

CITY OF YUBA CITY
STAFF REPORT

Date: September 17, 2019
To: Honorable Mayor & Members of the City Council
From: Development Services Department
Presentation By: Denis Cook, Planning Consultant

Summary:

Subject: General Plan Amendment, Rezoning and a Tentative Subdivision Map (conditionally approved by the Planning Commission, contingent on City Council approval of this action) to create six single-family residential lots, 10 duplex lots, a 1.27 acre multiple-family lot, and a 0.6-acre office lot, located at the northwest corner of Bridge Street and Walton Avenue

Recommendation: Conduct a Public Hearing and after consideration:

- A. Adopt a Mitigated Negative Declaration per Environmental Assessment 18-08 that determines that with the proposed mitigation measures, amending the General Plan, along with the accompanying rezoning and subdivision map, will not create any significant adverse environmental impacts.
- B. Adopt a resolution amending the General Plan for approximately 5.73 acres from the Office and Office Park (Office) and Business, Technology and Light Industrial (BTLI) General Plan designations to the Low Density Residential (LDR), Medium Density Residential (MDR) and High Density Residential (HDR) designations along with the remaining portion of the Office designated area. (GP18-03)
- C. Introduce an Ordinance rezoning the site from the Office Commercial (C-O) and Heavy Commercial/Light Industrial (C-M) Zone Districts to Single-Family Residential (R-1), Two-Family Residential (R-2) and Multiple-Family Residential (R-3) Zone Districts, along with the remaining Office Commercial (C-O) Zone District and waive the first reading. (RZ18-02)

Fiscal Impact: None to the City. The costs for processing the land use entitlements is funded by the payment of the required entitlement fee, a flat rate fee that covers staff costs. Moreover, the development of the project will be subject to the payment of development impact fees as well as building permit fees that will cover future costs incurred by the City.

Purpose:

To increase the housing supply in Yuba City by facilitating the development of approximately 5.73 acres primarily into six single-family residential lots, 10 duplex lots (20 residences), a 1.27 acre

multiple-family lot (approximately 20 apartments) and a 0.6-acre office lot located at the northwest corner of Bridge Street and Walton Avenue.

Background:

The applicant has filed for several land use entitlements pertaining to approximately 5.73 acres.

More specifically, the request includes:

1. **General Plan Amendment 18-03:** To amend the land use designations from Office and Office Park (Office) and Business, Technology and Light Industrial (BTLI) General Plan designations to the Low Density Residential (LDR), Medium Density Residential (MDR) and High Density Residential (HDR) designations along with the remaining portion of the Office designated area.
2. **Rezone 18-02:** To rezone said property from the Office Commercial (C-O) and Heavy Commercial/Light Industrial (C-M) Zone Districts to Single-Family Residential (R-1), Two-Family Residential (R-2) and Multiple-Family Residential (R-3) Zone Districts, along with the remaining Office Commercial (C-O) Zone District.
3. **Tentative Subdivision Map 19-03:** To subdivide the property into single-family and multiple-family lots, as well as an office lot. (This item was contingently approved by the Planning Commission subject to the City Council's approval of the General Plan Amendment and Rezone of the property.)

Planning Commission Action on June 26, 2019:

On June 26, 2019, the Planning Commission considered the proposed project. At the hearing, the Commission heard testimony from City staff and the applicant. The Commission posed numerous questions regarding various concerns about the project. By a vote of 6 to 0, with one Commission member absent, the Commission recommended that the City Council approve the General Plan Amendment and Rezoning, including adoption of a Mitigated Negative Declaration, and then contingently approved the tentative subdivision map, subject to City Council's approval of the General Plan Amendment and Rezoning.

Previous Commission Actions and/or Policies:

In recent years there have been no other Planning Commission or City Council actions on this property.

General Plan Designation:

Existing: BTLI and Office.

Proposed: LDR, MDR and HDR. A portion of the property will remain in the Office Land Use Designation.

Zoning Classification:

Existing: C-O and C-M Zone Districts

Proposed: R-2 Zone District, and the R-3 Zone District, and a portion of the property will remain in the C-O Zone District.

Bordering Information:

Table 1: Bordering Information and Uses			
	<i>General Plan Land Use Classification</i>	<i>Zoning</i>	<i>Existing Land Use</i>
<i>Project Site</i>	Various, subject to this amendment	Various, subject to this amendment	Vacant.
<i>North</i>	BTLI	C-M	Various light industrial type uses.
<i>East</i>	Office	C-O	Bank, office uses.
<i>West</i>	LDR	R-1	Single-family Residences.
<i>South</i>	LDR	R-1	Bridge Street with single-family residences across Bridge Street.

Environmental Determination:

Pursuant to California Environmental Quality Act (CEQA) Guidelines Section 15070 (b)(1), staff prepared an environmental assessment (EA-18-08) which resulted in a Mitigated Negative Declaration (MND), and Mitigation Monitoring Program (MMP) for the project.

Based upon the attached EA 18-08, including the mitigation measures, all potential significant impacts will be reduced to less than significant. The findings of the MND are that, with the proposed mitigations, the project will not create any significant impacts on the environment. As a result, the filing of a MND is appropriate in accordance with the provisions of CEQA.

Staff Comments:

Compatibility with Surrounding Uses

The area of concern is the border along the north side of the property. The General Plan designation will be revised from a light industrial designation to the medium density and higher density residential land use designations. As there are light industrial uses on the adjoining property to the north from which there is a potential for incompatibility. Much of that neighboring light industrial use is equipment storage. The impact could be aesthetic as the height of the equipment could be visible to the new residential uses. There could also be issues with noise generated by operating equipment. However, the City ordinance requires, and a condition is included, for the sub-divider to provide a six-foot high masonry wall as well as a landscape strip that will be planted with a hedge-type plant along the interface of the residential/non-residential properties.

The proposed residential lots along the west side of the subdivision will be back to existing single-family residences, which should not create any conflicts.

Traffic and Circulation:

Consideration was given to the impacts that the increased traffic would have on Bridge Street. A

closer review determined that the new vehicle traffic generated by build-out of this proposal, versus build-out under the existing general plan designations determined there would not be a significant change in the traffic levels. Additional detail on this is provided in the attached Planning Commission staff report.

Alternatives:

1. Deny the proposal. Should the project be denied the existing General Plan designations and zone districts would remain as is, and the tentative subdivision map would be denied.
2. Provide staff with further direction.

Recommendation:

The suitability of the proposed project has been examined with respect to its consistency with goals and policies of the General Plan, its compatibility with surrounding uses, and its avoidance or mitigation of potentially significant adverse environmental impacts.

- A. *Environmental:* Adopt Mitigated Negative Declaration 18-08 and determine that the proposed project would not create any significant environmental impacts with the mitigations imposed.

Based on the whole record there is no substantial evidence that the project will have a significant effect on the environment and that the Mitigated Negative Declaration reflects City staff's independent judgment and analysis.

- B. *General Plan Amendment 18-03:* Adopt a resolution amending approximately 5.13 acres from the Office and BTLI General Plan Land Use Designations to the LDR, MDR and HDR General Plan Land Use Designations along with the remaining portion of the Office designated area.
- C. *Rezoning 18-02:* Introduce an Ordinance rezoning 5.13 acres from the C-O and C-M Zone Districts to R-1, R-2 and R-3 Zone Districts, along with the remaining C-O Zone District and waive the first reading.

Attachments:

1. Resolution (General Plan Amendment and CEQA approval)
2. Ordinance (Rezone)
3. Aerial photo/location map
4. Tentative Subdivision Map
5. Planning Commission staff report (from June 26, 2019)
6. Initial Study/Mitigated Negative Declaration

Prepared by:

/s/ Denis Cook

Denis Cook
Planning Consultant

Submitted by:

/s/ Michael Rock

Michael Rock
City Manager

Reviewed By:

Finance

City Attorney

RB

SLC by email

ATTACHMENT 1

RESOLUTION NO. _____

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF YUBA CITY
ADOPTING AN AMENDMENT TO THE LAND USE MAP OF THE YUBA CITY
GENERAL PLAN TO REDESIGNATE THE DESIGNATIONS OF
APPROXIMATELY 5.73 ACRES FROM THE BUSINESS, TECHNOLOGY AND
LIGHT INDUSTRY (BTLI) AND OFFICE-OFFICE PARK (OFFICE) TO LOW-
DENSITY RESIDENTIAL (LDR), MEDIUM-DENSITY RESIDENTIAL (MDR) AND
HIGH-DENSITY RESIDENTIAL (HDR) ZONE DISTRICT DESIGNATIONS
(GENERAL PLAN AMENDMENT NO. 18-03)**

WHEREAS, General Plan Amendment application No. GPA 18-03 was initiated by the Yuba City Planning Commission on June 26, 2019 to amend the land use designation of the City's General Plan, relating to approximately 5.73 acres of property located on the northwest corner of Bridge Street and Walton Avenue, from the Business, Technology, and Light Industry (BTLI) and Office-Office Park (Office) to Low-Density Residential (LDR), Medium-Density residential (MDR) and High-Density Residential (HDR) zone district designations as shown on attached Exhibit A; and

WHEREAS, an environmental assessment conducted for the proposed project, which resulted in a mitigated negative declaration; and

WHEREAS, on June 26, 2019, the City of Yuba City Planning Commission held a public hearing to consider Plan Amendment application No. GPA 18-03, Rezone application No. 18-02, and associated mitigated negative declaration, Environmental Assessment (EA) No. 18-08;

WHEREAS, General Plan Amendment No. GPA 18-03, RZ 18-02 and Tentative Subdivision Map (TSM) 19-03 will facilitate the development of a mix of low density, medium density, high density and office park usages; and

WHEREAS, Planning Commission took action to recommend approval of the GPA 18-03, with amended conditions proposing to amend the land use designation of the City's General Plan; and

WHEREAS, no neighbors spoke in opposition; and

WHEREAS, the Planning Commission found that the proposed General Plan Amendment is in the public interest; and

WHEREAS, the Commission took action to recommend approval of GPA 18-03, by a vote of 6 to 0, with one Commission member absent; and

WHEREAS, at that same hearing, the Commission reviewed related EA 18-08 considering a Mitigated Negative Declaration (MND) prepared for the project, which provided mitigation to reduce significant impacts to less than significant and recommended approval of the same; and

WHEREAS, the Council, on September 17, 2019, received the recommendation of the Planning Commission, and now desires to adopt the MND for the project and approve GPA 18-03.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF YUBA CITY DOES HEREBY RESOLVE AS FOLLOWS:

Section 1. The City Council finds that an environmental assessment initial study was prepared

for this project in accordance with the requirements of the California Environmental Quality Act (CEQA) Guidelines. This process included the distribution of requests for comment from other responsible or affected agencies and interested organizations. Preparation of the environmental assessment necessitated a thorough review of the proposed project and relevant environmental issues and considered previously prepared environmental and technical studies. While the proposed project could have a potentially significant effect on the environment, the Council finds that feasible mitigation measures or alternatives have been incorporated into the project in order to avoid the effects or mitigate the effects to a point where clearly no significant effect on the environment will occur. The project-specific mitigation measures included in the project to avoid potentially significant effects are set forth in the Initial Study/Mitigated Negative Declaration. With the project specific mitigation imposed, there is no substantial evidence in the record that this project may have a significant direct, indirect or cumulative effects on the environment. Therefore, based on the Environmental Assessment 18-08 and the list of identified mitigation measures, the Council determines the project will not have a significant impact on the environment and adopts a Mitigated Negative Declaration for the project as well as the associated Mitigation Monitoring Program for the project.

Section 2. The Council further finds that the adoption of General Plan Amendment No 18-03 is in the best interests of the City of Yuba City.

Section 3. The Council finds that the Low-Density Residential (LDR), Medium-Density residential (MDR) and High-Density Residential (HDR) zone district designations are consistent with the proposed General Plan Land Use designation of Regional Commercial.

Section 4. The City Council adopts General Plan Amendment No. 18-03, per the attached Exhibit A made a part hereof by this reference, be designated to the LDR, MDR and HDR General Plan land use designations, as depicted therein as "proposed," except for the remaining 0.6 acre Office designed portion of the property.

Section 5. This ordinance shall be effective October 18, 2019 and, after it is adopted, shall be published as provided by law.

Adopted at a regular meeting of the City Council of the City of Yuba City on the 17th day of September 2019.

AYES:

NOES:

ABSENT:

ATTEST:

Shon Harris, Mayor

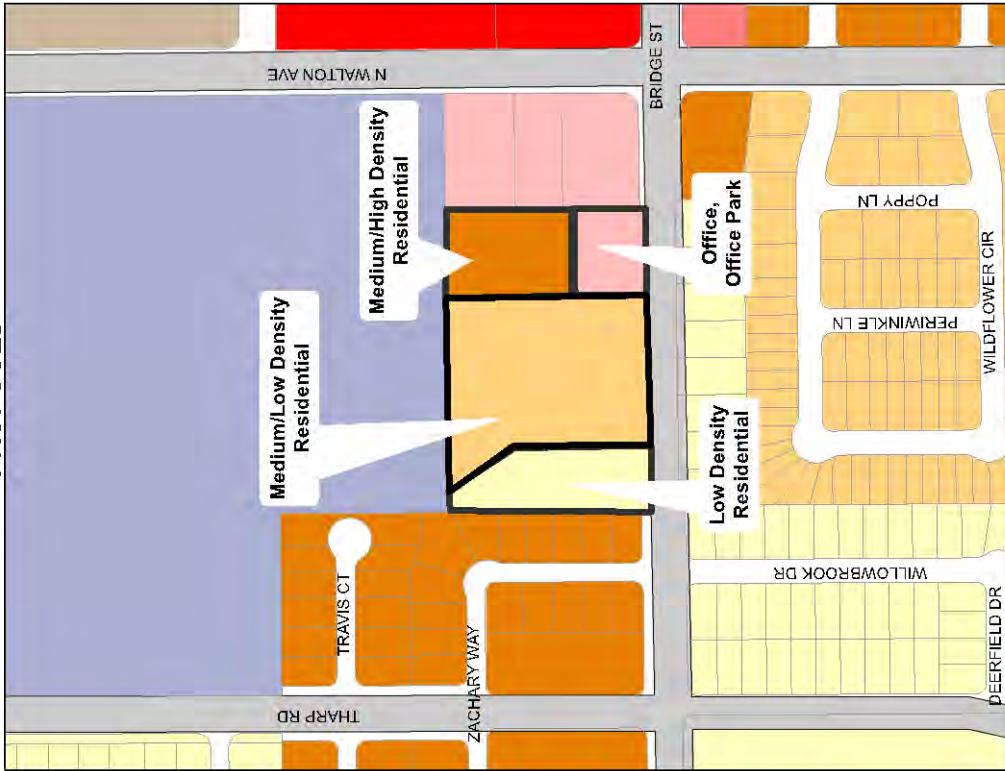
Patricia Buckland, City Clerk

APPROVED AS TO FORM
COUNSEL FOR YUBA CITY

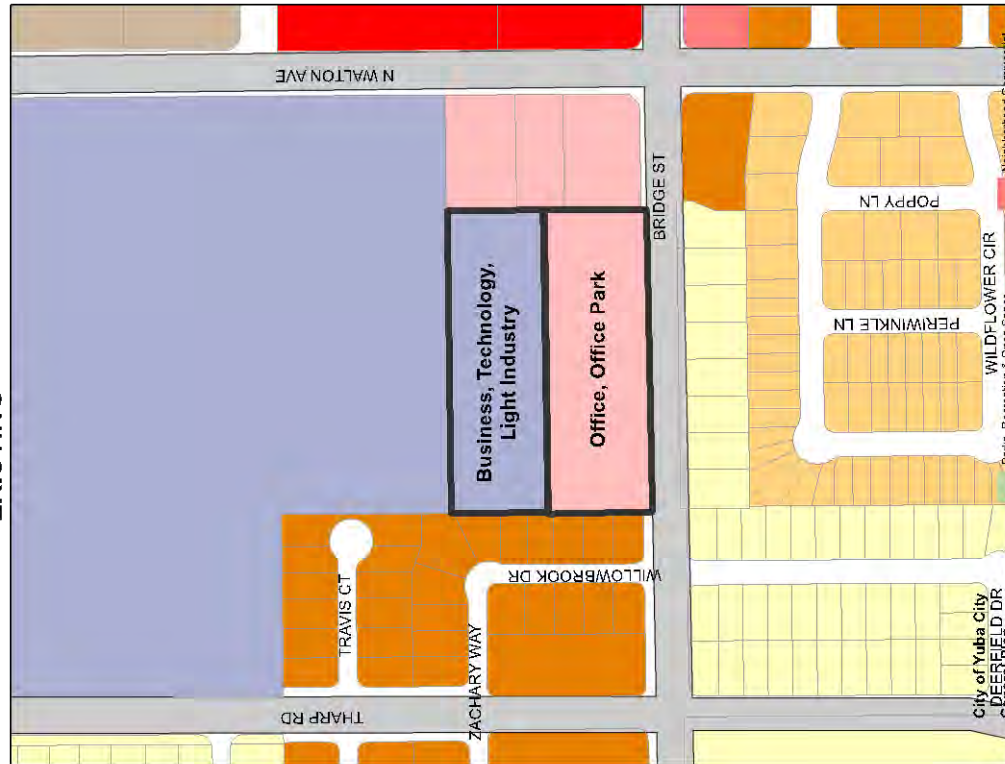
Shannon Chaffin, City Attorney
Aleshire & Wynder, LLP

EXHIBIT A

PROPOSED



EXISTING



Project Site

- Office & Office Park
- Business, Technology & Light Industry
- Manufacturing, Processing & Warehousing
- Neighborhood Commercial
- Community Commercial
- Regional Commercial
- Highways
- roads
- Parcels
- Greenways

- Low Density Residential
- Medium/Low Density Residential
- Medium/High Density Residential
- High-School, EMS-Elementary/Middle School
- Agricultural/Rural
- Parks, Recreation & Open Spaces

City of Yuba City
DEERFIELD DR
General Plan

FIGURE 18-03 GENERAL PLAN AMENDMENT 18-03



ATTACHMENT 2

ORDINANCE NO. _____

**ORDINANCE OF THE CITY COUNCIL OF THE CITY OF YUBA CITY
AMENDING THE ZONING DISTRICT MAP FROM THE OFFICE COMMERCIAL
(C-O) AND HEAVY COMMERCIAL/LIGHT INDUSTRIAL (C-M) ZONE
DISTRICTS TO A MIX OF SINGLE-FAMILY RESIDENCE (R-1), TWO-
FAMILY RESIDENCE (R-2), MULTIPLE-FAMILY RESIDENCE (R-3) AND
OFFICE COMMERCIAL (C-O) ZONE DISTRICTS FOR APPROXIMATELY 5.13
ACRES OF THE 5.73 ACRE PROPERTY (REZONE NO. 18-02)**

WHEREAS, Rezone (RZ) 18-02 has been filed by Parmjit Baines and Hardeep Dhadli with the City of Yuba City (City) to rezone approximately 5.13 acres of a 5.73 acre property located on the northwest corner of Bridge Street and Walton Avenue, from the Office and Office Park (C-O) and Heavy Commercial/Light Industrial (C-M) Zone Districts to a mix of Single-Family Residence (R-1), Two-Family Residence (R-2), and Multiple-Family Residence (R-3) Zone Districts, with a small area remaining in the C-O Zone District; and

WHEREAS, pursuant to the provisions of Article 72, Section 8-5.7202, of the City of Yuba City Municipal Code, the Planning Commission (hereto referred to as the Commission) held a public hearing on June 26, 2019 to consider RZ 18-02 and related Environmental Assessment (EA) 18-08, during which the Commission considered the environmental assessment; and

WHEREAS, at that same hearing the Commission considered related General Plan Amendment (GPA) 18-03 to amend the subject site from Office and Office Park (C-O) and Heavy Commercial/Light Industrial (C-M) to a mix of Low Density Residential, Medium Density Residential and High Density Residential General Plan land use designation, and leaving a portion of the Office designation in place, and Tentative Subdivision Map (TSM) 19-03; and

WHEREAS, a mix of GPA 18-03, RZ 18-02, and TSM 19-03 will facilitate the development of a mix of low density, medium density, high density and office park usages; and

WHEREAS, the applicant requested clarity surrounding the maintenance of the required enhanced landscape designs; and

WHEREAS, the Commission found that the proposed Rezoning is in the public interest; and

WHEREAS, as part of its motion, the Commission recommended waiving setback requirements, provided the developer produce enhanced landscape plans along private property frontages – to the satisfaction of the Public Works Director, and that homeowners receive disclosure notices addressing the Industrial zoning to the north; and

WHEREAS, the Commission took action to recommend approval of RZ-18-02, by a vote of 6 to 0, with one Commission member absent; and

WHEREAS, at that same hearing the Commission reviewed related EA 18-08 considering a Mitigated Negative Declaration (MND) prepared for the project, which provided mitigation to reduce significant impacts to less than significant, and recommended approval of the same; and

WHEREAS, the Council, on September 17, 2019, received the recommendation of the Planning Commission; and

WHEREAS, after consideration of all items before it, the Council desires to approve Rezone No. 18-02.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF YUBA CITY DOES ORDAIN AS FOLLOWS:

Section 1. The City Council previously adopted a Mitigated Negative Declaration for the project, including Rezone No. 18-02. As such, this project has already been environmentally assessed, and no further assessment is required under the California Environmental Quality Act (CEQA).

