



NEGATIVE DECLARATION/INITIAL ENVIRONMENTAL STUDY

Project Title:	Kamps Propane (EG-06-997)	
Lead Agency Name and Address:	City of Elk Grove Development Services - Planning 8400 Laguna Palms Way Elk Grove, CA 95758	
Project Location:	The project site is located on the east side of Iron Rock Way, near the intersection of Iron Rock Way and Elkmont Way. APN: 134-0630-003	
Project Sponsor's Name and Address:	Property Owner: Buzz Oates Construction Tracy Stigler 8615 Elder Creek Road Sacramento, CA 95828	Applicant: Kamps Propane J. Oliver 1915 Moffat Blvd Manteca, CA 95336
General Plan Designation(s):	Heavy Industrial	
Zoning:	M-2, Heavy Industrial	
Contact Person:	Sarah Kirchgessner	
Phone Number:	(916) 478-3649	
Date Prepared:	February 2006	

Project Description

The project consists of a Design Review to construct and operate a propane storage and distribution plant. Two 30,000 gallon liquefied petroleum gas (LPG) tanks will be relocated from Kamps' existing location on East Stockton Boulevard/Grant Line Road to the project site, and a third 30,000 gallon tank will be added. A 5,257 square foot office and shop building will also be located on the project site.

Plant operating hours will be Monday through Friday from 8 am to 5 pm. The storage tanks will receive 9,500 gallon transport tank loads of LPG from either semi tankers or truck and trailer tankers. Kamps uses bobtail tank trucks to distribute propane, averaging 3,000 gallons per truck. Additionally, flatbed trailer trucks designed to deliver cylinders for motor fuel and portable LPG tanks for use at construction sites and industrial locations. A retail fuel island for LPG motor fuel and portable cylinder customers will be located outside the plant operation area.

The operations at the site will consist of:

- loading and unloading of LPG delivery trucks
- filling of portable cylinders
- repair and maintenance of tanks and LPG equipment
- storage of new and used LPG tanks of various capacities
- storage and distribution of portable DOT LPG cylinders
- fabrication of various plant equipment
- minor vehicle maintenance for plant vehicles
- retail sales of LPG and related equipment
- storage of LPG related equipment such as LPG dispensers, cylinder cages, pumps and motors
- emptying and disposal of portable LPG cylinders
- business office for Kamps Propane

At full capacity, the plant is expected to have approximately ten bobtail or fifth wheel type delivery tankers, ten portable cylinder flatbed delivery trucks, several crane type tank setting truck, and service trucks. There will be approximately 25 delivery drivers and service personnel with six office personnel.

The number of trips and the amount of fuel delivered do not necessarily equal the gallons delivered to the tanks. The bobtail trucks do not always come back empty. Kamps Propane does not have a set delivery schedule and does multiple deliveries to very small tanks on many different routes. The number of deliveries to the site is determined solely by the weather and the time of year. In the summertime, Kamps receives two 9,500 deliveries per week. In the spring and fall, Kamps receives one 9,500 delivery per day. In the winter, Kamps receives two 9,500 deliveries per day. The bobtail drivers generally work only 5 days a week, and the transport deliveries work 7 days a week. Additionally, Kamps Propane requires a large tank storage capacity to balance out the delivery schedule.

Table 1 details the current daily truck trips and the future estimated truck trips (with the increase from two to three LPG storage tanks):

	Current Site	Future Estimate
Bobtail Delivery Trucks Trips per day gallons	4 trucks x 2 trips = 8 trips per day 20,000 gallons delivered	10 trucks x 2 trips = 20 trips per day 45,000 gallons
Transport Trucks Trips per day gallons	1 truck x 2 trips = 2 trips per day 20,000 gallons delivered to site	1 truck x 4 trips = 4 trips per day 40,000 gallons delivered to site
Cylinder Trucks Trips per day gallons	1 truck x 1 trip = 1 trip per day 2,000 gallons delivered	10 trucks x 1 trip = 10 trips per day 20,000 gallons delivered

The National Fire Protection Association (NFPA) 58, National Electric Code (NEC), Cal/OSHA Title 8, and the Uniform Fire Code regulate the installation and operation of an LPG distribution and storage plant. The Fire Department has reviewed the project and has submitted conditions of approval for the project.

