



DEVELOPMENT SERVICES – PLANNING

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NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT

DATE:	January 7, 2022
TO:	Responsible and Trustee Agencies, Organizations, and Interested Parties
LEAD AGENCY:	City of Elk Grove Contact: Kyra Killingsworth, Senior Planner 8401 Laguna Palms Way Elk Grove, CA 95758
SUBJECT:	Environmental Impact Report for the Grant Line Construction Aggregate Production and Recycling Facility Project (PLNG21-001)

In discharging its duties under Section 15021 of the California Environmental Quality Act (CEQA) Guidelines (Title 14 of the California Code of Regulations, hereinafter the "CEQA Guidelines"), the City of Elk Grove (as lead agency, hereinafter "City" or "Elk Grove") intends to prepare an environmental impact report (EIR), consistent with Section 15161 of the CEQA Guidelines, for the **Grant Line Construction Aggregate Production and Recycling Facility Project** (the "Project," described later in this document). In accordance with Section 15082 of the CEQA Guidelines, the City has prepared this notice of preparation (NOP) to provide the Office of Planning and Research, responsible and trustee agencies, organizations, and other interested parties with information describing the Project and its potential environmental effects.

The City made the determination to prepare an EIR following preliminary review of the Project. Pursuant to CEQA Guidelines Section 15063(a), because an EIR is needed, an initial study has not been prepared. Probable environmental effects of the Project are identified in the attached Project summary.

As specified by the CEQA Guidelines, this NOP will be circulated for a 30-day review period. **The comment period runs from Friday, January 7, 2022, through Monday, February 7, 2022.** The City welcomes public input during the review period. If the City has not received either a response or a well-justified request for additional time by a responsible agency by the end of the review period, the City may presume that the responsible agency has no response (CEQA Guidelines Section 15082[b][2]).

CEQA provides for a lead agency to facilitate one or more scoping meetings, which provide an opportunity for determining the scope and content of the EIR. Traditionally, the City hosts one scoping meeting for the public during the NOP comment period. In accordance with State and local health orders limiting in-person public meetings, the City is providing a virtual scoping meeting. A video presentation by staff, introducing the Project and outlining the CEQA process, is available for review at <http://www.egplanning.org/environmental>. The website also provides a method for directly providing comments. This video and comment opportunity will be available at the above link throughout the NOP comment period (January 7 through February 7, 2022).

Comments on the scope of the environmental issues to be addressed in in the EIR may be submitted in writing via email, drop-off in person, or parcel mail during the review period. They should be addressed to:

City of Elk Grove
Department of Development Services, Planning Division
c/o Kyra Killingsworth
8401 Laguna Palms Way
Elk Grove, CA 95758

kkillingsworth@elkgrovecity.org

PROJECT LOCATION AND SETTING

The approximately 25-acre Project site is in an industrial area in the southeastern quadrant of the City of Elk Grove, in Sacramento County (Figures 1 and 2). It is located at 1000 Waterman Road (Assessor’s Parcel Numbers 134-0181-042), approximately 3,000 feet north of Grant Line Road. The site is currently vacant, but was previously occupied by industrial uses and is now dominated by weedy vegetation and an aging rail spur roughly bisects the property. All access to the Project site is via Waterman Road.

The Project site has City of Elk Grove General Plan and zoning district and land use designations of Heavy Industrial (HI). It is bordered on the north by light and heavy industrial lands with vacant lands and an existing storage facility next door. South of the site is an asphalt plant with three large tanks and production facilities and a railroad spur. To the east, across Waterman Road, are resource management and conservation lands under a Pacific Gas and Electric Company right-of-way, as well as light industrial lands and MP zones (Industrial Office Parks). Further east are single-family residential areas. To the west is the Union Pacific Railroad’s 400-foot-wide right-of-way, which is designated for public service land uses. West of the right-of-way is a blend of heavy and light industrial land uses, a park, and low-density residential areas.

PROJECT DESCRIPTION

Vulcan Materials Company proposes to develop the Project site into an aggregate processing facility capable of processing 1.7 million tons of construction aggregate materials, including hot-mix asphalt and ready-mix concrete, annually (Table 1). To produce these materials, approximately 600,000 tons of raw aggregate would be imported to the facility. Aggregate materials would be transported to the site from Vulcan’s aggregate mine, located approximately 11 miles northeast of the site at 15012 Florin Road in Sacramento, California. The facility also would recycle asphalt and concrete from local demolition projects. Construction aggregate materials would be used to support a wide range of construction, including large highway paving projects. The facility would be designed to run 24 hours a day and 7 days a week. Production volumes anticipate constant operation during busy construction months of the summer and early fall. Hours during late fall, winter, and early spring are anticipated to be reduced. Figure 3 depicts the site plan of the Project.