Section 2. The Council finds that the proposed mix of R-1, R-2, and R-3 Zone Districts along with the remaining C-O Zone District, are consistent with the General Plan as amended by General Plan Amendment No. 18-02.

Section 3. The City Council finds that the Zone Districts of the real property described in Exhibit A are reclassified as depicted as "proposed" in Exhibit A, and Rezone No. 18-02 is approved.

Section 4. This ordinance shall be effective November 18, 2019 and, after it is adopted, shall be published as provided by law.

Introduced and read at a regular meeting of the City Council of the City of Yuba City on the 17th day of September 2019.

AYES:

NOES:

ABSENT:

ATTEST:

Shon Harris, Mayor

Patricia Buckland, City Clerk

APPROVED AS TO FORM
COUNSEL FOR YUBA CITY

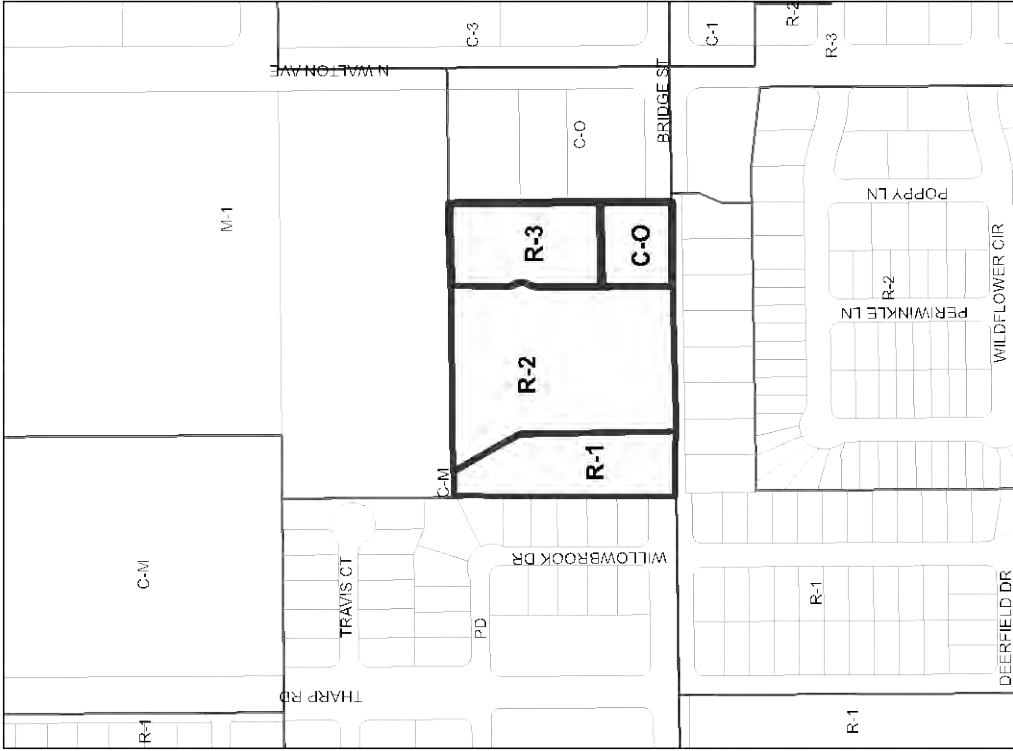
Shannon Chaffin, City Attorney
Aleshire & Wynder, LLP

EXHIBIT A

EXISTING



PROPOSED



City of Yuba City
Zoning
Project Site
Parcels

FIGURE 18-02

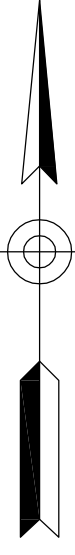


ATTACHMENT 3

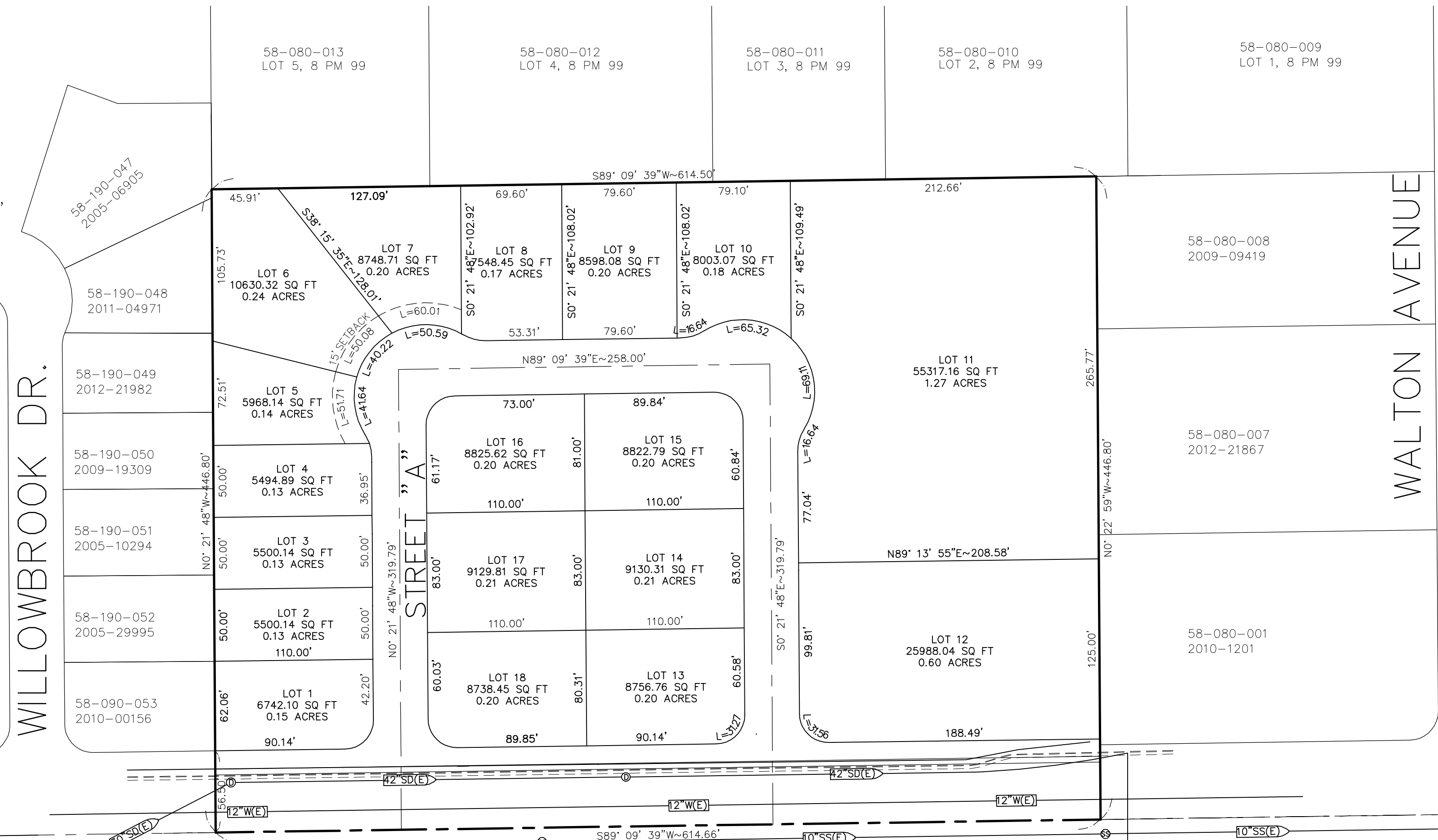


ATTACHMENT 4

N

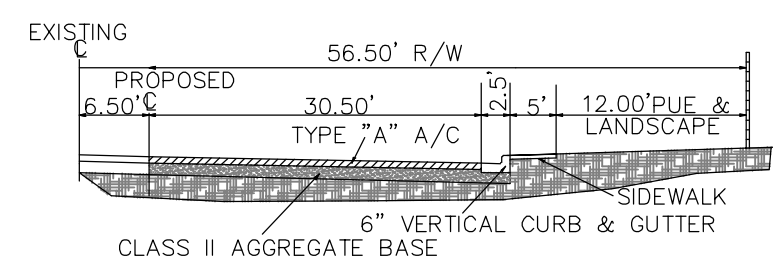
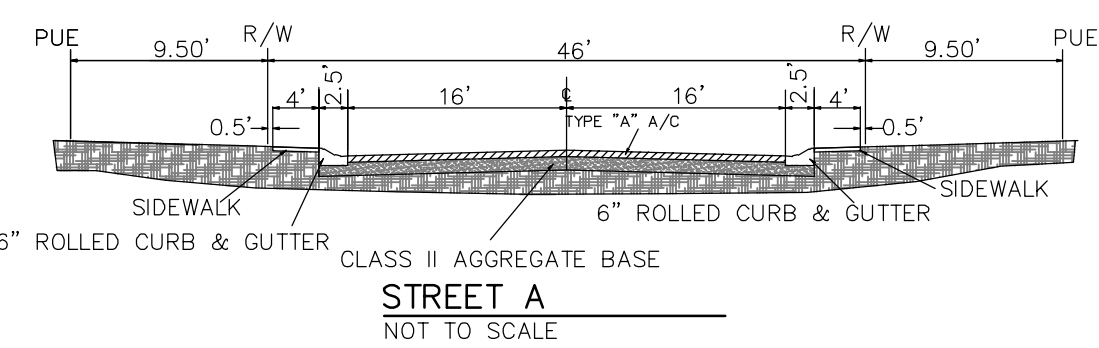
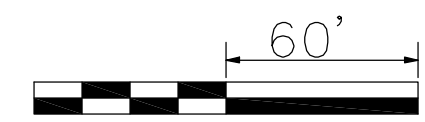


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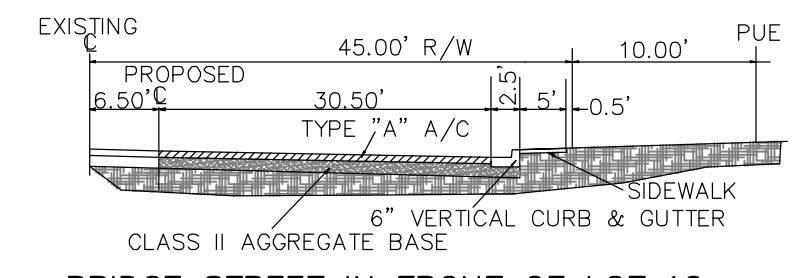


LEGEND

- EXISTING SEWER PIPE
- EXISTING WATER PIPE
- EXISTING STORM DRAIN PIPE
- EXISTING GAS PIPE
- EXISTING CURB AND GUTTER



BRIDGE STREET IN FRONT OF LOTS 1, 18 AND 13 NOT TO SCALE



BRIDGE STREET IN FRONT OF LOT 12 NOT TO SCALE

APPLICANT

BAINS PARMINDER S. & SHARINDER K. HARDEEP & JASWINDER DHADLI 4142 HIGHWAY 99 YUBA CITY, CALIFORNIA 95991 (530) 870-7808

OWNER

BAINS PARMINDER S. & SHARINDER K. HARDEEP & JASWINDER DHADLI 4142 HIGHWAY 99 YUBA CITY, CALIFORNIA 95991 (530) 870-7808

ENGINEER

GEORGE L. MUSALLAM NORTH VALLEY ENGINEERING AND SURVEYING 1547 STARR DRIVE SUITE "J" YUBA CITY, CALIFORNIA 95993 (530) 713-0417

GENERAL NOTES

- WATER EXISTING: YUBA CITY
- SEWER EXISTING: YUBA CITY
- STORM DRAIN EXISTING: YUBA CITY

PROPERTY USE: EXISTING: OPEN FIELD PROPOSED: RESIDENTIAL & OFFICE

ZONING EXISTING: CO & CM PROPOSED: R1, R2, R3 AND CO

GENERAL PLAN EXISTING: BUSINESS TECHNOLOGY & LIGHT INDUSTRY OFFICE & OFFICE PARK PROPOSED: LOW DENSITY RESIDENTIAL MEDIUM/HIGH DENSITY RESIDENTIAL OFFICE & OFFICE PARK

ASSESSOR PARCEL MAP (ACRES) 58-080-005 (5.73)

UTILITIES ELECTRICITY AND GAS: P G & E TELEPHONE: AT&T CABLE: COMCAST

LOT DIMENSIONS LOT AND BOUNDARY DIMENSIONS ARE APPROXIMATE AND SUBJECT TO REVISION WITH THE FILING OF THE FINAL MAP.

SIZE AND LOCATION OF UTILITIES ARE APPROXIMATE, AND WILL BE DETERMINED AT THE TIME OF PREPARING THE IMPROVEMENT PLANS FOR THE SUBDIVISION

TENTATIVE SUBDIVISION MAP NO. --- BAINS/DHADLI SUBDIVISION

BEING THE DESIGNATED REMAINDER OF PARCEL MAP NO. 834 FILED IN BOOK 5 OF PARCEL MAPS AT PAGE 44 AT THE OFFICE OF THE SUTTER COUNTY RECORDER ALSO BEING A PORTION OF THE SOUTHWEST QUARTER OF SECTION 21, TOWNSHIP 15 NORTH RANGE 3 EAST M.D.B. & M. SUTTER COUNTY, CALIFORNIA. FEBRUARY 2019

PREPARED BY: NVES NORTH VALLEY ENGINEERING AND SURVEYING 1547 STARR DRIVE SUITE "J" YUBA CITY, CA 95993 (530) 713-0417

ATTACHMENT 5



CITY OF YUBA CITY
PLANNING COMMISSION
STAFF REPORT

Date: June 26, 2019

To: Chair and Members of the Planning Commission

From: Development Services Department

Presentation By: Darin Gale, Interim Development Services Director

Public Hearing: **General Plan Amendment (GPA) 18-03:** A proposal to amend the General Plan land use designations from Business, Technology and Light Industry (BTLI) and Office-Office Park (Office) to Low Density Residential (LDR), Medium Density Residential (MDR) and High Density Residential (HDR). A portion of the property will remain in the Office designation. (Figure 2).

Rezoning (RZ) 18-02: A proposal to rezone the same property from a Heavy Commercial/Light Industrial (C-M) Zone District and Office-Commercial (C-O) Zone District to a One-Family Residential (R-1) Zone District, Two-Family Residential (R-2) Zone District, a Multiple-Family (R-3) Zone District. A portion of the property will remain in the C-O Zone District. (Figure 3).

Tentative Subdivision Map (TSM) 19-03: A proposal to create 18 lots for a mix of uses. Proposed are six single-family residential lots, 10 duplex lots one 1.27 acre multiple-family lot and a 0.6-acre lot that will remain for office uses. (Figure 4).

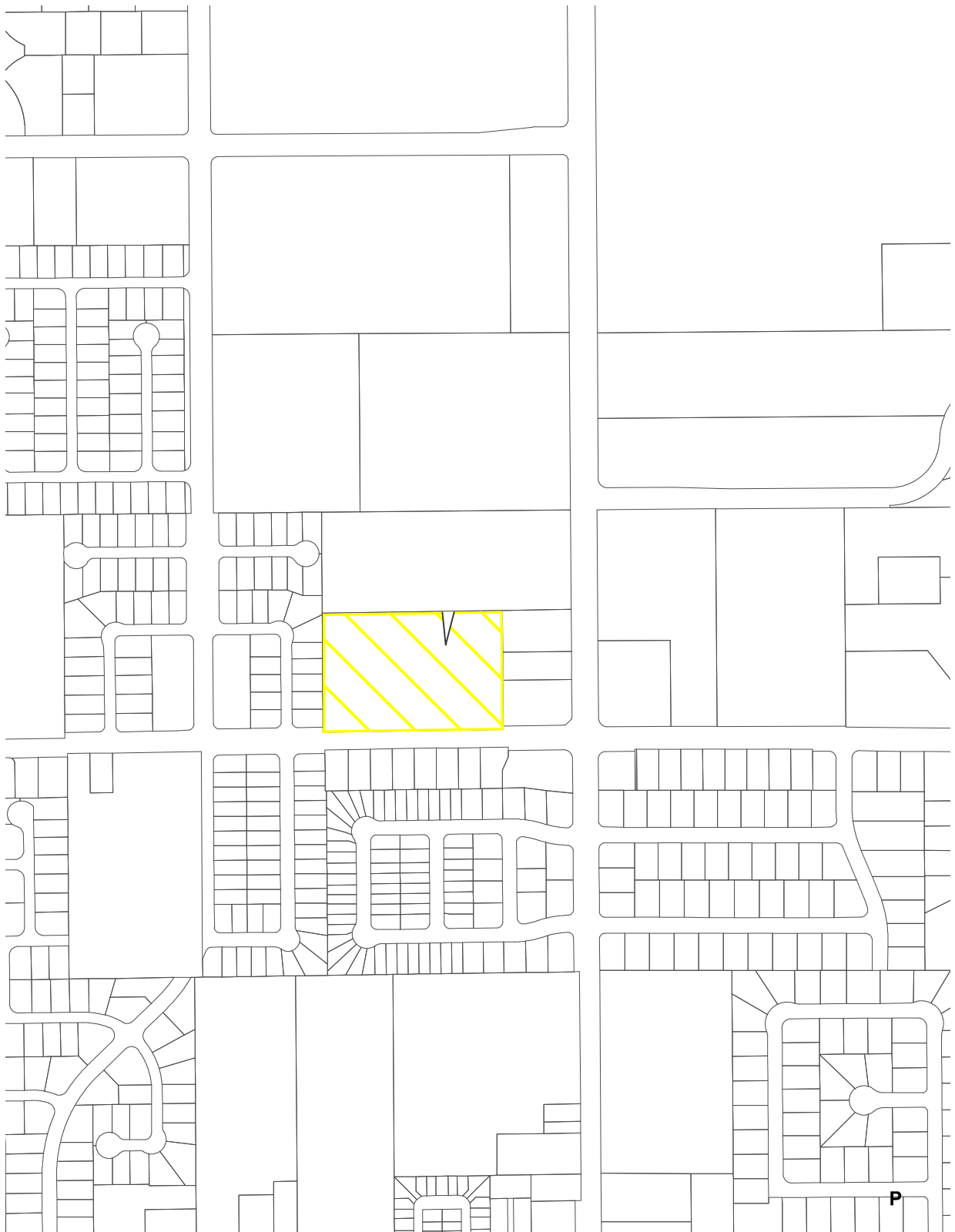
Project Location: The property is located on the north side of Bridge Street approximately 235 feet west of Walton Avenue. Assessor's Parcel Number 58-080-005. (See Figure 1).