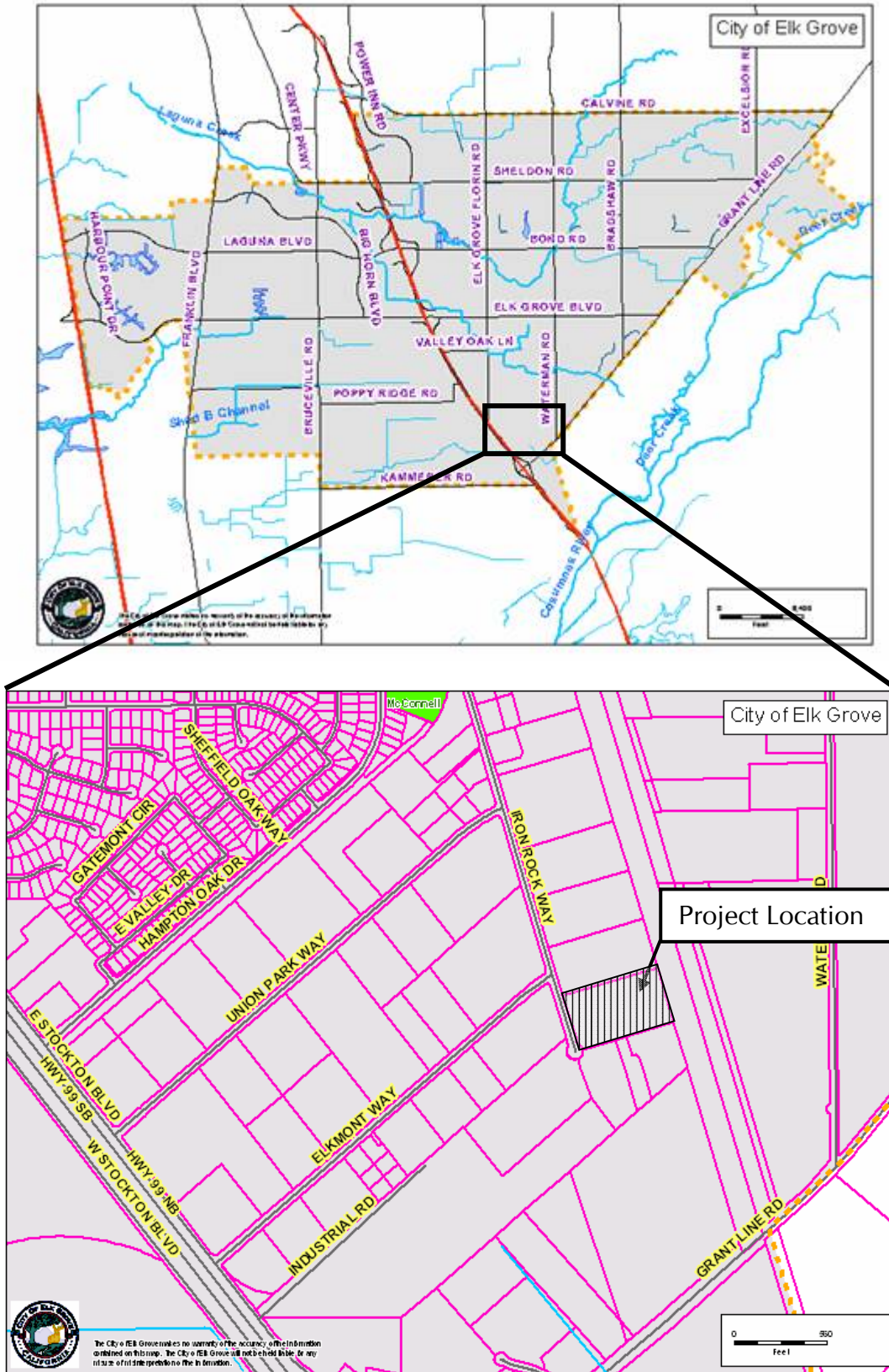


Figure 1. Project Location

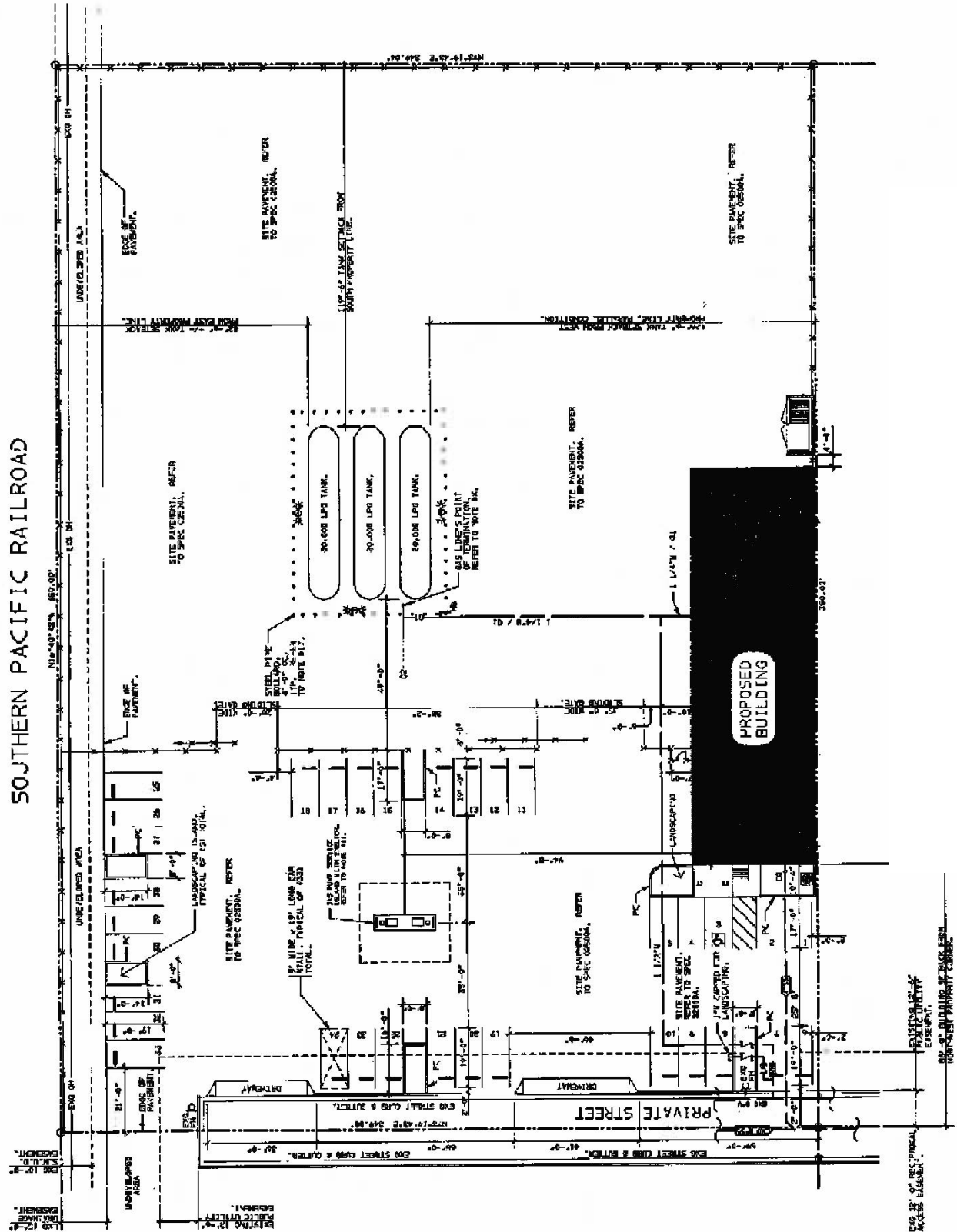


Figure 2. Site Plan

Environmental Setting and Surrounding Land Uses

The currently undeveloped site is located on the east side of Iron Rock Way, at the intersection of Elkmont Way and Iron Rock Way. The topography of the site has a change in elevation of approximately four feet. There are no trees, buildings or structures on the site. The site contains low growing shrubs and ruderal grasses. There is an overhead power line that runs through the southern third of the site. Properties to the north and east are vacant industrial lots. To the south are a vacant lot and an industrial building, and to the east are a vacant lot and the City’s Corp Yard building. Iron