Table 1 Proposed Maximum Annual Throughput by Material Type

Material	Maximum Throughput (Annual)
Raw material import	600,000 tons
Ready-mix concrete	406,000 tons ¹
Recycled concrete	200,000 tons
Hot-mix asphalt	300,000 tons
Aggregate material sales	200,000 tons
Total	1.7 million tons

¹ Amount is based on 200,000 cubic yards and assumes that 1 cubic yard equals 2.03 tons.

Source: Information provided by Vulcan Materials Company in 2021

The Project would have the following elements: a ready-mix concrete (RMC) facility, a concrete and asphalt recycling facility, a hot-mix asphalt facility, and associated facilities including modular office buildings. These elements are described below.

Ready-Mix Concrete Facility

A 2.66-acre ready-mix concrete facility is proposed near southeastern corner of the Project site. An access road would provide a loop for ingress and egress. The facility would consist of an elevated ready-mix concrete plant accompanied by aggregate storage, and a concrete washout. This facility would process a maximum of approximately 200,000 cubic yards of ready-mix concrete annually, and it would produce concrete for large scale public and private commercial users.

Recycling Facility

A recycling plant would process broken asphalt and concrete brought to the facility. It would be connected to a crushed reclaimed asphalt pavement (RAP) area and the crushed miscellaneous base (CME) area to the west via a series of conveyor belts. An asphalt rubble pile area and concrete rubble pile area are proposed just north of the recycling plant. Each would have a small access road that would be used to drop off materials for recycling. The recycling plant would be designed to process approximately 200,000 tons of recycled concrete and asphalt per year on site. These materials would be used in the production of ready-mix concrete and hot-mix asphalt.

Hot-Mix Asphalt Facility

A hot-mix asphalt (HMA) facility is proposed in the southwestern portion of the site. It would have two tankers, five 47-foot-tall silos, and a drum plant. Two access loops would be graded through the facility. A portion of the Project site northeast of the hot-mix asphalt facility would be used for hot-mix asphalt aggregate storage. The hot-mix facility is designed to process approximately 300,000 tons of asphalt annually on site.

Ancillary Structures

Accessory structures, including a shop, a lab, and employee facilities would be installed to accommodate office space, operations, sales, and administrative staff. The project would provide 26 parking spaces and 22 truck parking spaces, for a total of 48 parking spaces.

Project Operations

The facility would be designed to facilitate production operations 24 hours a day, if necessary, to accommodate regional construction supply needs. Typical business operating hours, however, would be 5:00 a.m. to 5:00 p.m. Monday through Saturday. Again, the facility would accommodate production operations at times when construction materials are needed even if outside of those hours. Some projects, such as public roadway and infrastructure projects require construction materials to be delivered outside of typical operating hours, which may extend up to 24 hours per day. In addition, when temperatures reach above 100 degrees large projects may require concrete deliveries in the early morning hours.

PROBABLE ENVIRONMENTAL EFFECTS

The EIR will evaluate whether implementing the Project would potentially result in one or more significant environmental effects. The following issue areas will be addressed in the EIR:

- ▶ Aesthetics
- ▶ Air Quality
- ▶ Biological Resources
- ▶ Cultural Resources and Tribal Cultural Resources
- ▶ Greenhouse Gases, Climate Change, and Energy
- ▶ Hazards and Hazardous Materials
- ▶ Hydrology and Water Quality
- ▶ Land Use and Planning
- ▶ Noise and Vibration
- ▶ Public Services and Utilities
- ▶ Transportation

Issues Scoped Out of Analysis in the EIR

The City anticipates that the Project would have a less-than-significant impact or no impact on the following environmental issue areas. These areas will not be discussed in the EIR for the reasons identified below.

Agriculture and Forestry Resources

No forestry resources or timberlands are in the City. The EIR certified for the City's 2019 General Plan Update evaluated the potential for impacts on agricultural resources in the City's Planning Area. Because this issue was evaluated in that document and no additional agricultural impacts would occur because of implementing the Project, this issue will not be discussed in the EIR.

Geology and Soils

Project construction would involve ground disturbance and the potential for soil erosion and sedimentation off-site. The potential for increased erosion would be minimized through compliance with City Municipal Code Chapter 16.44 and the requirement of SWRCB Construction General Permit Order 2009-0009-DWQ to implement measures to control soil erosion and sedimentation. The project location (inland, away from any water bodies) and topography (relatively flat) ensure that there would be no impact related to seiche, tsunami, or mudflow. The Project site has been disturbed by prior development, including the placement of fill materials. Because of this prior disturbance, shallow excavations are unlikely to affect unique paleontological resources. Therefore, there would not be significant impacts related to geology and soils, and these issues will not be discussed in the EIR.