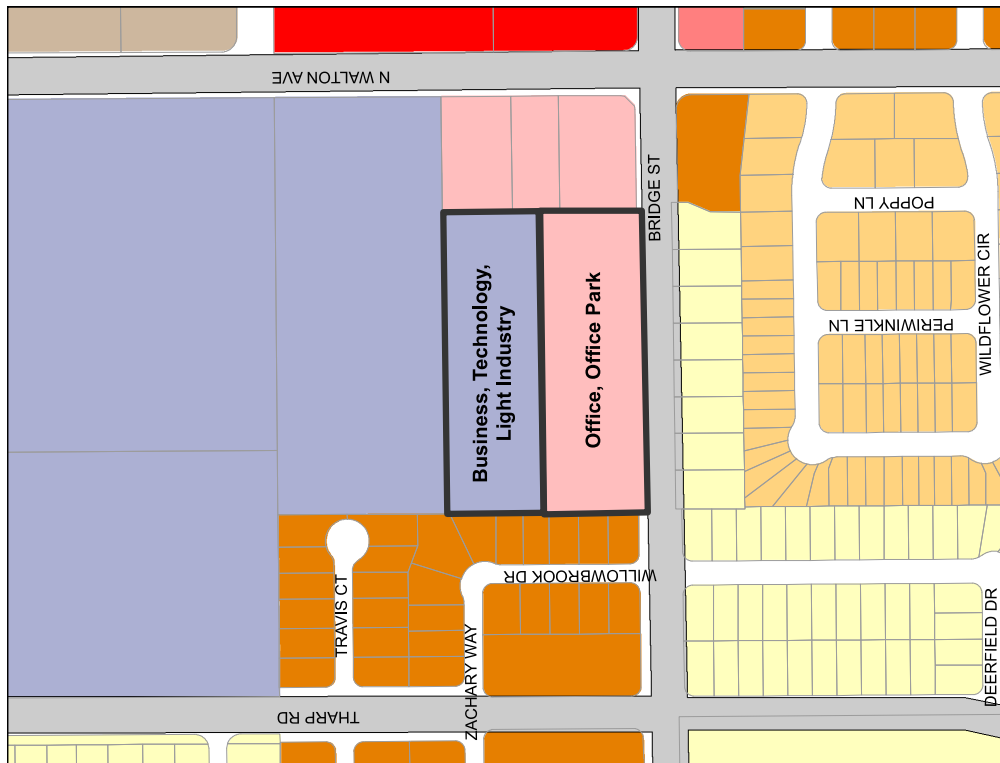
Project Proposal:

The proposed project will revise the general plan and zoning and also subdivide an undeveloped 5.73-acre parcel that will be utilized for all types of residential uses and one lot for office uses.

Background:

The vacant 5.73-acre property is surrounded by a variety of uses, which include single-family residences to the west, light industrial uses to the north, and a bank and office type uses to the east. It fronts on Bridge Street, which is a significant arterial in the City, and there are single-family residences across Bridge Street from the property. All of those neighboring properties





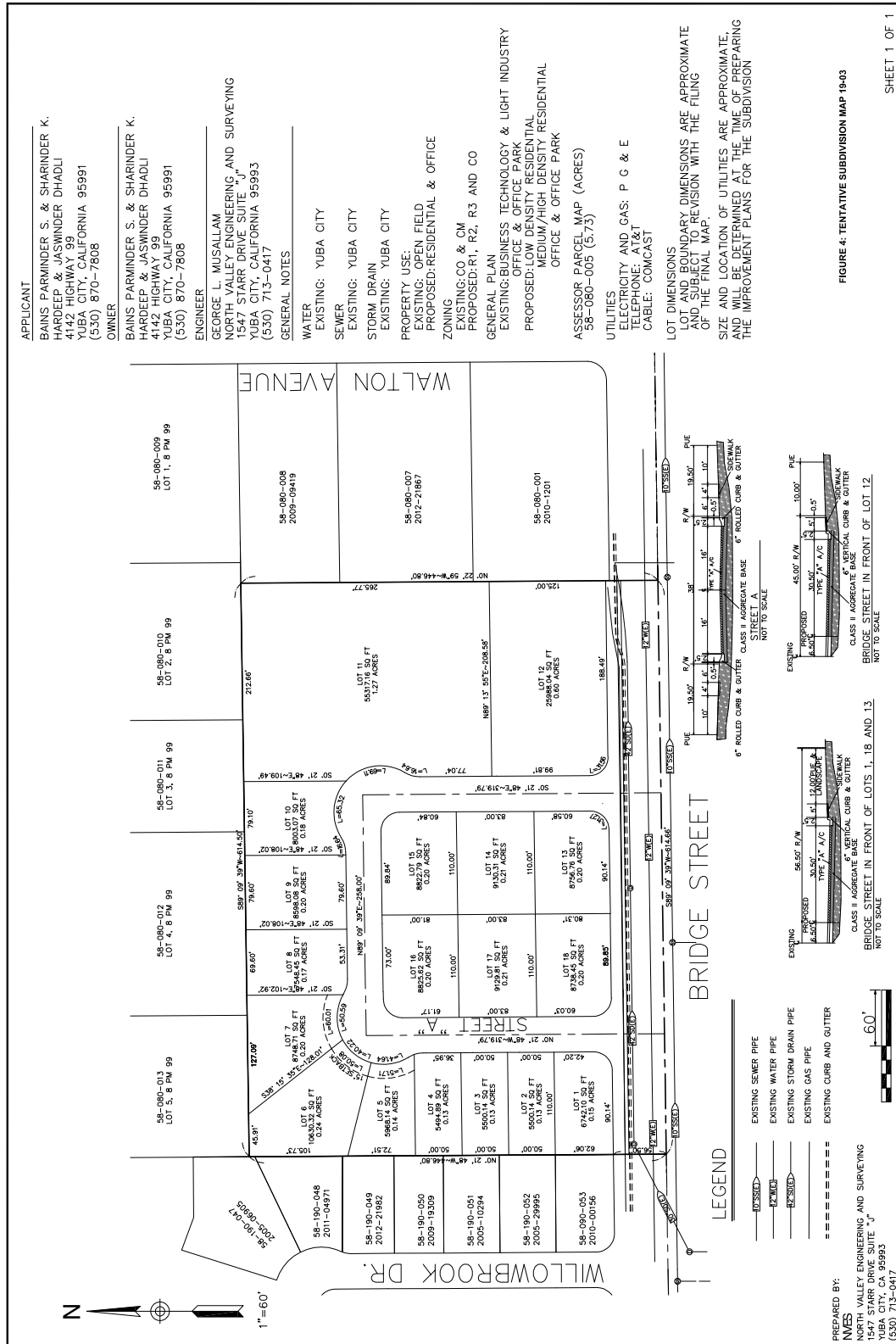
- Manufacturing, Processing & Warehousing
- highways
- roads
- Parcels
- Greenways



FIGURE 2: GENERAL PLAN AMENDMENT 18-03



FIGURE 3: REZONING 18-02



are developed, making this an infill type project. The goal is to provide viable development opportunities for the property that are compatible with the variety of existing neighboring uses.

Access and Public Improvements:

The property is served by City services including, water, sewer, and storm-water drainage. Access is off Bridge Street. As provided in the subdivision map there will be an interior loop street that will serve all of the proposed parcels with two access points onto Bridge Street.

Property Description:

The site is relatively flat with no unique topographic features such as rock outcroppings or heritage-type trees. It has been plowed or mowed annually for fire safety reasons.

Bordering Uses:

Table 1: Bordering Information and Uses			
	<i>General Plan Land Use Classification</i>	<i>Zoning</i>	<i>Existing Land Use</i>
<i>Project Site</i>	Various, subject to this amendment	Various, subject to this amendment	Vacant.
<i>North</i>	Business, Technology and Light Industrial (BTLT)	Heavy Commercial/Light Industrial (C-M)	Various light industrial type uses.
<i>East</i>	Office and Office Park	Office Commercial (C-O)	Bank, office uses.
<i>West</i>	Low Density Residential (LDR)	One-family Residential (R-1)	Single-family Residences.
<i>South</i>	Low Density Residential (LDR)	One-family Residential (R-1)	Bridge Street with single-family residences across Bridge Street.

General Plan Land Use Designations:

Existing: North half: Business, Technology and Light Industry (BTLI)
 South half: Office and Office Park (Office)

Proposed: Low Density Residential (LDR)
 Medium Density Residential (MDR)
 High Density Residential (HDR)
 Office and Office Park

Zoning:

Existing: North half: Heavy Commercial/Light Industrial (CM)
 South half: Commercial Office (C-O)

Proposed: One-family Residential (R-1)
Two-Family Residential (R-2)
Multiple-family Residential (R-3)
Commercial – Office (C-O)

Previous Commission/Council Actions:

There have been no recent Planning Commission or City Council actions on this property.

Staff Comments:

Compatibility with neighboring uses

The area of concern is the border along the north side of the property. The general plan designation will be revised from a light industrial designation to the medium density and higher density residential land use designations. As there are light industrial uses on the adjoining property from which there is a potential for incompatibility. Much of that neighboring light industrial use is equipment storage. The impact could be aesthetic as the height of the equipment could be visible to the new residential uses. There could also be issues with noise generated by equipment operating during limited periods. However, the City ordinance requires, and a condition is included, for the subdivider to provide a six-foot high masonry wall as well as a landscape strip that will be planted with a hedge-type plant along the common boundaries of the residential/non-residential properties.

The proposed residential lots along the westside of the subdivision will be back to existing single-family residences, which should not create any conflicts.

Traffic and Circulation:

Note: the project application was amended after this portion of the study was completed. The proposed remaining Office parcel was originally requested to be amended to a community commercial designation, but was later amended for the 0.6-acre portion of the property to remain as Office. Since this most recent change will actually lower the anticipated traffic, the actual impacts will be slightly less than indicated below.

Amending the General Plan Land Use Map from Office and Light Industrial to Residential and Office land use designations, along with the accompanying rezoning and a tentative subdivision map, and build-out of the 5.73 acres will generate additional traffic. The criteria to determine whether the project will create a significant traffic impact is General Plan Policy 5.2-I-12, which requires that the street section and the nearby Bridge Street/Walton Avenue intersection operate at Level-of-Service (LOS) D or better.

Bridge Street is classified in the General Plan as a major arterial. When completed it will be a four-lane through street running between 2nd Street and going west ultimately to George Washington Boulevard, and potentially beyond. With the street improvements required of this project, the north side of Bridge Street at this location would be completed to facilitate two lanes of westbound traffic. The south side of Bridge Street west of the Walton Avenue intersection is a single lane lacking curb, gutter and sidewalk.

The most recent and closest traffic count, taken in 2016, was located just east of this site on the other side of Walton Avenue. The traffic count was:

West bound: 2,154 daily one-way trips.

East Bound: 3,249 daily one-way trips.

Since Bridge Street west of Walton Avenue is not yet a through street, much of the did not utilize this portion of Bridge Street, instead it originated or terminated at Walton Avenue. Most of the traffic that was westbound on Bridge Street either turned north or south onto Walton Avenue or visa-versa. Thus, the traffic count on the subject portion of Bridge Street was likely much lower.

At maximum build-out the project will generate additional traffic from:

- 6 single-family residences
- 20 duplex residences (from 10 duplex lots).
- 21 apartment residences (assumes 14 residences per acre).
- Up to 6,782 square feet of retail space. The assumptions for the retail building(s) are:
 - Maximum 23% lot coverage by a building(s).
 - A drive-thru business or vehicle service station is not being considered, as it would require discretionary review. If a drive-through or service station was proposed the Planning Commission, under a separate use permit action, would individually consider a drive-thru or service station.
 - 20% of the vehicle trips would be pass-by traffic.
- As all traffic utilizing the project must travel either east or west, and that the majority of the population lives east of the project and the majority of the City is east of the project, it is assumed that the traffic split generated by this project will be 40 percent west-bound and 60 percent east-bound.

Per the Institute of Traffic Engineers *Traffic Generation Manual*, the components of the project would generate vehicle trips at a rate indicated in Table 4-16.1.

Table 3-16.1: Traffic Generation Rates			
Individual Use	Weekday Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Single-Family Residence	9.57	.77	1.02
Duplex (each residence)	8.14	.66	.87
Apartment (each residence)	6.72	.55	.67
Free Standing Discount Store (per 1000 sq. ft.)	56.02	.84	5.06

Table 3-16.2: Project Generated Traffic at Build-Out			
Use	Weekday Daily Trips	A.M. Peak Hour Trips	P.M Peak Hour Trips
Single-Family Residences	57.4	4.62	6.12
Duplexes	162.8	13.2	16.8
Apartments	141.1	11.55	14.07
Commercial	303	5	27
Total	627	34	64

Utilizing the assumption that the project traffic will be 40 percent west-bound and 60 percent east-bound the traffic to and from the west generated by this project will consist of the following:

Weekday trips: 251
 A.M. peak hour trips: 14
 P.M. peak hour trips: 26

This additional traffic to and from the west will not be significant as this portion of Bridge Street is underutilized. Further, there are no intersections to the west that will be significantly impacted. In the future when Bridge Street is extended west there may be a controlled intersection at Tharp Road. However, Tharp Road cannot extend south as a major street thus Bridge Street/Tharp Road will not become a major intersection.

The traffic to and from the east generated by this project will consist of the following:

Weekday trips: 376
 A.M peak hour trips: 20
 P.M peak hour trips: 38

The traffic study conducted for the 2004 General Plan update concluded that during the P.M. peak hour the LOS at the Bridge Street/Walton Avenue intersection was D, which is at the lower end of an acceptable level. The LOS D was due to traffic loads from north and southbound traffic on Walton Avenue and southbound Walton Avenue traffic turning east onto Bridge Street. Very little traffic was likely generated by Bridge Street west of the intersection. So the traffic generated by this project that is east-bound should not significantly add to the congestion at the intersection.

This project also includes a general plan amendment from an approximately even mix of heavy commercial-light industrial designation and office designation to various residential designations and office and office designation. While the new designations will likely generate additional traffic, the increase is not large.

Adding 38 P.M. peak hour trips to the Bridge Street/Walton Avenue intersection will impact the LOS D. However, assuming maximum buildout occurs, the new traffic will be utilizing the least impacted portions of the intersection as the project is located on the under-utilized portion of Bridge Street. In other words, the project will add approximately one vehicle trip every 40 seconds during the P.M. peak hour to the intersection, and that traffic will be utilizing the least impacted directions for the intersection. Therefore, the project is not expected to create any significant impacts on the existing LOS D at this intersection.

As a result, the project is not expected to generate any potential significant traffic impacts nor the need for mitigation measures.

Comparing traffic between the existing vs. the proposed general plan designations:

Another way of considering this proposal is comparing the traffic that would be generated if the property was developed under the existing general plan designations versus the proposed designations.

The existing general plan designations are approximately half Heavy Commercial/Light Industrial (CM) and half is designated Office (O). Assume that the CM is built out at 20 percent lot coverage and that the O is built-out at 25 percent lot coverage. This would translate to a 24,916 square foot light industrial type building(s) and a 31,145 square foot office building(s). Tables 4-16.3 & 4 below, provides the vehicle trips generated if the site is developed per the existing general plan designations.

Table 3-16.3: Build-out Under the Existing General Plan – Assumed Traffic Generation Rates			
Individual Use	Weekday Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Light Industrial (1,000 s.f.)	6.97	.92	.98
Office (1,000 s.f.)	11.01	1.55	1.49

Table 3-16.4: Existing General Plan – Estimated Traffic Generated at Build-Out			
Use	Weekday Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Light Industrial	173.7	22.9	24.4
Offices	342.9	48.3	46.4
Total	516.6	71.2	70.8

Comparing the existing general plan designations (Table 4-16.4) to the proposed general plan designations (Table 4-16.2) the change in traffic generation between existing and proposed general plan designations can be seen. With the existing general plan designations, the total daily trips will be about 517 versus the proposed project would increase that to about 627 daily trips. An increase of about 21 percent. But the A.M. peak hour trips would decrease. The A.M. peak hour would decrease from an estimated 71 trips to 34, a decrease of about half. The P.M. peak hour traffic would decrease from about 71 trips to 64 trips, a reduction of about 11 percent.

Availability of City Services:

All City services, including water, sewer and storm-water drainage are available to serve this site.

Environmental Determination:

Pursuant to California Environmental Act (CEQA) Article 19, Section 15070 (b)(1) staff prepared an environmental assessment including an Initial Study and Mitigated Negative Declaration (MND) and Mitigation Monitoring Program (MMP) for the project.

Based upon the attached environmental assessment (EA-18-08), including the mitigation measures, all potential significant impacts are reduced to less than significant. The findings of the mitigated negative declaration are that, with the proposed mitigations for cultural resources,

and greenhouse gases, the project will not create any significant impacts on the environment. As a result, the filing of a MND is appropriate in accordance with the provisions of CEQA.

Recommended Action:

A. Adopt the following findings:

- 1. Environmental:** After reviewing and considering the mitigated negative declaration prepared for this project, along with the proposed mitigation measures, approval of GPA 18-03 that will amend the General Plan to provide for a mix of residential and office uses, RZ 18-02 that will rezone the property to be consistent with the new general plan designations, and TSM 19-03 that will subdivide the property into 18 lots, including six lots zoned for single-family development, ten lots zoned to accommodate either a single-family residence, a duplex, or two single-family residences, one lot zoned for multiple-family development, and one lot zoned for office type development, will not generate any significant environmental impacts.

Based on the whole record there is no substantial evidence that the project will have a significant effect on the environment and that the Mitigated Negative Declaration reflects City Staff's independent judgment and analysis.

- 2. General Plan Amendment and Consistency:** The proposed residential designations allow for development of a diversity of residential types as encouraged by the General Plan, particularly the Housing Element. The conditions of approval of the tentative map ensure that the improvements will meet all City standards, which are based on General Plan policies.
- 3. Rezoning:** The proposed rezone to the R-1, R-2 and R-3 residential zone districts and the remaining C-O Zone District will be consistent with the General Plan designations being applied to the property.
- 4. Tentative Subdivision Map:** Yuba City Municipal Code Section 8-2.609, and the California Subdivision Map Act Section 66474 require that City deny the parcel map if it makes any of the following findings (the required findings are in italics).

- a. The proposed tentative subdivision map is not consistent with the applicable General Plan and specific plan:*

The General Plan is proposed to be amended. The lots proposed for those new designations are designed for the uses provide for in each of those designations. There is no specific plan applicable to this property.

- b. The design and improvement of the tentative subdivision map is not consistent with applicable general and specific plans or adopted City standards:*

The proposed parcel sizes, as shown on the tentative subdivision map, are of adequate size to accommodate the uses that will be permitted on them. The property will be improved with an internal loop street is designed to serve the new lots and the property location is suited for such uses as to be compatible with neighboring uses. The office property will benefit from its frontage on an arterial street and very near a busy intersection. Further, any new use that locates onto one of the new lots is required to meet all zoning, building and public works

development standards and be consistent with the General Plan.

c. That the site is not physically suited for the density of development:

With the conditions of approval applied to this division of the property into eighteen lots, all City public improvement standards are required to be met. All lot coverage, lot size, parking and landscaping standards will be met once the properties are developed.

d. That the site is not physically suited for the type of development.