Rock Way runs along the western boundary of the site. Table 2 details the project’s and adjacent properties’ current Zoning and General Plan designations and uses.

Table 2. Project Site and Surrounding Properties Land Use Information

	General Plan Designation	Zoning Designation	Existing Use
Project Site	Heavy Industrial	Heavy Industrial (M-2)	Vacant
North	Heavy Industrial	Heavy Industrial (M-2)	Vacant
East	Heavy Industrial	Heavy Industrial (M-2)	Vacant
South	Heavy Industrial	Heavy Industrial (M-2)	Vacant/Industrial Use
West	Heavy Industrial	Heavy Industrial (M-2)	Vacant

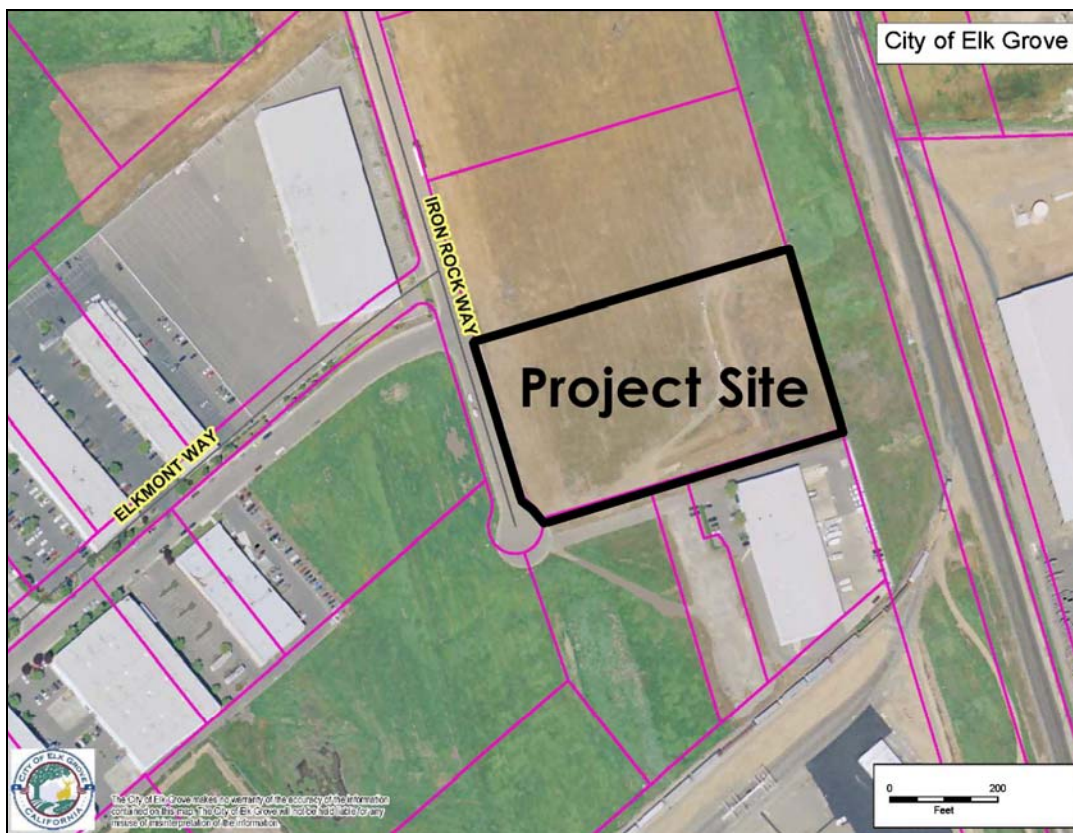


Figure 3. Vicinity Map *Aerial photo does not reflect current level of development*



Figure 4. View of project site looking southeast from Iron Rock Way.