Mineral Resources

No significant mineral resources have been identified in the City. Because the Project would have no impact on mineral resources, this impact will not be discussed in the EIR.

Population and Housing

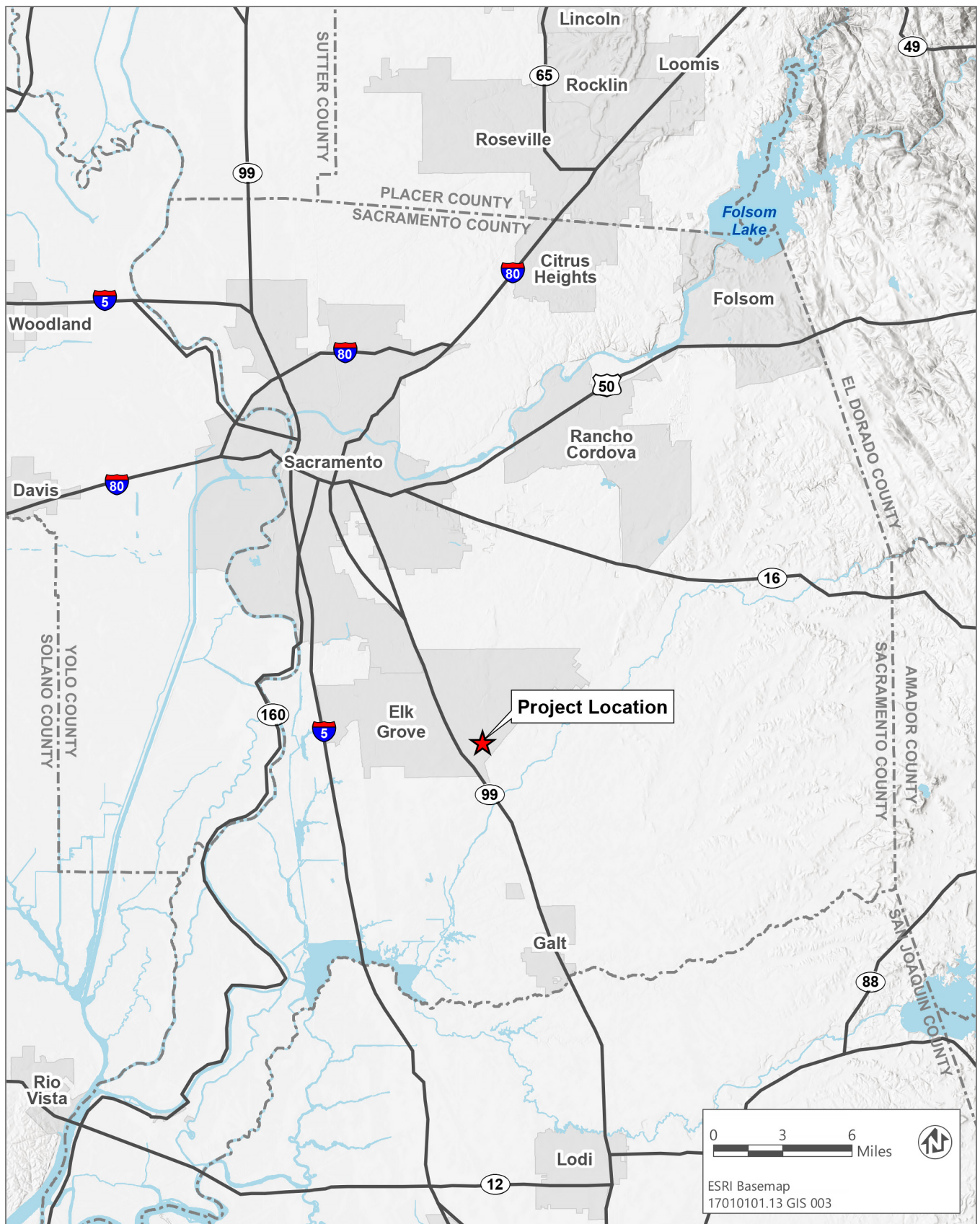
The Project would not contribute to unplanned growth and would not include new housing that would affect population levels in the City or surrounding areas. The Project would not displace existing housing or people. Therefore, there would not be a significant impact related to population and housing, and this issue will not be discussed in the EIR.