Each new lot will meet the minimum lot sizes required by the relevant zone district. Those minimum lot sizes are well established and known to be large enough to accommodate the uses proposed for them.

e. That the design of the subdivision map or likely improvements is likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat:

As provided earlier in this staff report and in the accompanying environmental document, there is not a potential for the project to cause significant environmental damage or impact to any fish or wildlife habitat.

f. That the design of the parcel map or the type of improvements is likely to cause serious public health problems:

Every new parcel will be connected to City water, sewer and storm drainage systems in order to avoid public health problems.

g. That the design of the subdivision map or the type of improvements will conflict with easements acquired by the public at large for access through or use of property within the proposed subdivision:

The property is served by Bridge Street, which is a City maintained arterial street. Internal circulation for the parcels within the proposed project is required to be provided by an internal loop street that will be dedicated to the City as a City maintained street.

As provided above, none of the required findings that would require denial of the subdivision map can be made. Therefore, the tentative subdivision map may be approved.

- B.** Adopt the Mitigated Negative Declaration 18-08 and the Mitigation Monitoring Measures (Attachment 2).
- C.** Recommend to the City Council approval of General Plan Amendment 18-03, Rezoning 18-02.
- D.** Approve Tentative Subdivision Map 19-03, subject to the Conditions of Approval and Mitigation Measures, which includes a condition requiring the City Council's approval of the general plan amendment and rezoning.

Attachments:

1. Conditions of Approval and Mitigation Measures
2. Initial Study and Mitigation Monitoring Program

**Attachment 1:
Tentative Subdivision Map 19-03
Conditions of Approval and Mitigation Measures**

Conditions of Approval

General

1. Approval of Tentative Map (TSM) 19-03 may become null and void in the event that development is not completed in accordance with all the conditions and requirements imposed on this tentative parcel map, the Zoning Ordinance, the most recently City-adopted Uniform Building Code, and all Public Works Standards and Specifications. The City shall not assume responsibility for any deletions or omissions resulting from the permit review process or for additions or alterations to construction plan not specifically submitted and reviewed and approved pursuant to this special permit or subsequent amendments or revisions.
2. The applicant/property owner agrees to defend, indemnify and hold harmless the City, its officers, agents and employees, from any and all claims, damages, liability or actions arising out of or connected with this Agreement, except to the extent such liabilities are caused by actions of the City.
3. The Planning Commission's approval of TSM 19-03 shall not become effective unless and until the City Council approves General Plan Amendment 18-03 and Rezoning 18-02. The effective approval date of this subdivision for purposes of this subdivision map's expiration date, as described in Condition #4 below, shall not be until the effective date of the rezoning.

Expiration and Development Impact Fees

4. Approval of TSM 19-03 shall be null and void without further action if either the subdivision has not been recorded within two years of the approval date of TSM 19-03 or that a request for an extension of time, pursuant to Section 66452.6 and as amended, of the California Subdivision Map Act, has been submitted to the City prior to the map's expiration date.
5. Development Impact Fees. Impact fees shall be paid pursuant to the YCMC.

Planning Division

6. The lot design on the subdivision map shall be designed in conformance with the TSM 19-03, as approved by the Planning Commission.
7. TSM 19-03 shall comply with the Conditions of Approval.
8. Prior to issuance of occupancy permits, a five-foot wide hedge planting, as approved by the Development Services Director, shall be provided along the residential property lines that are in common with the neighboring commercial and light industrial properties. This includes hedge plantings along the northerly property line of Lots 7, 8, 9, 10, and 11, and along the easterly and southerly line of Lot 11.

Public Works Department

General

9. To help contain fugitive dust, construction sites shall be watered down during the construction phase of the project or as directed by the Public Works Department.
10. Paved streets shall be swept frequently (water sweeper with reclaimed water recommended; wet broom) if soil material has been carried onto adjacent paved, public thoroughfares from the project site.
11. The Developer, at their expense, shall be solely responsible for all quality control associated with the project. The quality control shall include, but is not limited to, the following: survey work, potholing existing utilities, all geotechnical testing, soil reports, concrete testing, asphalt testing, and any other required special testing/inspections. The City will only perform necessary testing to insure compliance.
12. Storage of construction material is not allowed in the travel way.
13. The Developer shall prepare and submit improvement plans for the construction of all public improvements including water, sanitary sewer, storm drain facilities, roadway improvements, curbs, gutters, sidewalks, parkway strips, signing, striping and streetlights.

Prior to issuance of Grading Permit

14. The improvement plans for the development of the subject property shall include all measures required to ensure that no drainage runoff resulting from the development of the property flow onto the adjacent residential or agricultural lands or impede the drainage from those properties. The rear yards and/or side yards of the lots that are created by this subdivision that are adjacent to existing residential development shall have the same finish grade elevation as those lots within tolerances as approved by the Public Works Department. If retaining walls are required, they shall be constructed of concrete or masonry block.

Prior to approval of Improvement Plans

15. A Subdivision Agreement outlining any costs (hot tap, connection fee, fair share contribution, etc.) associated with the development shall be accepted by the City prior to recordation of map.
16. The contractor shall obtain an Encroachment Permit from the City prior to performing any work within public rights of way.
17. A tunnel permit from the State Division of Occupational Safety and Health; Mining and Tunneling Unit will be required. A copy of this permit must be supplied to the City prior to approval of the improvement plans.
18. Where an excavation for a trench and/or structure is 5 feet deep or more, the contractor shall conform to O.S.H.A. requirements. The contractor shall provide a copy of the approved O.S.H.A. permit, and shoring details and calculations prepared by California licensed structural engineer to the Public Works Department.

19. Bridge Street shall be widened to a typical half-width (centerline to back of curb). Right-of-way shall be dedicated together with a 12.0-foot PUE behind the right-of-way. Frontage improvements shall include street section, curb, gutter, and a 5.0-foot wide attached sidewalk.
20. Street "A" shall be constructed to a width of 37.0 feet back of curb to back of curb with parking permitted on both sides. Right-of-way shall be dedicated to a width of 38.0 feet together with a 19.5-foot PUE behind the right-of-way. Construction shall include street section, curbs, gutters, 4.0-foot wide detached sidewalk, street trees and street lights, except as otherwise shown on the tentative map and approved by the Public Works Department.
21. The structural section of all road improvements shall be designed using a geotechnical investigation which provides the basement soils R-value and expansion pressure test results. The structural section shall be designed to the following standards:
 - a. Use 3" minimum for residential, 4" minimum for collectors and 5" minimum for arterials, of 'Type A' asphaltic concrete over Class 2 aggregate base (the thickness of the base shall be designed to the R-value of the soil):
 - b. Use a traffic index of 6 for residential streets,
 - c. Use a traffic index of 7 for collector streets,
 - d. Use a traffic index of 10 for arterial streets,A copy of the geotechnical investigation, including R-value, test locations and structural section calculations, shall also be submitted with the first improvement plan check.
22. Striping, pavement markings and traffic signage shall be provided on all streets as necessary and as required by the Public Works Department. Signage restricting parking and red painted curbing shall be installed where appropriate. Speed limit signs shall be installed at locations determined by the Public Works Department.
23. The Developer shall submit to Sutter County a drainage plan for any drainage improvements that utilize County facilities for approval by Sutter County Public Works Director.
24. The Improvement Plans shall show provisions for the placement of centralized mail delivery units in the Public Utility Easement (P.U.E.). Developers will provide a concrete base for placement of the centralized mail delivery unit. Specifications and location of such base shall be determined pursuant to the applicable requirements of the Postal Service and the Yuba City Public Works Department, with due consideration for street light location, traffic safety, security and consumer convenience.
25. As required by Section 8-5.5904(b)(4) of the Zoning Regulations, prior to recordation of the final map, a solid 6.0-foot high masonry block wall shall be constructed along the following locations (as locations are shown on the tentative map dated June 5, 2019):
 - a. Along the northerly property line of Lots 7, 8, 9, 10, and 11; and
 - b. Along the easterly and southerly line of Lot 11; and
 - c. Between Lot 11 and Lot 12.
26. A solid 6.0-foot high decorative (as approved by the Development Services Director) masonry block wall with pilasters located no more than 50 feet apart, shall be constructed along the southerly line of Lots 1, 13, 18. At the entrances to the subdivision, the block

wall shall be “stepped down” in a decorative manner that is acceptable to the Public Works Director.

27. Required Improvement Plan Notes:

- a. "Any excess materials shall be considered the property of the contractor/owner and shall be disposed of away from the job site in accordance with applicable local, state and federal regulations."
- b. "During construction, the Contractor shall be responsible for controlling noise, odors, dust and debris to minimize impacts on surrounding properties and roadways. The Contractor shall be responsible for all construction equipment to be equipped with manufacturers approved muffler baffles. Failure to do so may result in the issuance of an order to stop work."
- c. "If any hazardous waste is encountered during the construction of this project, all work shall be immediately stopped and the Sutter County Environmental Health Department, the Fire Department, the Police Department, and the City Inspector shall be notified immediately. Work shall not proceed until clearance has been issued by all of these agencies."
- d. "The Contractor(s) shall be required to maintain traffic flow on affected roadways during non-working hours, and to minimize traffic restriction during construction. The Contractor shall be required to follow traffic safety measures in accordance with the CalTrans “Manual of Traffic Safety Controls for Construction and Maintenance Work Zones.” The City of Yuba City emergency service providers shall be notified, at least two working days in advance, of proposed construction scheduled by the contractor(s)."
- e. "Soil shall not be treated with lime or other cementitious material without prior express permission by the Public Works Department."

Prior to acceptance of Public Improvements

28. Prior to paving, the Developer shall vacuum test all manholes to ensure no leakage will occur.
29. Prior to paving, the Developer shall hydroflush, and televise, all storm drain mains and all sewer mains. In addition, prior to the City’s acceptance of the subdivision improvements, and at the Public Works Department’s discretion, the storm sewer and sewer mains shall be re-hydroflushed.
30. The contractor shall maintain record drawings of the improvements and keep them on site at all times. When the project is complete, the contractor shall deliver a marked set of plans to the Engineer of Record. The Engineer of Record shall update the improvement plans with the record information. Once the changes have been added to the plans, the Engineer of Record shall submit both an electronic copy (AutoCad version 2010 or newer) and a hard copy to the City. The City will not accept the completion of the improvements until the electronic copy and hard copy have been submitted.

Prior to Final Map Recordation

31. The development shall pay for operations and/or maintenance for police, fire, parks, drainage, and ongoing street maintenance costs. This condition may be satisfied through

participation in a Mello-Roos CFD, or by another secure funding mechanism acceptable to the City. The City shall be reimbursed actual costs associated with the formation of, or annexation to, the district.

32. The property shall petition for formation of a Zone of Benefit of the Yuba City Landscaping and Lighting Maintenance District for the purpose of maintaining street trees which are to be planted along all streets, maintaining the street lights, maintaining the landscaping along Bridge Street, and maintaining the masonry walls. The Engineering Division shall be reimbursed actual costs associated with the formation of the district.
33. Three street lights shall be provided along Bridge Street at locations determined by the Public Works Director.
34. Street lights shall be installed along Street "A".
35. All public street lighting shall be dedicated to the City of Yuba City.
36. A public utility easement shall be provided along all streets extending 10.0 feet behind the back of the sidewalk.

Prior to Building Permit

37. The Developer's Superintendent/Representative shall submit three sets of Pacific Gas and Electric approved utility plans showing joint trench locations and distribution lines prior to issuance of first building permit.
38. The applicant shall be required to pay all applicable Sutter County Water Agency connection fees and maintenance and operation fees. Fees are payable at the Sutter County Development Services Counter located at 1130 Civic Center Blvd.
39. The Developer shall enter into an agreement with Sutter County providing the following:
Participation in a zone of benefit, drainage district, agency, service area or any other public entity for the financing of construction and maintenance of a drainage system. In addition to the special assessment district or public entity referred to immediately above, the agreement shall contemplate the imposition by the district or public entity of any legally available fee, assessment or other financing mechanism to facilitate the construction and maintenance of a drainage system.
40. All street lighting shall be energized prior to the issuance of any building permits.

Prior to Certificate of Occupancy

41. The curb, gutter, sidewalk, and lot drainage shall be inspected and approved by the City. Any curb, gutter and sidewalk which is not in accord with City standards or is damaged before or during construction, shall be replaced. All sidewalks along the City right-of-way shall be free of any non-control joint cracking. In addition, any concrete with cracks, chips, blemishes, and spalling greater than an inch in diameter shall be replaced from control joint to control joint.
42. Prior to the issuance of a certificate of occupancy, all reduced pressure backflow preventers shall be tested and a back-flow preventer certification performed by an AWWA licensed tester shall be submitted to the Public Works Department.
43. Prior to issuance of any certificate of occupancy, all underground utilities, public

improvements, and site improvements, including rough grading, shall be completed.

Mitigation Measures

Cultural Resources Mitigation 1: In the event that previously undetected cultural materials (i.e. prehistoric sites, historic features, isolated artifacts, and features such as concentrations of shell or glass) are discovered during construction, work in the immediate vicinity should immediately cease and be redirected to another area until the Auburn Indian Community of the Auburn Rancheria is re-contacted and allowed the opportunity to consult under AB 52. Further, a qualified archaeologist that meets the Secretary of the Interior's Professional Qualifications Standards in prehistoric or historic archaeology inspects and assesses the find. The City shall consider further recommendations as presented by the professional and implement additional measures as necessary to protect and preserve the particular resource. Such measures may include avoidance, preservation in place, excavation, documentation, curation, data recovery, or other appropriate measures.

Cultural Resources Mitigation 2: If human remains are uncovered, or in any other case where human remains are discovered, the Sutter County Coroner, as appropriate, is to be notified to arrange their proper treatment and disposition. If the remains are identified – on the basis of archaeological context, age, cultural associations, or biological traits – as those of a Native American, California Health and Safety Code 7050.5 and Public Resource Code 5097.98 require that the coroner notify the NAHC within 24-hour of discovery. The NAHC will then notify the most likely descendant, who may recommend treatment of the remains.

Cultural Resources Mitigation 3: Should artifacts or unusual amounts of bone or shell be uncovered during demolition or construction activity, all work shall be stopped and a qualified archeologist shall be contacted for on-site consultation. Avoidance measures or appropriate mitigation shall be completed according to CEQA guidelines. The State Office of Historic Preservation has issued recommendations for the preparation of Archeological Resource Management Reports, which shall be used for guidelines. If a bone appears to be human, California law mandates that the Sutter County Coroner and the Native American Heritage Commission be contacted.

Greenhouse Gas Mitigation Measure 1: The site grading process shall comply with the GHG Reduction Measures provided in the adopted Yuba City Resource Efficiency Plan.

Tribal Cultural Resources Mitigation Measure 1: Worker Awareness Training. The City shall ensure that a Worker Education Program is developed and delivered to train equipment operators about cultural resources. The program shall be designed to inform workers about: federal and state regulations pertaining to cultural resources and tribal cultural resources; the subsurface indicators of resources that shall require work stoppage; procedures for notifying the City of any occurrences; and enforcement of penalties and repercussions for non-compliance with the program. Worker education training may be provided either in person or as a DVD with a training binder, prepared by a qualified professional archaeologist and reviewed by the City. The United Auburn Indian Community (UAIC) shall be afforded the option of attending the initial training in person or providing a video segment or information for incorporation into the training that appeals to the contractor's need to be respectful of tribal cultural resources and tribal participation in implementing unanticipated discovery protocols. All ground-disturbing equipment operators shall be required to receive the training and sign a form that acknowledges receipt of the training. A copy of the form shall be provided to the City

as proof of compliance.

Tribal Cultural Resources Mitigation Measure 2: Avoid and minimize impacts to previously unknown Tribal Cultural Resources. If any cultural resources, such as structural features, unusual amounts of bone or shell, artifacts, human remains, or architectural remains are encountered during the initial inspection or during any subsequent construction activities, work shall be suspended within 100 feet of the find, and the construction supervisor shall immediately notify the City representative. If the find includes human remains, then the City shall immediately notify the Sutter County Coroner and the procedures in Section 7050.5 of the California Health and Safety Code and, if applicable, Section 5097.98 of the Public Resources Code, shall be followed. For resources reasonably associated with Native American cultural and for human remains, the City shall coordinate with any necessary investigation of the discovery with a UAIC tribal representative and a qualified archaeologist approved by the City. As part of the site investigation and resource assessment, the City shall consult with UAIC to develop, document, and implement appropriate management recommendations, should potential impacts to the resources be found by the City to be significant. Nothing in this measure prohibits the City from considering any comments from other culturally-affiliated Native American tribes that volunteer information to the City during its investigation. Possible management recommendations could include documentation, data recovery, or (if deemed feasible by the City) preservation in place. The contractor shall implement any measures deemed by the City staff to be necessary and feasible to avoid, minimize, or mitigate significant effects to the cultural resources, such as the use of a Native American Monitor whenever work is occurring within 100 feet of the discovery of Native American Resources, if deemed appropriate by the City.

ATTACHMENT 6



Environmental Assessment 18-08

Initial Study and Mitigated Negative Declaration for General Plan Amendment 18-03, Rezoning 18-02, and Tentative Subdivision Map 19-03 for Parm Bains.