Figure 5. View of project site looking north from the southern property line.

The Iron Rock 6 Tentative Subdivision Map was approved by the Elk Grove Planning Commission on February 16, 2006. The Kamps Propane project site resides on Lot 3 within the previously approved 9.07-acre site. The Iron Rock 6 final map has not been approved or recorded. The Mitigated Negative Declaration (MND) prepared for the Iron Rock 6 subdivision identified potential environmental effects and identified mitigations measures to avoid or reduce those impacts. The MND identified potential significant impacts involving Swainson's hawk and burrowing owls; however, these impacts were reduced to a less than significant level with the adoption of the recommended mitigation measures. A Mitigation Monitoring and Reporting Program (MMRP) is required as a condition of approval on the Iron Rock 6 project. The Kamps Propane project will be subject to all the mitigation measures contained in the Iron Rock 6 MMRP.

This Initial Study has been prepared to specifically address the environmental impacts of the proposed use on the project site.

Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):

Approval from other agencies is not required for this project.

Environmental Factors Potentially Affected:

The environmental factors checked below would be potentially affected by this project, as indicated by the checklist and corresponding discussion on the following pages.

- | | | |
|---|---|--|
| <input checked="" type="checkbox"/> Aesthetics | <input type="checkbox"/> Agricultural Resources | <input checked="" type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input checked="" type="checkbox"/> Geology / Soils |
| <input checked="" type="checkbox"/> Hazards & Hazardous Materials | <input checked="" type="checkbox"/> Hydrology / Water Quality | <input type="checkbox"/> Land Use / Planning |
| <input type="checkbox"/> Mineral Resources | <input checked="" type="checkbox"/> Noise | <input type="checkbox"/> Population / Housing |
| <input checked="" type="checkbox"/> Public Services | <input type="checkbox"/> Recreation | <input checked="" type="checkbox"/> Transportation / Traffic |

Utilities / Service Systems Mandatory Findings of Significance

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

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

Planner's Signature

Date

Sarah Kirchgessner

Planner's Printed Name

City of Elk Grove

Development Services - Planning

PURPOSE OF THIS INITIAL STUDY

This Initial Study has been prepared consistent with CEQA Guidelines Section 15063, to determine if the Kamps Propane project, as proposed, may have a significant effect upon the environment. Based upon the findings contained within this report, the Initial Study will be used in support of the preparation of an Environmental Impact Report.

EVALUATION OF ENVIRONMENTAL IMPACTS

- 1) A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based

on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on project-specific screening analysis).

- 2) All answers must take into account the whole action involved, including offsite as well as onsite, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) The explanation of each issue should identify:
 - a) The significance criteria or threshold, if any, used to evaluate each question; and
 - b) The mitigation measure identified, if any, to reduce the impact to less than significance.

I. AESTHETICS		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:					
a)	Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b)	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c)	Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d)	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion/Conclusion/Mitigation:

a-c) No Impact. The proposed project is located in an industrial park zoned for industrial uses. There are no scenic vistas in the project area. The project does not include the demolition of any structures. The project will not degrade visual character as the site is entirely surrounded by existing industrial facilities/lots. Therefore, there will be no impacts to scenic resources or existing visual character.

d) Less Than Significant Impact. The proposed buildings and use will produce new sources of light, subject to the standards in the City of Elk Grove Zoning Code and the City's adopted Design Guidelines, conforming to the adjacent industrial uses. Given the location and its similar adjacent industrial uses, new sources of illumination will not adversely effect day or nighttime views in the area. Therefore, impacts are expected to be less than significant.

II. AGRICULTURAL RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland.

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion/Conclusion/Mitigation:

a-c) No Impact. The site is not considered farmland and is not under a Williamson Act contract. The property is not currently zoned for agricultural uses. Therefore the proposed project will not result in adverse impacts to agricultural resources.

III. AIR QUALITY

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.

Would the project:	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in significant construction-related air quality impacts?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion/Conclusion/Mitigation:

Existing Setting

The project site is located within the Sacramento Metropolitan Air Quality Management District (SMAQMD), which is part of the Sacramento Valley Air Basin. The Sacramento Valley Air Basin has been further divided into Planning Areas called the Northern Sacramento Valley Air Basin (NSVAB) and the Greater Sacramento Air region, designated by the U.S. Environmental Protection Agency (EPA) as the Sacramento Federal Ozone Non-attainment Area. The Non-attainment area consists of all of Sacramento and Yolo counties, and parts of El Dorado, Solano, Placer, and Sutter counties. SMAQMD is responsible for limiting the amount of emissions that can be generated throughout the County by various stationary and mobile sources. Specific rules and regulations have been adopted by the SMAQMD Board of Directors that limit the emissions that can be generated by various uses and/or activities, and identify specific pollution reduction measures that must be implemented in association with various uses and activities. These rules not only regulate the emissions of the six criteria pollutants, but also toxic emissions and acutely hazardous materials.