Recreation

The Project would not contribute to unplanned growth and would not include new housing that would increase the use of existing recreational facilities or demand for new recreational facilities that would adversely affect the environment. Therefore, there would not be a significant impact related to recreation, and this issue will not be discussed in the EIR.

Wildfire

The City is not located in or near a Very High Fire Hazard Severity Zone. Because the Project would not have a significant impact related to wildfire, this issue will not be discussed in the EIR.



Source: Adapted by Ascent Environmental in 2021

Figure 1 Regional Location Map



Source: Adapted by Ascent Environmental in 2021

Figure 2 Project Site

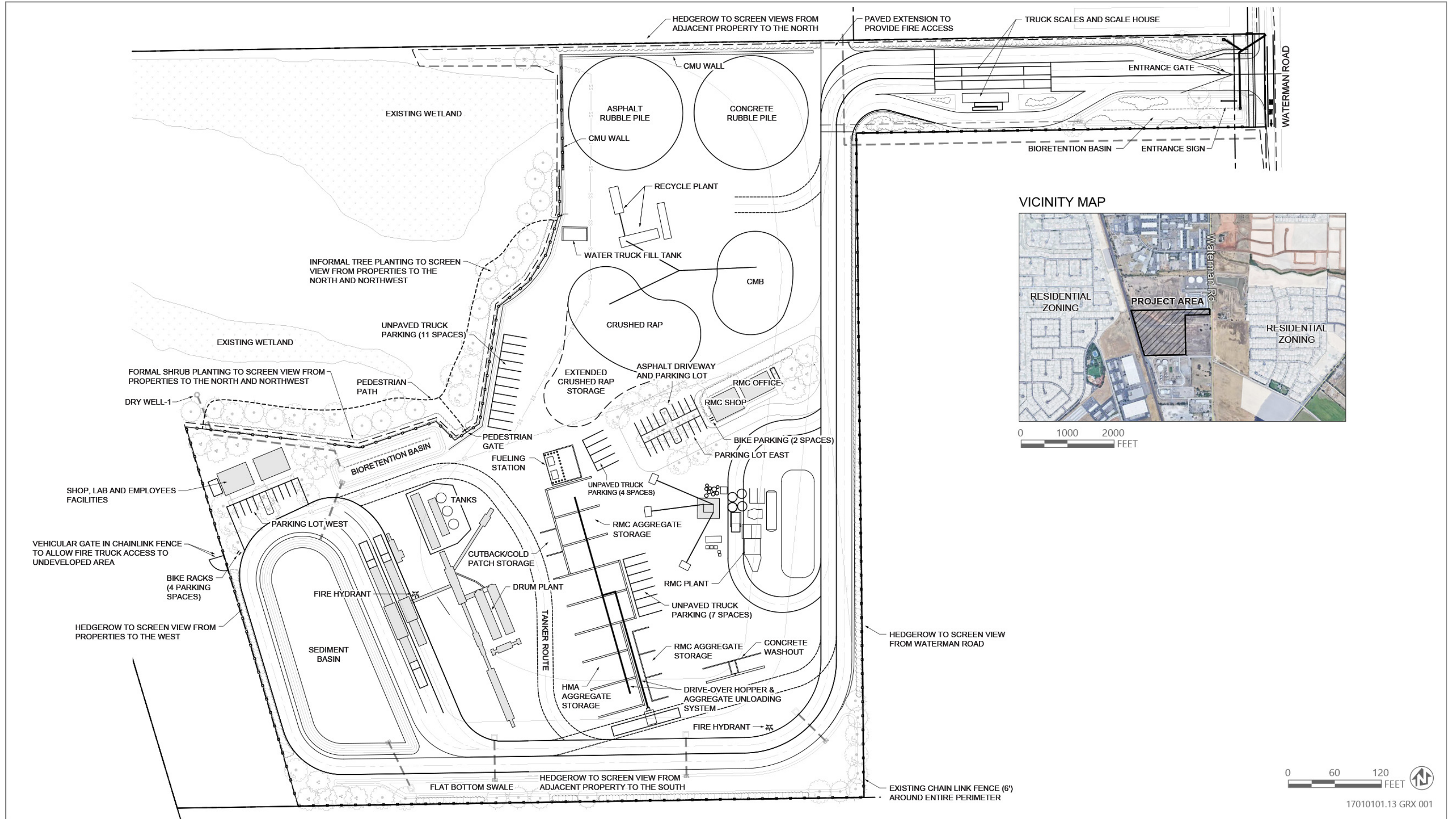


Figure 3 Site Plan