Prepared for:

City of Yuba City
1201 Civic Center Blvd.
Yuba City, CA 95993

Prepared By:

Denis Cook
Land Use Planning Consultant

June, 2019

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1. Table of Contents

2. Introduction	5
2.1. Introduction	5
2.2. Regulatory Information	5
2.3. Document Format	6
2.4. Purpose of Document	6
2.5. Intended Uses of this Document	7
3. Project Description	7
3.1. Project Title	7
3.2. Lead Agency Name and Address	8
3.3. Contact Person and Phone Number	8
3.4. Project Location	8
3.5. Assessors Parcel Number (APN)	8
3.6. Project Applicant	8
3.7. Property owner	8
3.8. General Plan Designation	8
3.9. Zoning	8
3.10. Project description	9
3.11. Surrounding Land Uses & Setting	14
3.12. Other Public Agencies Whose Approval May be Required	14
3.13. Environmental Factors Potentially Affected:	14
3.14. Evaluation of Environmental Impacts:	16
4. Environmental Checklist and Impact Evaluation	17
4.1. Aesthetics	17
4.1.1. Environmental Setting/Affected Environment	17
4.1.2. Federal Regulatory Setting	18
4.1.3. State Regulatory Setting	18
4.1.4. Impact Assessment/Environmental Consequences:	19
4.2. Agricultural and Forestry Resources	21
4.2.1. Environmental Setting/Affected Environment	21
4.2.2. Federal Regulatory Setting	21
4.2.3. State Regulatory Setting	22
4.2.4. Impact Assessment/Environmental Consequences:	24
4.3. Air Quality	26
4.3.1. Environmental Setting/Affected Environment	26
4.3.2. Federal Regulatory Setting	29

4.3.3.	State Regulatory Setting	29	
4.3.4.	Regional Regulatory Setting	30	
4.3.5.	Impact Assessment/Environmental Consequences:	31	
4.4.	Biological Resources		34
4.4.1.	Environmental Setting/Affected Environment	34	
4.4.2.	Federal & State Regulatory Setting	34	
4.4.3.	Local Regulatory Setting	36	
4.4.4.	Impact Assessment/Environmental Consequences:	36	
4.5.	Cultural Resources		38
4.5.1.	Federal Regulatory Setting	38	
4.5.2.	State Regulatory Setting	38	
4.5.3.	Native American Consultation	39	
4.5.4.	Impact Assessment/Environmental Consequences:	40	
4.5.5.	Cultural Resources Mitigation Measures	40	
4.6.	Geology and Soils		42
4.6.1.	Environmental Setting/Affected Environment	42	
4.6.2.	Federal Regulatory Setting	45	
4.6.3.	State Regulatory Setting	45	
4.6.4.	Impact Assessment/Environmental Consequences:	45	
4.7.	Greenhouse Gas Emissions		48
4.7.1.	Federal Regulatory Setting	48	
4.7.2.	State & Local Regulatory Setting	48	
4.7.3.	Impact Assessment/Environmental Consequences:	49	
4.7.4.	Greenhouse Mitigation Measure	49	
4.8.	Hazards and Hazardous Materials		50
4.8.1.	Federal Regulatory Setting	50	
4.8.2.	State Regulatory Setting	52	
4.8.3.	Local Regulatory Setting	53	
4.8.4.	Impact Assessment/Environmental Consequences:	53	
4.9.	Hydrology and Water Quality		55
4.9.1.	Federal Regulatory Setting	55	
4.9.2.	State Regulatory Setting	56	
4.9.3.	Impact Assessment/Environmental Consequences:	57	
4.10.	Land Use and Planning		60
4.10.1.	Environmental Setting/Affected Environment	60	
4.10.2.	Federal Regulatory Setting	60	
4.10.3.	Local Regulatory Setting	60	
4.10.4.	Impact Assessment/Environmental Consequences:	60	
4.11.	Mineral Resources		62
4.11.1.	Federal Regulatory Setting	62	
4.11.2.	State Regulatory Setting	62	
4.11.3.	Impact Assessment/Environmental Consequences:	63	
4.12.	Noise		64
4.12.1.	Environmental Setting/Affected Environment for Noise	64	
4.12.2.	Environmental Setting/Affected Environment for Groundbourne Vibration	65	
4.12.3.	Federal Regulatory Setting	65	
4.12.4.	State Regulatory Setting	65	

4.12.5.	Local Regulatory Setting	66	
4.12.6.	Impact Assessment/Environmental Consequences:	69	
4.13.	Population and Housing		71
4.13.1.	Environmental Setting/Affected Environment	71	
4.13.2.	Federal Regulatory Setting	71	
4.13.3.	State Regulatory Setting	71	
4.13.4.	Regional Regulatory Setting	71	
4.13.5.	Impact Assessment/Environmental Consequences:	72	
4.14.	Public Services		73
4.14.1.	Environmental Setting/Affected Environment	73	
4.14.2.	Federal Regulatory Setting	73	
4.14.3.	State Regulatory Setting	73	
4.14.4.	Impact Assessment/Environmental Consequences:	74	
4.15.	Recreation		75
4.15.1.	Environmental Setting/Affected Environment	75	
4.15.2.	Federal Regulatory Setting	75	
4.15.3.	State Regulatory Setting	75	
4.15.4.	Local Regulatory Setting	75	
4.15.5.	Impact Assessment/Environmental Consequences:	76	
4.16.	Transportation/Traffic		77
4.16.1.	Federal Regulatory Setting	77	
4.16.2.	State Regulatory Setting	78	
4.16.3.	Impact Assessment/Environmental Consequences:	78	
4.17.	Tribal Cultural Resources		83
4.17.1.	Federal Regulatory Setting	83	
4.17.2.	State Regulatory Setting	83	
4.17.3.	Cultural Setting	84	
4.17.4.	Summary of Native American Consultation	85	
4.17.5.	Tribal Cultural Resources within Project Area	85	
4.17.6.	Thresholds of Significance	86	
4.17.7.	Impact Assessment/Environmental Consequences:	86	
4.17.8.	Tribal Cultural Mitigation Measures	87	
4.17.9.	Summary of Native American Consultation	Error! Bookmark not defined.	
4.17.10.	Tribal Cultural Resources within Project Area	Error! Bookmark not defined.	
4.17.11.	Thresholds of Significance	Error! Bookmark not defined.	
4.17.12.	Impact Assessment/Environmental Consequences:	Error! Bookmark not defined.	
4.17.13.	Tribal Cultural Mitigation Measures	Error! Bookmark not defined.	
4.18.	Utilities and Service Systems		0
4.18.1.	Environmental Setting/Affected Environment	0	
4.18.2.	Federal Regulatory Setting	1	
4.18.3.	State Regulatory Setting	1	
4.18.4.	Impact Assessment/Environmental Consequences:	2	
4.19.	Mandatory Findings of Significance		3
4.19.1.	Impact Assessment/Environmental Consequences:	3	
5.	Section References and/or Incorporated by Reference		5



CITY OF YUBA CITY

Development Services Department
Planning Division

1201 Civic Center Blvd. Yuba City, CA 95993 Phone (530) 822-4700

2. Introduction

2.1. Introduction

This Initial Study/Mitigated Negative Declaration (IS/MND) has been prepared to identify any potential environmental impacts in the City of Yuba City, California (City), for developing a 5.73-acre property located on the north side of Bridge Street locate 235 feet west of Walton Avenue. The project includes three primary elements:

- 1: **General Plan Amendment 18-03** amending the existing general plan land use designations for the subject property from a combination of Business, Technology and Light Industry (BTLI) and Office-Office Park (Office) to a mixed-use configuration, incorporating Low Density Residential (LDR), Low/Medium Density Residential (MDR), Medium to High Design Residential (HDR) and one parcel retaining its original Office-Office Park designation.
- 2: **Rezoning 18-02** to rezone the subject property from a Heavy Commercial/Light Industrial (C-M) Zone District and Office-Commercial (C-O) Zone District to a One-Family Residential (R-1) Zone District, Two-Family Residential (R-2) Zone District, a Multiple-Family (R-3) Zone District, and a Commercial Office (C-) Zone District). Each of these rezones corresponds to the Land Use General Plan Designation references about.
- 3: The final element of the project is **Tentative Subdivision Map 19-03** that will create 18 lots with a mix of uses ranging in size from 5,000 square feet for single-family residences, a 1.5 acre site for a multiple-family development and 0.68 acre for commercial use. No building construction is proposed associated at the subdivision at this time.

The General plan amendment, rezoning and tentative subdivision map is considered a project under the California Environmental Quality Act (CEQA), as the City has discretionary authority over the project. The project requires discretionary review by the City of Yuba City Planning Commission (who proffers a recommendation) and the City Council who delivers the final decision.

This IS/MND has been prepared in conformance with CEQA Guidelines Section 15070. The purpose of the IS/MND is to determine the potential significant impacts associated with the general plan amendment, rezoning, and a development plan for an expansion of the auto dealership, and provide an environmental assessment for consideration by the Planning Commission and City Council. In addition, this document is intended to provide the basis for input from public agencies, organizations, and interested members of the public.

2.2. Regulatory Information

An Initial Study (IS) is an environmental assessment document prepared by a lead agency to determine if a project may have a significant effect on the environment. In accordance with the California Code of

Regulations Title 14 (Chapter 3, §15000 et seq.), commonly referred to as the CEQA Guidelines - Section 15064(a)(1) states an environmental impact report (EIR) must be prepared if there is substantial evidence in light of the whole record that the proposed project under review may have a significant effect on the environment and should be further analyzed to determine mitigation measures or project alternatives that might avoid or reduce project impacts to less than significant. A negative declaration may be prepared instead, if the lead agency finds that, with mitigation measures, there is no substantial evidence, in light of the whole record that the project will have a significant effect on the environment. A negative declaration is a written statement describing the reasons why a proposed project, not exempt from CEQA pursuant to §15300 et seq. of Article 19 of the Guidelines, would not have a significant effect on the environment and, therefore, why it would not require the preparation of an EIR (CEQA Guidelines Section 15371). According to CEQA Guidelines Section 15070, a negative declaration shall be prepared for a project subject to CEQA when either:

- A. The IS shows there is no substantial evidence, in light of the whole record before the agency, that the proposed project may have a significant effect on the environment, or
- B. The IS identified potentially significant effects, but:
 - a. Revisions in the project plans or proposals made by or agreed to by the applicant before the proposed negative declaration and initial study is released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur is prepared, and
 - b. There is no substantial evidence, in light of the whole record before the agency, that the proposed project as revised may have a significant effect on the environment. If revisions are adopted by the Lead Agency into the proposed project in accordance with the CEQA Guidelines Section 15070(b), a Mitigated Negative Declaration (MND) is prepared.

2.3. Document Format

This IS/MND contains four chapters, and one technical appendix. Chapter 1, Introduction, provides an overview of the proposed Project and the CEQA environmental documentation process. Chapter 2, Project Description, provides a detailed description of proposed Project objectives and components. Chapter 3, Impact Analysis, presents the CEQA checklist and environmental analysis for all impact areas, mandatory findings of significance, and feasible measures. If the proposed Project does not have the potential to significantly impact a given issue area, the relevant section provides a brief discussion of the reasons why no impacts are expected. If the proposed Project could have a potentially significant impact on a resource, the issue area discussion provides a description of potential impacts, and appropriate mitigation measures and/or permit requirements that would reduce those impacts to a less than significant level. Chapter 4, List of Preparers, provides a list of key personnel involved in the preparation of the IS/MND.

2.4. Purpose of Document

The proposed general plan amendment, rezoning, and tentative subdivision map provides a review process for what will ultimately be a mixed-use development (although no actual building construction is proposed as part of this project). The requirements of a general plan amendment and rezoning, require review by Planning Commission who will forward a recommendation to the City Council, the decision-making body.

This document has been prepared to satisfy the California Environmental Quality Act (CEQA) (Pub. Res. Code, Section 21000 et seq.) and the State CEQA Guidelines (Title 14 CCR §15000 et seq.). CEQA requires that all state and local government agencies consider the environmental consequences of projects over which they have discretionary authority before acting on those projects.

The initial study is a public document used by the decision-making lead agency to determine whether a project may have a significant effect on the environment. If the lead agency finds substantial evidence that any aspect of the project, either individually or cumulatively, may have a significant effect on the environment, regardless of whether the overall effect of the project is adverse or beneficial, the lead agency is required to use a previously prepared EIR and supplement that EIR, or prepare a subsequent EIR to analyze at hand. If the agency finds no substantial evidence that the project or any of its aspects may cause a significant effect on the environment, a negative declaration shall be prepared. If in the course of the analysis, it is recognized that a project may have a significant impact on the environment, but that with specific recommended mitigation measures incorporated into the project, these impacts shall be reduced to less than significant, a mitigated negative declaration shall be prepared.

In reviewing all of the available information for the above referenced project, the City of Yuba City Development Services Department has analyzed the potential environmental impacts created by this project and a mitigated negative declaration has been prepared for this project.

2.5. Intended Uses of this Document

In accordance with CEQA, a good-faith effort has been made during preparation of this IS/MND to contact affected public agencies, organizations, and persons who may have an interest in the proposed project. In reviewing the Draft IS/MND, affected and interested parties should focus on the sufficiency of the document in identifying and analyzing the possible impacts on the environment and ways in which the effects of the proposed project would be avoided or mitigated.

The Draft IS/ND and associated appendices will be available for review on the City of Yuba City website at <http://www.yubacity.net>. The Draft IS/MND and associated appendixes also will be available for review during regular business hours at the City of Yuba City Development Services Department (1201 Civic Center Boulevard, Yuba City, California 95993). The 20 day review period will commence on June 6, 2019 and end on June 29, 2019.

Written comments on the Draft IS/MND should be sent to the following address:

City of Yuba City
Attn: Darin Gale, Interim Director
Development Services Department
1201 Civic Center Boulevard
Yuba City, CA 95991

E-mail: dgale@yubacity.net
Phone: 530.822.3231

3. Project Description

3.1. Project Title

Bains/Dhadli Subdivision
General Plan Amendment (GPA) 18-03, Rezoning (RZ) 18-02, and Tentative Subdivision Map (TSM) 19-03.

3.2. Lead Agency Name and Address

City of Yuba City
Development Services Department, Planning Division
1201 Civic Center Blvd.
Yuba City, CA 95993

3.3. Contact Person and Phone Number

Vicrim Chima
(530) 822-4606
dgale@yubacity.net

3.4. Project Location

The 5.73 acres is located on the north side of Bridge Street approximately 235 feet west of Walton Avenue.

3.5. Assessors Parcel Number (APN)

Assessor's Parcel Number 58-080-005.

3.6. Project Applicant

Parminder Bains, Sharinder K. Hardeep, and Jaswinder Dhadli
4142 Highway 99
Yuba City, CA 95991
(530) 870-7808

3.7. Property owner

Parminder Bains, Sharinder K. Hardeep, and Jaswinder Dhadli
4142 Highway 99
Yuba City, CA 95991
(530) 870-7808

3.8. General Plan Designation

Existing: North half: Business, Technology and Light Industry (BTLI)
South half: Office and Office Park (Office)

Proposed: Office Commercial (C-0)
Low Density Residential (LDR)
Low-Medium Density Residential (MDR)
Medium-High Density Commercial

3.9. Zoning

Existing: North half: Heavy Commercial/Light Industrial (CM)
South half: Commercial Office (C-O)

Proposed: Office Commercial (C-O)
One-family Residential (R-1)
Two-Family Residential (R-2)
Multiple-family Residential (R-3)

3.10. Project description

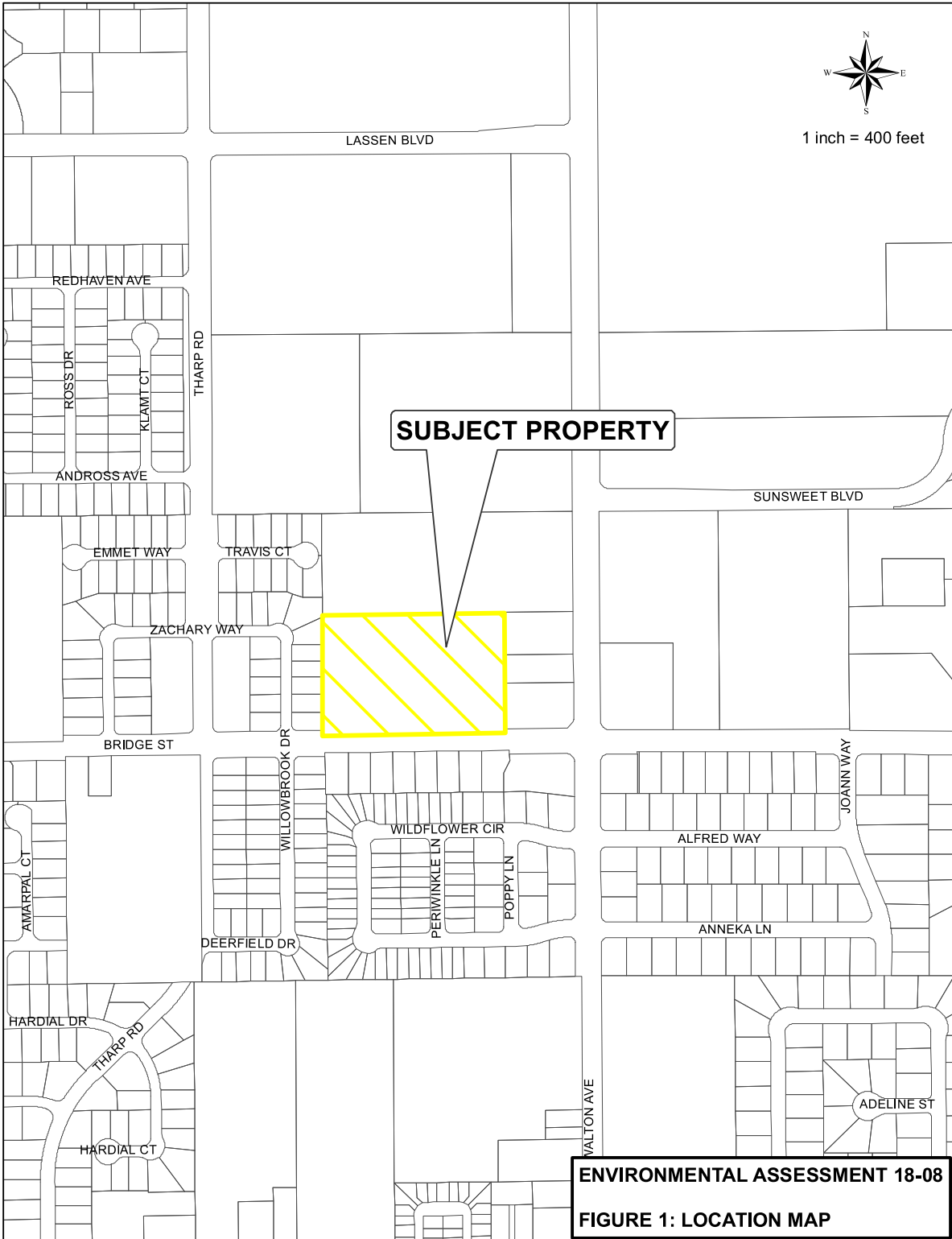
GPA 18-03 proposes to amend the General Plan land use designations from Business, Technology and Light Industry (BTLI) and Office-Office Park (Office) to Low Density Residential (LDR), Low-Medium Density Residential (MDR), Medium-High Density Residential (HDR) and Office and Office Park (Office).

RZ 18-02 proposes to rezone the new lots to be consistent with the general plan designations. The properties that were zoned for a Heavy Commercial/Light Industrial (C-M) Zone District and Office-Commercial (C-O) Zone District will be changed to accommodate a more diverse mix of uses, that offer several types of housing opportunities, as well as the ability to utilize pedestrian and public transit options. The new zoning will accommodate a One-Family Residential Zone District, Two-Family Residential Zone District, a Multiple-Family Zone District, and a Office Commercial (C-O) Zone District.

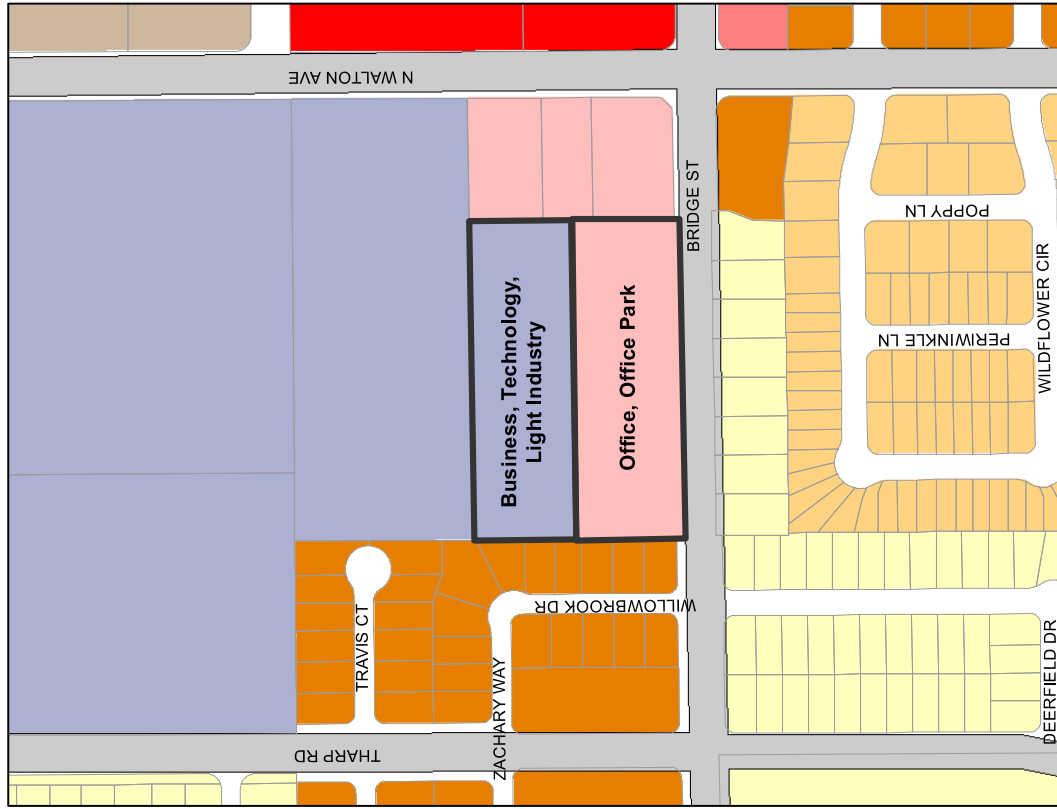
TSM-19-03 proposes to subdivide the property into 18 lots. The proposal will create six lots zoned R-1, for single-family development (228 Dwelling Units/Acre), ten lots zoned R-2 (6-14 Dwelling Units/Acre), which can accommodate either a single-family residence, a duplex, or two single-family residences, one lot zoned R-3 for multiple-family development 12-36 Dwelling Units/Acre, and one lot zoned C-O for commercial office development.