Emissions sources subject to these rules are regulated through the SMAQMD's permitting process. Through this permitting process, the SMAQMD also monitors the amount of stationary emissions being generated and uses this information in developing new clean air plans. The proposed project would be subject to SMAQMD rules and regulations to reduce specific emissions and to mitigate potential air quality impacts. Sacramento County is a known area of non-attainment for state and federal standards for ozone and particulate matter less than 10 microns in diameter (PM10). Implementation of the project would result in increases in both construction emissions and increases in reactive organic gases (ROG) and NO_x, which are precursor components of ozone, and PM10.

a-c) Less Than Significant Impact. The project would not substantially conflict with or obstruct implementation of the Sacramento Metropolitan Air Quality Attainment Plan, or the goals and objectives of the City's General Plan. All construction will be subject to City regulations designed to reduce potential adverse impacts to air quality. The Sacramento Metropolitan Air Quality Management District (SMAQMD) has established criteria and plans for reducing air emissions. The proposed project would not conflict with or obstruct the implementation of any applicable air quality plan on either a short-term or long-term basis. On a cumulative level, the project would contribute to criteria pollutants for which the project region is in non-attainment under an applicable federal or state ambient air quality standard. This impact was addressed in the City of Elk Grove General Plan EIR and a Statement of Overriding Considerations was adopted. Therefore, air quality impacts resulting from the proposed project are considered less than significant.

d) Less than Significant Impact. SMAQMD Guide to Air Quality Assessment includes a table to help determine if the threshold for emissions from project construction or operation might be exceeded. Table 2.2 of the "Guide to Air Quality Assessment" indicates that an industrial park has a threshold of 56,000 square feet for construction and 1,215,000 square feet for operational. Further analysis is recommended when a project falls within 10% of these thresholds. The proposed project consists of a 5,257 square foot industrial office building and three LPG tanks, which is below the 10% threshold. Given that the proposed project is below the SMAQMD threshold, and that construction activities will be subject to the districts fugitive dust control standards (Rule 403), impacts to air quality are considered less than significant.

e-f) Less than Significant Impact. The project is in an industrial area and more than two thousand feet from any residential neighborhoods or any sensitive receptors. Therefore, project impacts related to air quality are considered less than significant.

IV. BIOLOGICAL RESOURCES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Existing Setting:

The MND prepared for the Iron Rock 6 subdivision identified potential impacts to biological resources and identified mitigation measures to avoid or reduce those impacts (Mitigation Measures 1 and 2). The Iron Rock 6 MND is available for review at the City of Elk Grove Planning Department. The Kamps Propane project will be subject to all the mitigation measures contained in the Iron Rock 6 MMRP. No additional mitigation measures beyond the Biological Resources mitigation measures adopted with the Iron Rock 6 are necessary. Compliance with the mitigation measures of the MND would mitigate potential impact to biological resources to less than significant levels.

The project site is located in a heavy industrial area. The site is vacant and generally level, with a change in elevation of approximately four feet. Vegetation on the site is composed entirely of ruderal grasses and small shrubs. There are no trees, structures, or buildings on the site. Staff conducted a site visit on September 21, 2005. No special status species, riparian habitat, or wetlands were observed on the site.

Discussion/Conclusion/Mitigation

a) Less than Significant Impact. In order to reduce potentially significant impacts to Swainson's hawk foraging habitat and burrowing owls to a less than significant level, mitigation was required as part of the Iron Rock 6 MND. Mitigation Measures 1 and 2 of the Iron Rock 6 project reduced the impacts to Swainson's hawk and burrowing owls to a less than significant level. Mitigation Measure 1 required the payment of a Swainson's hawk impact fee per acre impacted. Mitigation Measure 2 required a pre-construction survey on the site. Within thirty days of the commencement of any clearing, grading or construction a field survey shall be conducted by a qualified biologist to determine if active nests of burrowing owls exist on the site. These surveys shall include all areas in or within 250 feet of the construction zone. In the event that nesting owls are found, a temporary 150-foot no-construction zone shall be established around the nest. The Kamps Propane project site resides within the Iron Rock 6 site. Therefore, impacts to the Swainson's hawk and burrowing owls are less than significant.

b-f) No Impact. There are no existing wetlands on the site. Therefore the project will not have any impact on protected wetlands. The City of Elk Grove does not have an adopted Habitat Conservation Plan or Natural Community Conservation Plan. The Elk Grove General Plan policy CAQ-9 sets to preserve and protect all trees as an important aesthetic resource for the City. There are no trees located on the project site; therefore, there is no impact to these resources.

V. CULTURAL RESOURCES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion/Conclusion/Mitigation:

a) No Impact. There are no historic resources located on the project site. The project will not result in any changes to any historic resources. Therefore, no impact is expected.

b-d) Less than Significant Impact. The project site is not located in an area of archaeological sensitivity. No structures will be demolished. A possibility exists during grading activities to uncover archeological or parentological resources or human remains. However, the Elk Grove General Plan imposes standard conditions on all discretionary projects to regulate any contact with prehistoric, archeological, or paleontological resources. Pursuant to General Plan policy, a standard condition of approval for development projects in the City of Elk Grove requires that Applicants follow a standard protocol in the event that unusual amounts of stone, bone, or shell are uncovered during grading and/or construction activities. Such protocol includes the halting of activities and the consultation with a registered archaeologist to determine the significance of the items discovered. Construction activities will be allowed to resume with the archaeologist's approval. In addition, a standard condition of approval requires that applicants comply with the provisions of State law regarding the discovery of human remains. This condition requires consultation with the County coroner, and Native American Heritage Commission, if necessary, in the event that human remains are uncovered. These conditions and the notification protocols are required to be included as notes on all grading/building plans. These conditions will be applied to this project. Therefore the potential impact to human remains, prehistoric, archeological or paleontological artifacts is less than significant. (EGGP DEIR, 4.11 Cultural Resources).

