildlife populations to drop below self-sustaining levels; 4) threaten to eliminate a plant or animal community; 5) reduce the number or restrict the range of a rare or endangered plant or animal; or 6) eliminate important examples of the major periods of California history or prehistory. Therefore, a ***less-than-significant*** impact would occur.

b. The Project in conjunction with other development within the City of Elk Grove could incrementally contribute to cumulative impacts in the area. However, as demonstrated in this IS/MND, all potential environmental impacts that could occur as a result of Project implementation would be reduced to a less-than-significant level with implementation of Project-specific mitigation measures and compliance with applicable General Plan policies. As discussed in Section XVII of this IS/MND, while the Project would include generation of vehicle trips on local roadways, the Project site is located within an area determined to result in an average service population VMT 15 percent below the City's existing baseline limit. As such, development of the Project was analyzed in the General

Plan EIR and determined to result in less-than-significant impacts related to VMT. In addition, as noted in Section VIII, Greenhouse Gas Emissions, Mitigation Measure VIII-1 would ensure Project consistency with the City's CAP, thereby resulting in a less-than-significant impact related to cumulative GHG emissions.

When viewed in conjunction with other closely related past, present, or reasonably foreseeable future Projects, development of the Project would result in a cumulatively considerable contribution to cumulative impacts in the City of Elk Grove, and the Project's cumulative impact would be ***less than significant***.

c. As described in this IS/MND, the Project would comply with all applicable General Plan policies, Municipal Code standards, other applicable local and State regulations, and mitigation measures included herein. In addition, as discussed in the Air Quality, Geology and Soils, Hazards and Hazardous Materials, Greenhouse Gas Emissions, and Noise sections of this IS/MND, the Project would not cause substantial effects to human beings, which cannot be mitigated to less-than-significant levels, including effects related to exposure to air pollutants, geologic hazards, GHG emissions, hazardous materials, and excessive noise. As such, the Project would not result in direct or indirect impacts to human beings and, thus, the Project's impact would be ***less than significant***.