This is an infill project created new lots compatible with the uses and intensities of the existing surrounding adjacent uses, as well place the safety of the walker, biker and pedestrian first. Single family properties are developed immediately to the west of the subject property, with rear yard to rear yards backing each other. Property east of this proposal is zoned for office uses and contain a bank and other office type uses. The east side of this project that borders the bank and the office uses is designated commercial office along Bridge Street with a multiple-family designation in the rear of the property. The north side of the property backs to heavy commercial/light industrial uses. The rear of the project will be lined with duplexes and a multiple-family lot. While not ideally compatible, the City Zoning Regulations require that the project construct a six-foot high masonry wall along the northerly common property line in order to provide a better buffer between the differing uses.

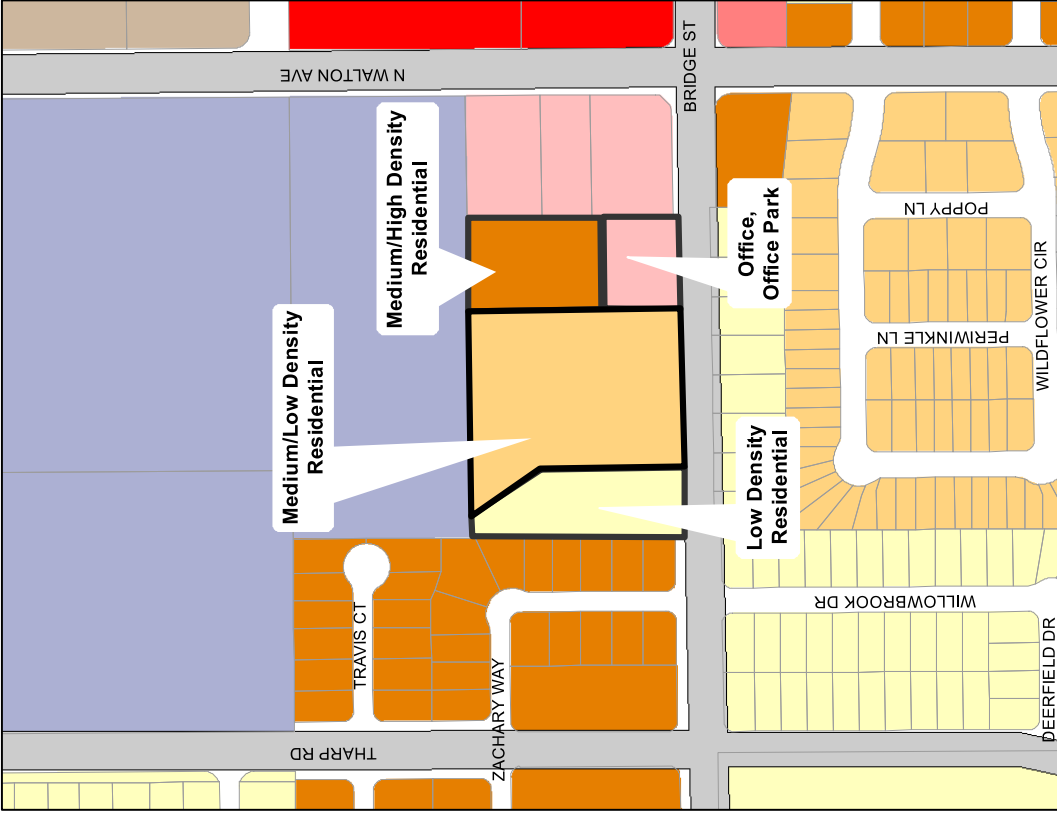
There will be an internal loop street serving the new parcels. All City services – water, sewer, and drainage - will be provided.



EXISTING



PROPOSED



City of Yuba City

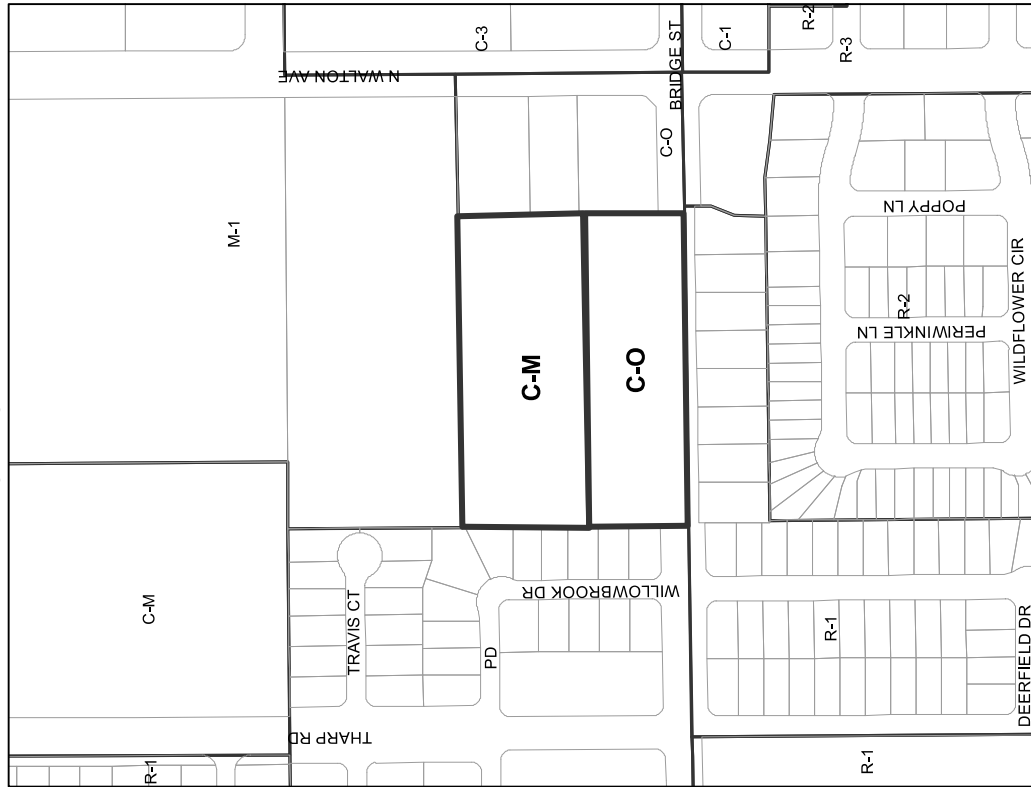
General Plan

- Low Density Residential
- Medium/Low Density Residential
- Medium/High Density Residential
- Parks, Recreation & Open Space
- Agricultural/Rural
- HS-High School; EMS-Elementary/Middle School
- Regional Commercial
- Community Commercial
- Neighborhood Commercial
- Office & Office Park
- Business, Technology & Light Industry
- Manufacturing, Processing & Warehousing
- highways
- roads
- Parcels
- Greenways
- Project Site

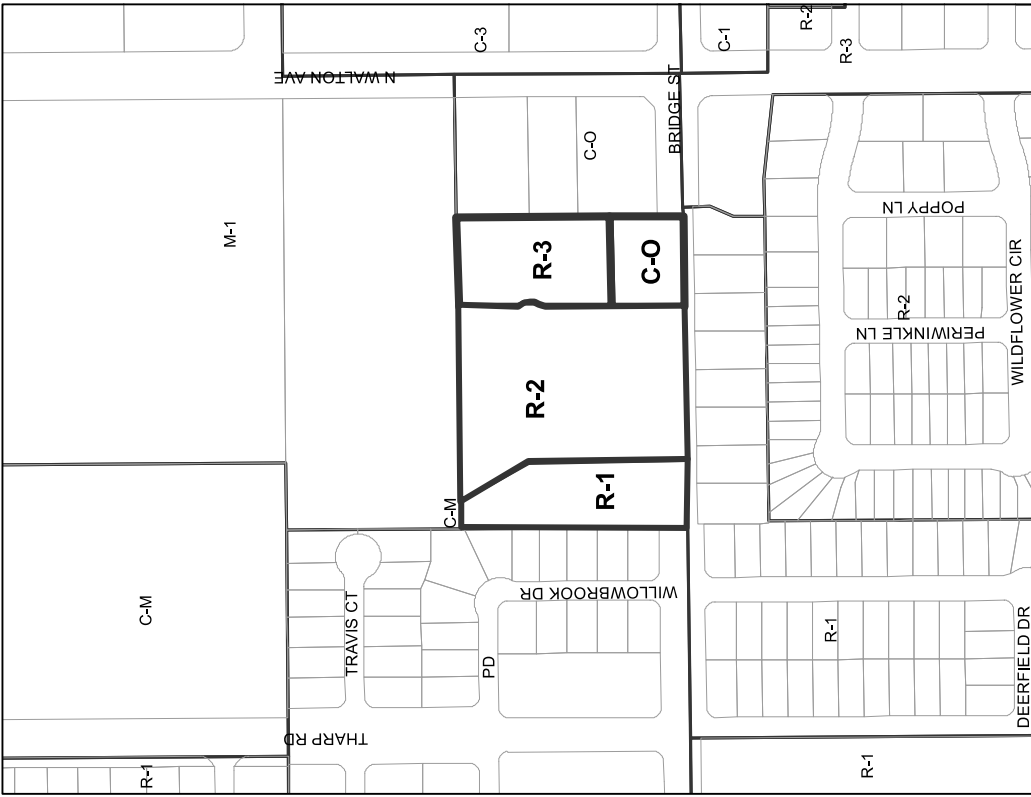
ENVIRONMENTAL ASSESSMENT 18-08

FIGURE 2: GENERAL PLAN AMENDMENT 18-03

EXISTING



PROPOSED



City of Yuba City
Zoning
Percels
Project Site

ENVIRONMENTAL ASSESSMENT 18-08
FIGURE 3: REZONING 18-02

3.11. Surrounding Land Uses & Setting

Table 1: Bordering Uses	
North:	Heavy commercial and light industrial uses
South:	Bridge Street with single-family residences across Bridge Street
East:	Bank and office uses
West:	Single-family residential uses

3.12. Other Public Agencies Whose Approval May be Required

- Feather River Air Quality Management District, Dust Control Plan, Indirect Source Review.
- Central Valley Regional Water Quality Control Board

3.13. Environmental Factors Potentially Affected:

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

- | | | |
|--|---|--|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture & Forestry Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology/Soils |
| <input checked="" type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology/Water Quality |
| <input type="checkbox"/> Land Use/Planning | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise |
| <input type="checkbox"/> Population/Housing | <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation |
| <input checked="" type="checkbox"/> Transportation/Traffic | <input checked="" type="checkbox"/> Tribal Cultural Resources | <input type="checkbox"/> Utilities/Service Systems |
| <input type="checkbox"/> Mandatory Findings of Significance | | |

Determination: 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 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 proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" 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 the 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 mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature

June 6, 2019

Date

Darin Gale, Interim Development Services Director

Printed Name/Position

3.14. Evaluation of Environmental Impacts:

A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. 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 a project-specific screening analysis).

All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

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.

“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 “Earlier Analysis,” as described below, may be cross referenced). A Mitigated Negative Declaration also requires preparation and adoption of a Mitigation Monitoring and Reporting Program (MMRP)

Earlier analysis 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. In this case, a brief discussion should identify the following:

Earlier Analysis Used. Identify and state where they are available for review.

Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope 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.

Mitigation Measures. For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures that were incorporated or refined from the earlier document and the extent to which they addressed site-specific conditions for the project.

Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts. Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

4. Environmental Checklist and Impact Evaluation

The following section presents the initial study checklist recommended by the California Environmental Quality Act (CEQA; Appendix G) to determine potential impacts of a project. Explanations of all answers are provided following each question, as necessary.

4.1. Aesthetics

Table 3-1: 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?			X	
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?			X	
c) Substantially degrade the existing visual character or quality of the site and its surroundings?			X	
d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?			X	

4.1.1. Environmental Setting/Affected Environment

Background views are generally considered to be long-range views in excess of 3 to 5 miles from a vantage point. Background views surrounding the project site are limited due to the flat nature of the site and the surrounding urban landscape. Overall, the vast majority of Sutter County is relatively flat, with the Sutter Buttes being the exception. The Sutter Buttes, located approximately 9 miles northwest of the project site, are visibly prominent throughout and can be seen from all over Yuba City and Sutter County. The Sutter Buttes comprise the long-range views to the northwest and are visible on a clear day from the majority of the City, except in areas where trees or intervening structures block views of the mountain range.

The City’s Community Design Element, “establishes policies to ensure the creation of public and private improvements that will maintain and enhance the image, livability, and aesthetics of Yuba City in the years to come.”

The following principles and policies are applicable:

- Maintain the identity of Yuba City as a small-town community, commercial hub, and residential community, surrounded by agricultural land and convey, through land uses and design amenities, Yuba City’s character and place in the Sacramento Valley.
- Recognizing the livability and beauty of peer communities with highly designed visual landscapes, commit to a focus on the visual landscape of Yuba City.
- Maintain, develop, and enhance connections between existing and planned neighborhoods.

- Create and build upon a structured open space and parks network, centered on two large urban parks and the Feather River Corridor.
- Strive for lush, landscaped public areas marked by extensive tree plantings.
- Design commercial and industrial centers to be visually appealing, to serve both pedestrians and automobiles, and to integrate into the adjacent urban fabric.

In addition to the City’s General Plan, the City provides Design Guidelines with apply to commercial and multi-family housing. The goal of the City’s design guidelines is to ensure the highest quality of building design which are thoughtfully designed, compatible with the surroundings in terms of scaling, massing, detailing, and building styles. There are building designs that facilitate the pedestrian, automobile, bicycle, and transit experience. All design standards consider public safety, public interaction, and the preservation of architecturally significant historic resources.

4.1.2. Federal Regulatory Setting

Federal regulations relating to aesthetics include: Organic Administration Act (1897), Multiple Use – Sustained Yield Act (1960), Wilderness Act (1964), Federal Lands Policy and Management Act (1976), Wild and Scenic Rivers Act. The proposed Project is not subject to these regulations since there are no federally designated lands or rivers in the vicinity.

4.1.3. State Regulatory Setting

The California State Scenic Highway Program was created by the California Legislature in 1963 to preserve and protect scenic highway corridors from change which would diminish the aesthetic value of lands adjacent to highways. The state laws governing the Scenic Highway Program are found in the Streets and Highways Code, Section 260 et seq. The State Scenic Highway System includes a list of highways that are either eligible for designation as scenic highways or have been so designated. These highways are identified in Section 263 of the Streets and Highways Code.

A highway may be designated scenic depending upon how much of the natural landscape can be seen by travelers, the scenic quality of the landscape, and the extent to which development intrudes upon the traveler’s enjoyment of the view. When a city or county nominates an eligible scenic highway for official designation, it must identify and define the scenic corridor of the highway. A scenic corridor is the land generally adjacent to and visible from the highway. A scenic corridor is identified using a motorist’s line of vision. A reasonable boundary is selected when the view extends to the distant horizon. The corridor protection program does not preclude development, but seeks to encourage quality development that does not degrade the scenic value of the corridor. Jurisdictional boundaries of the nominating agency are also considered. The agency must also adopt ordinances to preserve the scenic quality of the corridor or document such regulations that already exist in various portions of local codes. These ordinances make up the scenic corridor protection program. County roads can also become part of the Scenic Highway System. To receive official designation, the county must follow the same process required for official designation of state scenic highways. There are no designated state scenic highways in the view shed of the project site.

California Building Code Title 24 Outdoor Lighting Standards: The requirements vary according to which “Lighting Zone” the equipment is in. The Standards contain lighting power allowances for newly installed equipment and specific alterations that are dependent on which Lighting Zone the project is located in. Existing outdoor lighting systems are not required to meet these lighting power allowances. However, alterations that increase the connected load, or replace more than 50 percent of the existing luminaires,

for each outdoor lighting application that is regulated by the Standards, must meet the lighting power allowances for newly installed equipment.

An important part of the Standards is to base the lighting power that is allowed on how bright the surrounding conditions are. The eyes adapt to darker surrounding conditions, and less light is needed to properly see; when the surrounding conditions get brighter, more light is needed to see. The least power is allowed in Lighting Zone 1 and increasingly more power is allowed in Lighting Zones 2, 3, and 4. By default, government designated parks, recreation areas and wildlife preserves are Lighting Zone 1; rural areas are Lighting Zone 2; and urban areas are Lighting Zone 3. Lighting Zone 4 is a special use district that may be adopted by a local government. The proposed Project is located in an urban area; thereby, it is in Lighting Zone 3.

4.1.4. Impact Assessment/Environmental Consequences:

a) Have a substantial adverse effect on a scenic vista?

There are no designated scenic vistas within the vicinity of the proposed Project, nor are any new buildings proposed as part of this project. However, approval of the subdivision could lead to various types of buildings being constructed on the property. As this is an infill project surrounded by existing development within the existing urban area, there are no near views of open spaces that will be interrupted. The aesthetics associated with new development that may result from this subdivision are expected to be complimentary to surrounding uses as any new commercial buildings must undergo a design review process by the City aimed at creating aesthetically pleasing buildings. There will also be extensive landscaping installed with any new development. This also includes a masonry wall and landscape strip between Bridge Street and the new residences. Therefore, the development of this site will not create any significant impacts on the scenic views from this area.

The Sutter Buttes are more distant and, to some extent, can be seen over existing development. When these new parcels are built upon, the height of the new buildings are limited by zoning similar to the existing development, so the impact on the view of the Sutter Buttes will be less than significant.

A potential issue that should be addressed as part of the project but is not an environmental issue for this document, is that the new residences that back onto the light industrial uses to the north may have views of construction equipment or materials that stand much higher than the six foot masonry wall that is required by ordinance. A condition should be added to the project that requires the planting of shrubs or trees along the rear property that will grow to screen those views.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

The flat property is vacant, previously being cleared of any vegetation. There are no rock outcroppings, trees or historic buildings on the site. All of the properties around this parcel were previously developed. Moreover, there is not a designated scenic highway near the site. Therefore, there will be no significant impacts on scenic resources.

c) Substantially degrade the existing visual character or quality of the site and its surroundings?

See a) and b) above.

d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area.

The commercial and multiple-family segments of the project will have lit parking lots. City ordinance limits the light standards to a maximum of 18 feet high as well as the light must be screened from direct view from the roadway. The lighting from the Project is not expected to be any greater than existing neighboring uses. Therefore, any impacts from new outdoor lighting should be less than significant.