VI. GEOLOGY AND SOILS	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion/Conclusion/Mitigation:

a i-iii,d) Less Than Significant Impact. The site does not lie on any known seismic fault and there are no structures proposed that would create hazards or expose people to risks of injury or death due to fault rupture or seismic movement. All proposed structures will be reviewed through an administrative permit and built according to local and State Uniform Building Code standards. Therefore the potential impact from the exposure of people or structures to seismic-related hazards regarding geology and soils is less than significant.

a iv, b,c,e) No Impact. The project site is a relatively flat parcel with no features that could create a risk due to landslides or substantial soil erosion. The proposed development has been reviewed and conditioned by the Sacramento County Sanitation District-1 for public sewer service. The project will be required to connect to the existing sewer line and no septic tanks will be required. Therefore, no adverse impacts related to soil erosion and landslides are expected.

VII. HAZARDS AND HAZARDOUS MATERIALS	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion/Conclusion/Mitigation:

a-b) Less than Significant Impact. Kamps’ storage tanks will receive 9,500 gallon transport tank loads of LPG from either semi tankers or truck and trailer tankers. A retail fuel island for LPG motor fuel and portable cylinder customers will be located outside the plant operation area. General Plan Policy SA-2 states that in considering the potential impact of hazardous facilities on the public and/or adjacent or nearby properties, the City shall consider the hazards posed by reasonably foreseeable events. For the purposes of implementing Policy SA-2, the City considers an event to be “reasonably foreseeable” when the probability of the event occurring is:

<u>Land Use</u>	<u>Probability of Occurrence Per Year</u>
“Agriculture, Light Industrial, and Industrial” Uses involving continuous access and the presence of limited number of people but easy evacuation, e.g. Open spaces, warehouses, manufacturing plants, etc.	Between 100 in one million and 10 in one million (10 ⁻⁴ to 10 ⁻⁵)

The potential hazardous physical effects of an event need not be considered if the occurrence of an event is not reasonably foreseeable.

The table below details the current daily truck trips and the future estimated truck trips (with the increase from two to three LPG storage tanks):

	Current Site	Future Estimate
Bobtail Delivery Trucks Trips per day gallons	4 trucks x 2 trips = 8 trips per day 20,000 gallons delivered	10 trucks x 2 trips = 20 trips per day 45,000 gallons
Transport Trucks Trips per day gallons	1 truck x 2 trips = 2 trips per day 20,000 gallons delivered to site	1 truck x 4 trips = 4 trips per day 40,000 gallons delivered to site
Cylinder Trucks Trips per day gallons	1 truck x 1 trip = 1 trip per day 2,000 gallons delivered	10 trucks x 1 trip = 10 trips per day 20,000 gallons delivered

According to the “Quantitative Risk Analysis for Suburban Propane’s Propane Terminal and Georgia-Pacific’s Formalin Tank,” prepared by Quest Consultants Inc in 2000 as part of the Lent Ranch Mall Environmental Impact Report, the probability of a tank truck BLEVE (Boiling Liquid Expanding Vapor Explosion) is 1.5 x 10⁻⁸ per cargo transfer at a depot terminal. The annual probability of a tank truck BLEVE is the product of this probability and the number of cargo transfers that occur at that facility in any one year (Monday through Friday). According to Kamps Propane, on average there will be a maximum of four 10,000 gallon loads delivered to the facility per day over the year and eight 3,000 gallon loads taken out of the facility per day over the year. Based on this information, the annual probability of a BLEVE for the transfers of loads delivered to the facility is 1.56 x 10⁻⁵, and the annual probability for the transfer of loads taken out of the facility is 7.8 x 10⁻⁵. The probability of one of these events occurring is the sum of each independent event’s probability. The sum of these probabilities is 9.36 X 10⁻⁵. This probability is less than the threshold set by the General Plan for a reasonably foreseeable event in an

Industrial zone, therefore, the impacts to the public or the environment through the routine transport, use, or disposal of hazardous materials is considered less than significant.

Three 30,000 gallon LPG tanks will be located on the site. According to the Quest Report, the annual probability of a BLEVE of a stationary, pressurized LPG storage tank is set at 4.0×10^{-7} /tank. If there are two or more tanks present at one site, then the probability of a BLEVE at that site is approximate equal to the product of the number of tanks and the annual probability of a BLEVE for one tank. Because the site proposes three tanks, the annual probability is 1.2×10^{-6} . The probability is less than the threshold set by the General Plan for a reasonably foreseeable event in an Industrial zone, therefore, adverse impacts to the public or the environment involving the release of hazardous materials into the environment are considered less than significant.

The Elk Grove Community Services District Fire Department has reviewed the proposed project and site plan and has submitted conditions of approval for the project. In addition to standard conditions of approval, the Fire Department submitted the following conditions on the proposed project.

- A Fire Suppression system for three storage tanks will be full deluge with C1 heat detectors. The minimum water coverage will be .25 gpm per square foot. The loading areas will have 4 or 5 nozzles spaced to cover the trucks at each truck loading station.
- There shall be 4 fixed manual operated monitors placed in the plant area.
- A canopy with standard overhead sprinklers is required at the retail fueling island.
- The rear access gate shall allow for a 50 foot minimum turning radius and be located in direct line with the existing fire lane on the developed property to the South.
- No gas flaring shall be allowed on the plant site.
- An ingress-egress agreement for the existing developed driveway to the south is required. If such an agreement is not reached, then two fire hydrants will be required on the south property line in addition to two required hydrants on the north property line.
- An electric pressure pump shall be required to provide a minimum 80 psi at the monitor nozzles. The fire pump room will have a 1 hour rating. No power back-up is required for the pump.
- Plant operations will not be allowed without a functioning fire protection system in place. The plant may be allowed to operate temporarily from one tank provided the temporary fire protection system meets with the approval of the Fire Department.
- The minimum design flow is 3,000 gpm, 50 psi static and 20 psi residual. There is 4,500 gpm flow available for hose stream calculations, if necessary.
- A perimeter security system shall be installed on the fence line.
- All on-site security and safety is subject to review and approval by the Fire Department and Police Department.

The project site is approximately 350 feet north of the Suburban Propane facility. The General Plan establishes thresholds for placing the proposed uses in the vicinity of hazardous facilities. Heavy Industrial uses are considered an acceptable land use in this area and they do not exceed the risk level imposed by the General Plan. Therefore, hazards impact is considered less than significant impact.

c-h) No Impact. The site is not identified as a hazardous material site. There are no schools located within one-quarter mile of the project site. There is a privately-owned public use airport (Sunset Sky ranch Airport) approximately 1½ miles from the project site; however, the project site is not within the flight path and the airport accommodates only ultralight planes. The project site is not located near any wild lands. Therefore the project will not have an adverse environmental impact from hazards and hazardous materials.

VIII. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? (Source:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

VIII. HYDROLOGY AND WATER QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion/Conclusion/Mitigation:

a) No Impact. The project is required to comply with all applicable water quality and waste discharge standards. The project would be required to implement construction best management practices. Therefore, no impact is expected.

b) Less Than Significant Impact. The project would require paving a large portion of the site that is currently undeveloped. This would change the drainage of the site, decreasing absorption rates and increasing run-off incrementally in the area. However, the singular and cumulative impacts of the proposed project upon the groundwater decline in the project area are regarded as being minor because it will not directly impact the production of any nearby well. Connection to public water service will be required for the site. No wells are proposed for the subject site. The site is not located in a recharge area as identified in the City’s General Plan. A condition has been included at the request of Sacramento County Department of Water Resources requiring any water intensive tenants to conduct a water use efficiency review. Therefore, impacts to groundwater supplies will be less than significant.

c-f) Less Than Significant Impact. The project will not alter the course of any stream or river, although the drainage pattern of the site will be altered. The site will be graded in compliance with the requirements of the City of Elk Grove Public Works Department and not result in erosion or siltation impacts and flooding on- or off-site and ensure impacts are less than significant. The City’s Development Services-Public Works staff did not identify any significant impacts to drainage patterns. The project will be conditioned to prepare and submit a comprehensive drainage study that addresses handling all flows generated by the project. Therefore, adverse impacts are expected to be less than significant.

g-j) No impact. The project is not located within a 100-year floodplain as designated by the Federal Emergency Management Agency or any other type of floodplain hazard area. The project is not located immediately up or down stream from a dam or levee. Storm drainage will flow to the existing detention basins to the east and then discharge into the existing City system. The project area is not located near any large bodies of water that would pose a seiche or tsunami hazard. Also, the project is not near any physical or geologic features that would pose a mudflow hazard. The surrounding property is developed with storm drainage infrastructure and is not anticipated to pose any risk of mudflow. Therefore, no impact is expected.

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

Discussion/Conclusion/Mitigation

a-c) No Impact. The project consists of a Design Review to construct and operate a propane storage and distribution plant. The project would not physically divide an established community. The proposed project is consistent with both the General Plan and Zoning Code designation of the site for heavy industrial use. The site plan and architecture for the project site has been be verified against the Citywide Design Guidelines and development standards found in the City's Zoning Code. There are no habitat conservation plans or natural community conservation plans within the City of Elk Grove. Therefore, no impacts to land use or planning will occur from project implementation.

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

Discussion/Conclusion/Mitigation:

a-b) No Impact. The Elk Grove General Plan Background Report indicates that the project site is comprised of "aggregate deposits which cannot be evaluated from available data." The project site is not delineated as a locally important mineral resource recovery site. The proposed project is not expected to 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. Therefore, no impact to mineral resources is expected within the project site. (References: EGGP Background Report, 9. Geologic Conditions).

XI. NOISE	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion/Conclusion/Mitigation:

a-f) Less than Significant Impact. The project site is located in an industrial park adjacent to distribution facilities and manufacturing plants. The Elk Grove General Plan sets the performance standard for stationary noise sources at 55dB and tonal, impulsive, repetitive noises at 50dB. Given that the project is in an industrial zone and more than 300 feet from any residential zones, the project's potential contribution to deviations from noise standards are minimal. Therefore, the impact is less than significant.

The project site is located approximately 1½ miles from Sunset Sky ranch Airport, a privately owned public-use airport. Only ultra-light planes operate out of the airport and touch-and-go operations are not allowed. The project site is outside of the airport's flight zone. Therefore, the impact from the airport is considered less than significant. (References: EGGP Background Report, 4. Noise; EGGP DEIR, 4.6. Noise).