4.2. Agricultural and Forestry 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 prepared (1997) by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland.

Table 3-2: Agricultural and Forestry 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?			X	
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Conflict with existing zoning for, or cause rezoning of, forestland (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))?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X
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?				X

4.2.1. Environmental Setting/Affected Environment

Sutter County is located within the northern portion of California's Central Valley, known as the Sacramento Valley. It contains some of the richest soils in the State. These soils, combined with abundant surface and subsurface water supplies and a long, warm growing season, make Sutter County's agricultural resources very productive. Sutter County is one of California's leading agricultural counties, with 83 percent of the County's total land acreage currently being used for agricultural purposes. However, while Sutter County provides rich agricultural opportunities, the subject site is in an urban area and has been designated for urban uses for many years.

4.2.2. Federal Regulatory Setting

Farmland Protection Policy Act: The Natural Resources Conservation Service (NRCS), a federal agency within the U.S. Department of Agriculture (USDA), is the agency primarily responsible for implementation of the Farmland Protection Policy Act (FPPA). The FPPA was enacted after the 1981 Congressional report, Compact Cities: Energy-Saving Strategies for the Eighties indicated that a great deal of urban sprawl was the result of programs funded by the federal government. The purpose of the FPPA is to minimize federal

programs' contribution to the conversion of farmland to non-agricultural uses by ensuring that federal programs are administered in a manner that is compatible with state, local, and private programs designed to protect farmland. Federal agencies are required to develop and review their policies and procure to implement the FPPA every two years (USDA-NRCS, 2011).

2014 Farm Bill: The Agricultural Act of 2014 (the Act), also known as the 2014 Farm Bill, repeals certain programs, continues some programs with modifications, and authorizes several new programs administered by the Farm Service Agency (FSA). Most of these programs are authorized and funded through 2018.

The Farm Bill builds on historic economic gains in rural America over the past five years, while achieving meaningful reform and billions of dollars in savings for the taxpayer. It allows USDA to continue record accomplishments on behalf of the American people, while providing new opportunity and creating jobs across rural America. Additionally, it enables the USDA to further expand markets for agricultural products at home and abroad, strengthen conservation efforts, create new opportunities for local and regional food systems and grow the bio-based economy. It provides a dependable safety net for America's farmers, ranchers and growers and maintains important agricultural research, and ensure access to safe and nutritious food for all Americans.

Forestry Resources: Federal regulations regarding forestry resources are not relevant to the proposed Project because no forestry resources exist on the project site or in the vicinity.

4.2.3. State Regulatory Setting

California Environmental Quality Act (CEQA) Definition of Agricultural Lands: Public Resources Code Section 21060.1 defines "agricultural land" for the purposes of assessing environmental impacts using the Farmland Mapping & Monitoring Program (FMMP). The FMMP was established in 1982 to assess the location, quality, and quantity of agricultural lands and the conversion of these lands. The FMMP provides analysis of agricultural land use and land use changes throughout California.

California Department of Conservation, Division of Land Resource Protection: The California Department of Conservation (DOC) applies the NRCS soil classifications to identify agricultural lands, and these agricultural designations are used in planning for the present and future of California's agricultural land resources. Pursuant to the DOC's FMMP, these designated agricultural lands are included in the Important Farmland Maps (IFM) used in planning for the present and future of California's agricultural land resources. The FMMP was established in 1982 to assess the location, quality, and quantity of agricultural lands and the conversion of these lands. The FMMP provides analysis of agricultural land use and land use changes throughout California. The DOC has a minimum mapping unit of 10 acres, with parcels that are smaller than 10 acres being absorbed into the surrounding classifications.

The list below provides a comprehensive description of all the categories mapped by the DOC. Collectively, lands classified as Prime Farmland, Farmland of Statewide Importance, and Unique Farmland is referred to as Farmland.

- *Prime Farmland.* Farmland that has the best combination of physical and chemical features able to sustain long-term agricultural production. This land has the soil quality, growing season, and moisture supply needed to produce sustained high yields. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.
- *Farmland of Statewide Importance.* Farmland similar to Prime Farmland but with minor shortcomings, such as greater slopes or less ability to store soil moisture. Land must have been

used for irrigated agricultural production at some time during the four years prior to the mapping date.

- *Unique Farmland.* Farmland of lesser quality soils used for the production of the State's leading agricultural crops. This land is usually irrigated, but may include non-irrigated orchards or vineyards as found in some climatic zones in California. Land must have been cropped at some time during the four years prior to the mapping date.
- *Farmland of Local Importance.* Land of importance to the local agricultural economy as determined by each county's board of supervisors and a local advisory committee.
- *Grazing Land.* Land on which the existing vegetation is suited to the grazing of livestock. This category was developed in cooperation with the California Cattlemen's Association, University of California Cooperative Extension, and other groups interested in the extent of grazing activities. The minimum mapping unit for Grazing Land is 40 acres.
- *Urban and Built-up Land.* Land occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel. This land is used for residential, industrial, commercial, institutional, public administrative purposes, railroad and other transportation yards, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, water control structures, and other developed purposes.
- *Other Land.* Land not included in any other mapping category. Common examples include low density rural developments; brush, timber, wetland, and riparian areas not suitable for livestock grazing; confined livestock, poultry or aquaculture facilities; strip mines and borrow pits; and water bodies smaller than 40 acres. Vacant and nonagricultural land surrounded on all sides by urban development and greater than 40 acres is mapped as Other Land.

California Land Conservation Act (Williamson Act): The California Land Conservation Act of 1965, commonly referred to as the Williamson Act, is promulgated in California Government Code Section 51200-51297.4, and therefore is applicable only to specific land parcels within the State of California. The Williamson Act enables local governments to enter into contracts with private landowners for the purpose of restricting specific parcels of land to agricultural or related open space uses in return for reduced property tax assessments. Private land within locally designated agricultural preserve areas is eligible for enrollment under Williamson Act contracts. However, an agricultural preserve must consist of no less than 100 acres. In order to meet this requirement two or more parcels may be combined if they are contiguous, or if they are in common ownership.

The Williamson Act program is administered by the Department of Conservation (DOC), in conjunction with local governments, which administer the individual contract arrangements with landowners. The landowner commits the parcel to a 10-year period, or a 20-year period for property restricted by a Farmland Security Zone Contract, wherein no conversion out of agricultural use is permitted. Each year the contract automatically renews unless a notice of non-renewal or cancellation is filed. In return, the land is taxed at a rate based on the actual use of the land for agricultural purposes, as opposed to its unrestricted market value. An application for immediate cancellation can also be requested by the landowner, provided that the proposed immediate cancellation application is consistent with the cancellation criteria stated in the California Land Conservation Act and those adopted by the affected county or city. Non-renewal or immediate cancellation does not change the zoning of the property. Participation in the Williamson Act program is dependent on county adoption and implementation of the program and is voluntary for landowners.

Farmland Security Zone Act: The Farmland Security Zone Act is similar to the Williamson Act and was passed by the California State Legislature in 1999 to ensure that long-term farmland preservation is part of public policy. Farmland Security Zone Act contracts are sometimes referred to as “Super Williamson Act Contracts.” Under the provisions of this act, a landowner already under a Williamson Act contract can apply for Farmland Security Zone status by entering into a contract with the county. Farmland Security Zone classification automatically renews each year for an additional 20 years. In return for a further 35% reduction in the taxable value of land and growing improvements (in addition to Williamson Act tax benefits), the owner of the property promises not to develop the property into nonagricultural uses.

Forestry Resources: State regulations regarding forestry resources are not relevant to the proposed Project because no forestry resources exist on the project site or in the vicinity.

4.2.4. Impact Assessment/Environmental Consequences:

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?

The proposed 5.73-acre Project site consists of agricultural soils, but is located within the Yuba City urbanized area, surrounded by existing development. Because of the property’s small size and proximity to urban development, the property has not been farmed for many years. The property has for many years been designated by the City for urban uses, as provided in the General Plan and for which overriding considerations regarding the loss of agricultural land were made in the General Plan EIR. Because the site is small and within the urban area and surrounded by urban uses, the viability of the site being farmed would be problematic. Therefore the impact on agriculture land loss will be less than significant.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

The proposed Project is currently zoned for urban type uses and is not in agricultural use nor is it near any agricultural properties that are under Williamson Act contracts. There will be no impact.

c) Conflict with existing zoning for, or cause rezoning of, forestland (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4256), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

The proposed Project is located in the Sacramento Valley in a relatively flat area formerly used for agriculture but designated years ago for urban use. There are no forests or timberland located on the project site or within the vicinity of the proposed Project. There will be no impact on existing zoning of forestland, and the proposed Project will not cause the rezoning of any forestlands.

d) Result in the loss of forestland or conversion of forest land to non-forest use?

There is no forested land on the Project site or within the vicinity of the proposed Project; therefore, there will be no impact.

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?

The proposed Project is infill within an urbanized area of the City and has not been utilized as farmland for many years. While the underlying soils have agriculture qualities, the area was urbanized many years

ago and its viability for agricultural use is problematic. There are no nearby agricultural uses that will be impacted by this project. There are no forestlands on the project site or in the vicinity. No properties within the area are within the Williamson Act. For these reasons there should be no significant impacts due to premature conversion of agricultural land that would result from this Project.

4.3. 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.

Table 3-3: 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?			X	
b) Violate any air quality standards or contribute substantially to an existing or projected air quality violation?			X	
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)?			X	
d) Expose sensitive receptors to substantial pollutant concentrations?			X	
e) Create objectionable odors affecting a substantial number of people?			X	

4.3.1. Environmental Setting/Affected Environment

Yuba City is located within the Sacramento Valley Air Basin (SVAB), which consists of the northern half of the Central Valley and approximates the drainage basin for the Sacramento River and its tributaries. The SVAB is bounded on the west by the Coast Range, on the north by the Cascade Range, on the east by the Sierra Nevada, and on the south by the San Joaquin Valley Air Basin. The intervening terrain is flat, and approximately 70 feet above sea level. The SVAB consists of the counties of Butte, Colusa, Glenn, Sacramento, Shasta, Sutter, Tehama, Yolo, and Yuba and portions of Placer and Solano Counties.

Hot dry summers and mild rainy winters characterize the Mediterranean climate of the Sacramento Valley. The climate of the SVAB is dominated by the strength and position of the semi-permanent high-pressure cell over the Pacific Ocean north of Hawaii. In summer, when the high-pressure cell is strongest and farthest north, temperatures are high and humidity is low, although the incursion of the sea breeze into the Central Valley helps moderate the summer heat. In winter, when the high-pressure cell is weakest and farthest south, conditions are characterized by occasional rainstorms interspersed with stagnant and sometimes foggy weather. Throughout the year, daily temperatures may range from summer highs often exceeding 100 degrees Fahrenheit and winter lows occasionally below freezing. Average annual rainfall is about 20 inches with snowfall being very rare. The prevailing winds are moderate in strength and vary from moist clean breezes from the south to dry land flows from the north.

In addition to prevailing wind patterns that control the rate of dispersion of local pollutant emissions, the region experiences two types of inversions that affect the vertical depth of the atmosphere through which pollutants can be mixed. In the warmer months in the SVAB (May through October), sinking air forms a

"lid" over the region. These subsidence inversions contribute to summer photochemical smog problems by confining pollution to a shallow layer near the ground. These warmer months are characterized by stagnant morning air or light winds with the delta sea breeze arriving in the afternoon out of the southwest. Usually, the evening breeze transports the airborne pollutants to the north and out of the SVAB. During about half of the day from July to September, however, a phenomenon called the "Schultz Eddy" prevents this from occurring. Instead of allowing the prevailing wind patterns to move north carrying the pollutants out of the valley, the Schultz Eddy causes the wind pattern to circle back south. This phenomenon exacerbates the pollution levels in the area and increases the likelihood of violating federal or State standards. The Schultz Eddy normally dissipates around noon when the Delta sea breeze begins. In the second type of inversion, the mountains surrounding the SVAB create a barrier to airflow, which can trap air pollutants in the valley. The highest frequency of air stagnation occurs in the autumn and early winter when large high-pressure cells lie over the valley. The air near the ground cools by radiative processes, while the air aloft remains warm. The lack of surface wind during these periods and the reduced vertical flow caused by less surface heating reduces the influx of outside air and allows air pollutants to become concentrated in a stable volume of air. These inversions typically occur during winter nights and can cause localized air pollution "hot spots" near emission sources because of poor dispersion. The surface concentrations of pollutants are highest when these conditions are combined with smoke from agricultural burning or when temperature inversions trap cool air and pollutants near the ground. Although these subsidence and radiative inversions are present throughout much of the year, they are much less dominant during spring and fall, and the air quality during these seasons is generally good."

Local Climate: The climate of Sutter County is subject to hot dry summers and mild rainy winters, which characterize the Mediterranean climate of the SVAB. Summer temperatures average approximately 90 degrees Fahrenheit during the day and 50 degrees Fahrenheit at night. Winter daytime temperatures average in the low 50s and nighttime temperatures are mainly in the upper 30s. During summer, prevailing winds are from the south. This is primarily because of the north- south orientation of the valley and the location of the Carquinez Straits, a sea-level gap in the coast range that is southwest of Sutter County.

Criteria Air Pollutants: Criteria air pollutants are a group of pollutants for which federal or State regulatory agencies have adopted ambient air quality standards. Criteria air pollutants are classified in each air basin, county, or in some cases, within a specific urbanized area. The classification is determined by comparing actual monitoring data with State and federal standards. If a pollutant concentration is lower than the standard, the area is classified as "attainment" for that pollutant. If an area exceeds the standard, the area is classified as "non-attainment" for that pollutant. If there is not enough data available to determine whether the standard is exceeded in an area, the area is designated "unclassified."

Ambient Air Quality Standards: Both the federal and State government have established ambient air quality standards for outdoor concentrations of various pollutants in order to protect public health. The federal and State ambient air quality standards have been set at levels whose concentrations could be generally harmful to human health and welfare and to protect the most sensitive persons from experiencing health impacts with a margin of safety. Applicable ambient air quality standards are identified later in this section. The air pollutants for which federal and State standards have been promulgated and which are most relevant to air quality planning and regulation in the air basins include ozone, carbon monoxide, nitrogen oxides, suspended particulate matter, sulfur dioxide, and lead. In addition, toxic air contaminants are of concern in Sutter County. Each of these pollutants is briefly described below.

Ozone (O₃): is a gas that is formed when reactive organic gases (ROGs) and nitrogen oxides (NOX), both byproducts of internal combustion engine exhaust and other processes undergo slow photochemical reactions in the presence of sunlight. Ozone concentrations are generally highest during the summer

months when direct sunlight, light wind, and warm temperature conditions are favorable to the formation of this pollutant.

Carbon Monoxide (CO): is a colorless, odorless gas produced by the incomplete combustion of fuels. CO concentrations tend to be the highest during the winter morning, with little to no wind, when surface-based inversions trap the pollutant at ground levels. Because CO is emitted directly from internal combustion engines, unlike ozone, motor vehicles operating at slow speeds are the primary source of CO in the SVAB. The highest ambient CO concentrations are generally found near congested transportation corridors and intersections.

Nitrogen Oxides (NOX): is the generic term for a group of highly reactive gases, all of which contain nitrogen and oxygen in varying amounts. Many of the nitrogen oxides are colorless and odorless. However, one common pollutant, nitrogen dioxide (NO₂) along with particles in the air can often be seen as a reddish-brown layer over many urban areas. Nitrogen oxides form when fuel is burned at high temperatures, as in a combustion process. The primary manmade sources of NOX are motor vehicles, electric utilities, and other industrial, commercial, and residential sources that burn fuels.

Nitrogen oxides can also be formed naturally.

Respirable Particulate Matter (PM₁₀) and Fine Particulate Matter (PM_{2.5}): consist of extremely small, suspended particles or droplets 10 microns and 2.5 microns or smaller in diameter. Some sources of suspended particulate matter, like pollen and windstorms, occur naturally. However, in populated areas, most fine suspended particulate matter is caused by road dust, diesel soot, and combustion products, abrasion of tires and brakes, and construction activities.

Sulfur Dioxide (SO₂): is a colorless, extremely irritating gas or liquid. It enters the atmosphere as a pollutant mainly as a result of the burning of high sulfur-content fuel oils and coal, and from chemical processes occurring at chemical plants and refineries.

Lead: occurs in the atmosphere as particulate matter. The combustion of leaded gasoline is the primary source of airborne lead. Since the use of leaded gasoline is no longer permitted for on-road motor vehicles, lead is not a pollutant of concern in the SVAB.

Toxic Air Contaminants (TACs): are known to be highly hazardous to health, even in small quantities. TACs are airborne substances capable of causing short-term (acute) and/or long-term (chronic or carcinogenic) adverse human health effects (i.e., injury or illness). TACs can be emitted from a variety of common sources, including gasoline stations, automobiles, dry cleaners, industrial operations, and painting operations.

TAC impacts are assessed using a maximum individual cancer risk (MICR) that estimates the probability of a potential maximally exposed individual (MEI) contracting cancer as a result of sustained exposure to toxic air contaminants over a constant period of 24 hours per day for 70 years for residential receptor locations. The CARB and local air districts have determined that any stationary source posing an incremental cancer risk to the general population (above background risk levels) equal to or greater than 10 people out of 1 million to be excessive. For stationary sources, if the incremental risk of exposure to project-related TAC emissions meets or exceeds the threshold of 10 excess cancer cases per 1 million people, the CARB and local air district require the installation of best available control technology (BACT) or maximum available control technology (MACT) to reduce the risk threshold. To assess risk from ambient air concentrations, the CARB has conducted studies to determine the total cancer inhalation risk to individuals due to outdoor toxic pollutant levels. The CARB has conducted studies to determine the total cancer inhalation risk to individuals due to outdoor toxic pollutant levels. According to the map prepared by the CARB showing the estimated inhalation cancer risk for TACs in the State of California, Sutter County

has an existing estimated risk that is between 50 and 500 cancer cases per 1 million people. A significant portion of Sutter County is within the 100 to 250 cancer cases per 1 million people range. There is a higher risk around Yuba City where the cancer risk is as high as 500 cases per 1 million people. There are only very small portions of the County where the cancer risk is between 50 and 100 cases. This represents the lifetime risk that between 50 and 500 people in 1 million may contract cancer from inhalation of toxic compounds at current ambient concentrations under an MEI scenario.

4.3.2. Federal Regulatory Setting

Clean Air Act: The federal Clean Air Act of 1970 (as amended in 1990) required the U.S. Environmental Protection Agency (EPA) to develop standards for pollutants considered harmful to public health or the environment. Two types of National Ambient Air Quality Standards (NAAQS) were established. Primary standards protect public health, while secondary standards protect public welfare, by including protection against decreased visibility, and damage to animals, crops, landscaping and vegetation, or buildings. NAAQS have been established for six “criteria” pollutants: carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), ozone (O₃), particulate matter (PM₁₀ and PM_{2.5}), and lead (Pb).

4.3.3. State Regulatory Setting

California Air Resources Board: The California Air Resources Board (CARB) is the state agency responsible for implementing the federal and state Clean Air Acts. CARB has established California Ambient Air Quality Standards (CAAQS), which include all criteria pollutants established by the NAAQS, but with additional regulations for Visibility Reducing Particles, sulfates, hydrogen sulfide (H₂S), and vinyl chloride. The proposed Project is located within the Sacramento Valley Air Basin, which includes Butte, Colusa, Glenn, Tehama, Shasta, Yolo, Sacramento, Yuba Sutter and portions of Placer, El Dorado and Solano counties. Air basins are classified as attainment, nonattainment, or unclassified. The FRAQMD is comprised Sutter and Yuba Counties. Attainment is achieved when monitored ambient air quality data is following the standards for a specified pollutant. Non-compliance with an established standard will result in a nonattainment designation and an unclassified designation indicates insufficient data is available to determine compliance for that pollutant.