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

Discussion/Conclusion/Mitigation:

a-c) No impact. The project site is located in area zoned for that heavy industrial use. The project does not involve the construction of housing nor propose displacing any existing housing. Therefore, the project will not have an adverse impact on population or housing.

XIII. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion/Conclusion/Mitigation:

a-b) Less than Significant. Implementation of the project will result in less than significant impacts to fire or police protection. Site plans were routed to both agencies and returned with conditions of approval. All on-site security and safety is subject to review and approval by the Fire Department and Police Department. Therefore, the impact to police and fire protection is less than significant.

c-e) No Impact. The project consists of a Design Review to construct and operate a propane storage and distribution plant. The project will not create the need for additional schools, parks, and other public facilities. Therefore, no impacts to schools, parks, or public facilities are expected.

XIV. RECREATION

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion/Conclusion/Mitigation:

a-b) No Impact. There are no recreational facilities on or near the project site that could be impacted by the project and the project does not include recreational facilities. Therefore implementation of the project will not result in adverse impacts to recreational resources.

XV. TRANSPORTATION/TRAFFIC	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion/Conclusion/Mitigation:

a-b) Less Than Significant Impact. The proposed project conforms to the designated General Plan and zoning industrial use for the property. As such, the anticipated vehicular trips for the project is consistent with the Level of Service identified for Iron Rock Way and Union Park Way. Therefore, impacts associated to project traffic are considered less than significant.

c-g) No Impact. The proposed project will have no effect on air traffic patterns. There are no design features of the project that will increase risks of hazards, as the necessary street improvements already exist. However, construction of internal circulation and parking facility will require conformance to the city development standards. The project has also been reviewed by the police and fire department and determined to provide adequate emergency access. There are no alternative transportation plans in the vicinity of the project.

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

Discussion/Conclusion/Mitigation:

a-g) Less than Significant Impact. The City of Elk Grove utility and service system providers have reviewed the Kamps Propane project and have returned comments that will translate into project level conditions of approval suggested for the project. No comments were identified indicating any significant utility or service systems impacts. The City's Drainage Department will condition the project to provide adequate drainage and water for each parcel in conformance with the City's General Plan. Similarly, County Sanitation District-1 imposed condition the project to provide adequate sewer service for each parcel in conformance with the district standards. Due to the size of the project, no significant impact to waste collection or disposal is expected from this project. Therefore, the impact to utilities and service systems is less than significant.

XVII. MANDATORY FINDINGS OF SIGNIFICANCE

NOTE: If there are significant environmental impacts which cannot be and no feasible project alternatives are available, then complete the mandatory findings of significance and attach to this initial study as an appendix. This is the first step for starting the environmental impact report (EIR) process.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Does the project:				
a) Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion/Conclusion/Mitigation:

a) Less than Significant Impact. This Initial Study found that the proposed project would not significantly degrade the quality of the environment, result in an adverse impact on fish, wildlife, or plant species including special status species, or prehistoric or historic cultural resources. The Kamps Propane project site resides on Lot 3 within the previously approved Iron Rock 6 Tentative Subdivision Map. The Mitigated Negative Declaration (MND) prepared for the Iron Rock 6 subdivision identified potential environmental effects and identified mitigations measures to avoid or reduce those impacts. The Kamps Propane project would not cause adverse effects beyond what has already been analyzed in the Iron Rock 6 MND. Where applicable, all mitigation measures identified in the Iron Rock 6 will be required as conditions of approval for this project. The proposed project may temporarily impact the area by construction-related air quality, noise and traffic impacts. However, by implementing basic regulatory requirements, and project conditions of approval, these impacts are effectively reduced to a less than significant or not impact level. Prehistoric or historic cultural resources would not be adversely affected because no archeological or historic resources are known to exist in the project areas

and project implementation includes following appropriate procedures for avoiding or preserving artifacts or human remains should they be uncovered during project excavation.

b) Less than Significant Impact. The project is consistent with the City's General Plan and would not create any impacts that would be cumulatively considerable. **The project is consistent with the City of Elk Grove General Plan. Cumulative impacts resulting from General Plan implementation were disclosed and addressed in the Environmental Impact Report (EIR) prepared for the General Plan. The project would not create any significant cumulative impacts beyond those described in the Elk Grove General Plan EIR adopted by the City Council in 2003. All potential impacts would be reduced through implementation of basic regulatory requirements and/or conditions of approval incorporated into project design.** ~~All project impacts have been reduced by adherence to basic regulatory requirements or conditions of approval incorporated into the project design.~~

c) Less than Significant Impact. Based on the analysis provided in this Initial Study, less than significant impacts to human beings would result from the proposed project. The project as proposed would not have substantial adverse effects on human beings, either directly or indirectly.

REFERENCES

1. City of Elk Grove. City of Elk Grove General Plan. Elk Grove, CA. 2003.
2. City of Elk Grove. City of Elk Grove General Plan Background Report. Elk Grove, CA. 2003.
3. Sacramento Metropolitan Air Quality Management District's Guide to Air Quality Assessment
4. Quantitative Risk Analysis for Suburban Propane's Propane Terminal and Georgia-Pacific's Formulin Tank. Quest Consultants, OK, 2000.