California Clean Air Act: The CCAA requires that all air districts in the state endeavor to achieve and maintain CAAQS for Ozone, CO, SO₂, and NO₂ by the earliest practical date. The CCAA specifies that districts focus particular attention on reducing the emissions from transportation and area-wide emission sources, and the act provides districts with authority to regulate indirect sources. Each district plan is required to either (1) achieve a five percent annual reduction, averaged over consecutive 3-year periods, in district-wide emissions of each non-attainment pollutant or its precursors, or (2) to provide for implementation of all feasible measures to reduce emissions. Any planning effort for air quality attainment would thus need to consider both state and federal planning requirements.

CARB Portable Equipment Registration Program: This program was designed to allow owners and operators of portable engines and other common construction or farming equipment to register their equipment under a statewide program so they may operate it statewide without the need to obtain a permit from the local air district.

U.S. EPA/CARB Off-Road Mobile Sources Emission Reduction Program: The California Clean Air Act (CCAA) requires CARB to achieve a maximum degree of emissions reductions from off-road mobile sources to attain State Ambient Air Quality Standards (SAAQS); off- road mobile sources include most construction equipment. Tier 1 standards for large compression-ignition engines used in off-road mobile sources went into effect in California in 1996. These standards, along with ongoing rulemaking, address emissions of nitrogen oxides (NO_x) and toxic particulate matter from diesel engines. CARB is currently developing a

control measure to reduce diesel PM and NOX emissions from existing off-road diesel equipment throughout the state.

California Global Warming Solutions Act: Established in 2006, Assembly Bill 32 (AB 32) requires that California's GHG emissions be reduced to 1990 levels by the year 2020. This will be implemented through a statewide cap on GHG emissions, which will be phased in beginning in 2012. AB 32 requires CARB to develop regulations and a mandatory reporting system to monitor global warming emissions level.

4.3.4. Regional Regulatory Setting

Feather River Air Quality Management District(FRAQMD): The FRAQMD is a bi-county District formed in 1991 to administer local, state, and federal air quality management programs for Yuba and Sutter Counties within the Sacramento Valley Air Basin. The goal of the FRAQMD is to improve air quality in the region through monitoring, evaluation, education and implementing control measures to reduce emissions from stationary sources, permitting and inspection of pollution sources, enforcement of air quality regulations and by supporting and implementing measures to reduce emissions from motor vehicles.

The FRAQMD adopted its Indirect Source Review guidelines document for assessment and mitigation of air quality impacts under CEQA in 1998. The guide contains criteria and thresholds for determining whether a project may have a significant adverse impact on air quality, and methods available to mitigate impacts on air quality. FRAQMD updated its Indirect Source Review Guidelines to reflect the most recent methods recommended to evaluate air quality impacts and mitigation measures for land use development projects in June 2010. This analysis uses guidance and thresholds of significance from the 2010 FRAQMD Indirect Source Review Guidelines to evaluate the proposed project's air quality impacts.

According to FRAQMD's 2010 Indirect Source Review Guidelines, a project would be considered to have a significant impact on air quality if it would:

- Generate daily construction or operational emissions that would exceed 25 pounds per day for reactive organic gases (ROG), 25 pounds per day for oxides of nitrogen (NOX), or 80 pounds per day for PM10; or generate annual construction or operational emissions of ROG or NOX that exceed 4.5 tons per year.

Northern Sacramento Valley Planning Area 2015 Air Quality Attainment Plan: As specified in the California Clean Air Act of 1988 (CAA), Chapters 1568-1588, it is the responsibility of each air district in California to attain and maintain the state's ambient air quality standards. The CAA requires that an Attainment Plan be developed by all nonattainment districts for O3, CO, SOx, and NOx that are either receptors or contributors of transported air pollutants. The purpose of the Northern Sacramento Valley Planning Area 2015 Triennial Air Quality Attainment Plan (TAQAP) is to comply with the requirements of the CAA as implemented through the California Health and Safety Code. Districts in the NSVPA are required to update the Plan every three years. The TAQAP is formatted to reflect the 1990 baseline emissions year with a planning horizon of 2020. The Health and Safety Code, sections 40910 and 40913, require the Districts to achieve state standards by the earliest practicable date to protect the public health, particularly that of children, the elderly, and people with respiratory illness.

Health and Safety Code Section 41503(b): Requires that control measures for the same emission sources are uniform throughout the planning area to the extent that is feasible. To meet this requirement, the NSVPA has coordinated the development of an Attainment Plan and has set up a specific rule adoption protocol. The protocol was established by the Technical Advisory Committee of the Sacramento Valley Basin-wide Air Pollution Control Council and the Sacramento Valley Air Quality Engineering and Enforcement Professionals, which allow the Districts in the Basin to act and work as a united group with

the CARB as well as with industry in the rule adoption process. Section 40912 of the Health and Safety Code states that each District responsible for, or affected by, air pollutant transport shall provide for attainment and maintenance of the state and federal standards in both upwind and downwind Districts. This section also states that each downwind District's Plan shall contain sufficient measures to reduce emissions originating in each District to below levels which violate state ambient air quality standards, assuming the absence of transport contribution

Construction Generated Emissions of Criteria Air Pollutants: The District recommends the following best management practices:

- Implement the Fugitive Dust Control Plan.
- Construction equipment exhaust emissions shall not exceed FRAQMD Regulation III, Rule 3.0,
- Visible Emissions limitations (40 percent opacity or Ringelmann 2.0).
- The contractor shall be responsible to ensure that all construction equipment is properly tuned and maintained prior to and for the duration of onsite operation.
- Limiting idling time to 5 minutes – saves fuel and reduces emissions.
- Utilize existing power sources or clean fuel generators rather than temporary power generators.
- Develop a traffic plan to minimize traffic flow interference from construction activities. The plan may include advance public notice of routing, use of public transportation, and satellite parking areas with a shuttle service. Schedule operations affecting traffic for off-peak hours. Minimize obstruction of through-traffic lanes. Provide a flag person to guide traffic properly and ensure safety at construction sites.
- Portable engines and portable engine-driven equipment units used at the project work site, with the exception of on-road and off-road motor vehicles, may require California Air Resources Board (ARB) Portable Equipment Registration with the State or a local district permit. The owner/operator shall be responsible for arranging appropriate consultations with the ARB or the District to determine registration and permitting requirements prior to equipment operation at the site.

4.3.5. Impact Assessment/Environmental Consequences:

a) Conflict with or obstruct implementation of the applicable air quality plan?

The subdivision itself will not create significant air quality problems as there are minimal site improvements required of the subdivision, primarily limited to construction of an internal local loop street and minor widening of Bridge Street. Standards set by FRAQMD, CARB, and Federal agencies relating to the proposed Project will apply to this Project. Prior to the initiation of construction, a Fugitive Dust Control Plan will be submitted to FRAQMD as a part of standard measures required by the District. An Indirect Source Review (ISR) application will be filed with the Air District to address emissions from construction. FRAQMD has not commented that the proposed Project will conflict with the FRAQMD's plans. Therefore, any air quality impacts will be less than significant.

When these new parcels are developed there will be increased traffic generated. However, this is a small project and FRAQMD did not comment that the increase in air pollutants from the new traffic would be significant. Further, as an infill project, going from office and light industrial land use designations to residential and commercial, once development does occur, the increase in traffic will not be a significant

as compared to a similar project constructed on vacant land on the City's edge, which creates longer vehicle trip distances and more air pollution than is proposed by this Project.

b) Violate any air quality standards or contribute substantially to an existing or projected air quality violation?

There will be some construction of a new street and, once recorded, the subdivision lots will be developed at some point. Typically, construction and operation of a project generates emissions of various air pollutants, including criteria pollutants such as carbon monoxide (CO), ozone precursors such as nitrous oxides (NOX) and reactive organic gases (ROG) or Volatile Organic Compounds (VOC), particulate matter less than 10 microns in diameter (PM10), and PM2.5, as well as sulfur oxides (SOX). For example, typical emission sources during construction include equipment exhaust, dust from wind erosion, earthmoving activities, and vehicle movements.

Site grading will generally occur during daylight hours, Monday through Friday, excluding holidays. The aforementioned activities would involve the use of diesel- and gasoline-powered equipment that would generate emissions of criteria pollutants. The estimated grading period, however, will be very short lived. Due to the short grading period as well as it being a small 5.73-acre area that will be developed in increments, air quality impacts are not considered to be a significant impact.

The proposed Project is small and operational emissions will be minimal. FRAQMD has not commented that the Project will exceed any of its emission standards. Therefore, the Project will not result in a significant contribution to the region's nonattainment status of ozone or PM, and will not violate an air quality standard or contribute substantially to an existing or projected air quality violation.

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)?

The Project would result in limited generation of criteria pollutants during construction. However, during the short construction period, air quality impacts would be less than FRAQMD thresholds for non-attainment pollutants and operation of the project would not exceed the emissions thresholds for criteria pollutants. Accordingly, net increases of non-attainment criteria pollutants would be less than significant.

d) Expose sensitive receptors to substantial pollutant concentrations?

The FRAQMD defines sensitive receptors as: facilities that house or attract children, the elderly, and people with illnesses, or others who are especially sensitive to the effects of air pollutants. The sensitive receptors located adjacent or within 1,000 feet to the proposed Project are single-family residences. FRAQMD states that if a project is located within 1,000 feet of a sensitive receptor location, the impact of diesel particulate matter shall be evaluated. According to the FRAQMD's Indirect Source Review Guidelines, "Construction activity can result in emissions of particulate matter from the diesel exhaust (diesel PM) of construction equipment. Best Management Practices (BMPs) that can be used to reduce the impact to sensitive receptors from off-road diesel equipment include:

- Install diesel particulate filters or implement other ARB-verified diesel emission control strategies on all construction equipment to further reduce diesel PM emissions beyond the 45% reduction required by the Districts Best Available Mitigation Measure for Construction Phase;
- Use equipment during times when receptors are not present (e.g. when school is not in session or during non-school hours; or when office buildings are unoccupied);

- Establish staging areas for the construction equipment that are as distant as possible from off-site receptors
- Establish an electricity supply to the construction site and use electric powered equipment instead of diesel-powered equipment or generators, where feasible;
- Use haul trucks with on-road engines instead of off-road engines even for on-site hauling;
- Equip nearby buildings with High Efficiency Particle Arresting (HEPA) filter systems at all mechanical air intake points to the building to reduce the levels of diesel PM that enter the buildings; and/or,
- Temporarily relocate receptors during construction.

The FRAQMD has not established a threshold of significance to evaluate the health risk resulting from projects that would locate sensitive receptors near existing non-permitted sources of TACs. In this case the proposed Project would result in the limited generation of criteria pollutants during construction and maintenance; however, due to the Project's small size, these impacts would be less than FRAQMD's thresholds for criteria pollutants. Due to the temporary nature of construction, sensitive receptors in the vicinity of the proposed Project (potentially single-family residences to the west of this site) would not be subjected to long-term exposure to diesel particulate matter. Any exposure of sensitive receptors to pollutant concentrations would be less than significant.

e) Create objectionable odors affecting a substantial number of people?

The proposed general plan amendment and accompanying subdivision will create properties designated for residential and commercial uses. It is not anticipated that any of these uses will create any objectionable odors.

4.4. Biological Resources

Table 3-4: 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 Game or U.S. Fish and Wildlife Service?			X	
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?			X	
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?				X
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?				X
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
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?				X

4.4.1. Environmental Setting/Affected Environment

The vacant site is located within an urbanized area, surrounded by urban uses. Many years ago, the site was cleared of any native vegetation and was farmed for many years after that. The property has been fallow for many years and is mowed at least annually to reduce the fire hazard.

4.4.2. Federal & State Regulatory Setting

Threatened and Endangered Species: State and federal “endangered species” legislation has provided California Department of Fish & Wildlife (CDFW) and United States Fish and Wildlife Service (USFWS) with a mechanism for conserving and protecting plant and animal species of limited distribution and/or low or declining populations. Species listed as threatened or endangered under provisions of the state and federal endangered species acts, candidate species for such listing, state species of special concern, and

some plants listed as endangered by the California Native Plant Society are collectively referred to as “species of special status.” Permits may be required from both the CDFW and USFWS if activities associated with a proposed project will result in the “take” of a listed species. “Take” is defined by the state of California as “to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture or kill” (California Fish and Game Code, Section 86). “Take” is more broadly defined by the federal Endangered Species Act to include “harm” (16 USC, Section 1532(19), 50 CFR, Section 17.3). Furthermore, the CDFW and the USFWS are responding agencies under CEQA. Both agencies review CEQA documents in order to determine the adequacy of their treatment of endangered species issues and to make project-specific recommendations for their conservation.

Migratory Birds: State and federal laws also protect most birds. The Federal Migratory Bird Treaty Act (16U.S.C., sec. 703, Supp. I, 1989) prohibits killing, possessing, or trading in migratory birds, except in accordance with regulations prescribed by the Secretary of the Interior. This act encompasses whole birds, parts of birds, and bird nests and eggs.

Birds of Prey: Birds of prey are also protected in California under provisions of the California Fish and Game Code, Section 3503.5, which states that it is “unlawful to take, possess, or destroy any birds in the order Falconiformes or Strigiformes (birds of prey) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by this code or any regulation adopted pursuant thereto.” Construction disturbance during the breeding season could result in the incidental loss of fertile eggs or nestlings, or otherwise lead to nest abandonment. Disturbance that causes nest abandonment and/or loss of reproductive effort is considered “taking” by the CDFW.

Wetlands and Other Jurisdictional Waters: Natural drainage channels and adjacent wetlands may be considered “Waters of the United States” subject to the jurisdiction of the USACE. The extent of jurisdiction has been defined in the Code of Federal Regulations but has also been subject to interpretation of the federal courts.

Waters of the U.S. generally include:

- All waters which are currently used, or were used in the past, or may be susceptible to use in interstate or foreign commerce, including all waters, which are subject to the ebb and flow of the tide.
- All interstate waters including interstate wetlands.
- All other waters such as intrastate lakes, rivers, streams (including intermittent streams), mudflats, sandflats, wetlands, sloughs, prairie potholes, wet meadows, playa lakes, or natural ponds, the use, degradation or destruction of which could affect interstate or foreign commerce.
- All impoundments of waters otherwise defined as waters of the United States under the definition.
- Tributaries of waters identified in the bulleted items above.

As determined by the United States Supreme Court in its 2001 Solid Waste Agency of Northern Cook County v. U.S. Army Corps of Engineers (SWANCC) decision, channels and wetlands isolated from other jurisdictional waters cannot be considered jurisdictional on the basis of their use, hypothetical or observed, by migratory birds. Similarly, in its 2006 consolidated Carabell/Rapanos decision, the U.S. Supreme Court ruled that a significant nexus between a wetland and other navigable waters must exist for the wetland itself to be considered a navigable, and therefore, jurisdictional water.

The USACE regulates the filling or grading of Waters of the U.S. under the authority of Section 404 of the Clean Water Act. The extent of jurisdiction within drainage channels is defined by “ordinary high-water

marks” on opposing channel banks. All activities that involve the discharge of dredge or fill material into Waters of the U.S. are subject to the permit requirements of the USACE. Such permits are typically issued on the condition that the applicant agrees to provide mitigation that result in no net loss of wetland functions or values. No permit can be issued until the Regional Water Quality Control Board (RWQCB) issues a Section 401 Water Quality Certification (or waiver of such certification) verifying that the proposed activity will meet state water quality standards.

CEQA Guidelines Section 15380: Although threatened and endangered species are protected by specific federal and state statutes, CEQA Guidelines section 15380(d) provides that a species not listed on the federal or state list of protected species may be considered rare or endangered if the species can be shown to meet certain specific criteria that define “endangered” and “rare” as specified in CEQA Guidelines section 15380(b).

4.4.3. Local Regulatory Setting

The General Plan provides the following policies for the protection of biological resources within the Project area that could be relevant to this Project:

- 8.4-G-1 Protect special status species, in accordance with State regulatory requirements.
- 8.4-G-2 Protect and enhance the natural habitat features of the Feather River and new open space corridors within and around the urban growth area.
- 8.4-G-3 Preserve and enhance heritage oaks in the Planning Area.
- 8.4-G-4 Where appropriate, incorporate natural wildlife habitat features into public landscapes, parks, and other public facilities
- 8.4-I-1 Require protection of sensitive habitat area and special status species in new development site designs in the following order: 1) avoidance; 2) onsite mitigation; 3) offsite mitigation. Require assessments of biological resources prior to approval of any development within 300 feet of any creeks, sensitive habitat areas, or areas of potential sensitive status species.
- 8.4-I-2 Require preservation of oak trees and other native trees that are of a significant size, by requiring site designs to incorporate these trees to the maximum extent feasible.
- 8.4-I-3 Require to the extent feasible, use of drought tolerant plants in landscaping for new development, including private and public projects.

4.4.4. Impact Assessment/Environmental Consequences:

- 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?*

Because the 5.73 –acre site is an open field there is a potential for the site to be utilized as a foraging area for the Swainson’s Hawk or as a nesting site for the burrowing owl. However, the site has been mowed plowed leaving no surface vegetation, making the site unlikely for foraging or borrowing owl habitat. NOTE: In the urban area vacant properties are often plowed or mowed to reduce vegetation for fire control purposes, as required by the City’s Fire Standards.

According to the Yuba City General Plan EIR, the only designated special status vegetation species within Yuba City and its Sphere of Influence is the Golden Sunburst, a flowering plant that occurs primarily in non-native grasslands and is threatened mostly by the conversion of habitat to urban uses. The habitat area for this particular species occurs at the extreme eastern boundary of the Planning Area at the confluence of the Feather and Yuba Rivers. This property does not fall within this area, therefore no adverse impacts to special status species will occur as a result of this project. The Project is in compliance with the General Plan polices regarding the impacts on biological resources, with the exception of the previous removal of a heritage sized oak tree. This is further discussed in Part e), below.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

A field inspection determined that riparian habitat is absent from the proposed Project site. The site has also been mowed for fire protection reasons. The site is within the urban area with no nearby parks or other ungraded open spaces. Therefore, the impact on riparian areas or other sensitive natural communities would be less than significant.

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?

No wetlands or federal jurisdictional waters of the U.S. are present within the proposed Project area or general vicinity. The proposed Project is located in an urban area. There would be no impact.

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?

The proposed Project would not disturb any waterways. Therefore, migratory fish would not be affected. Nor are there any significant trees proposed to be removed that could be potential nesting habitat for raptors and migratory birds that may choose to nest in the vicinity of the Project. There would be no impact.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No trees or other biological resources that would be protected by local policies or ordinances occur on or near the proposed Project site. Therefore, there would be no impacts.

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?

There are no adopted Habitat Conservation Plans, Natural Community Conservation Plans, or any other approved local, regional, or state habitat conservation plans in the vicinity.

4.5. Cultural Resources

Table 3-5: 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 as defined in §15064.5.				X
b) Cause a substantial adverse change in the significance of an archeological resource pursuant to § 15064.5.		X		
c) Directly or indirectly destroy unique paleontological resources or site or unique geologic features?		X		
d) Disturb any human remains, including those interred outside of formal cemeteries?		X		

4.5.1. Federal Regulatory Setting

National Historic Preservation Act of 1966 (as amended), Section 106: The significance of cultural resources is evaluated under the criteria for inclusion in the National Register of Historic Places (NRHP), authorized under the National Historic Preservation Act of 1966, as amended. The criteria defined in 36 CFR 60.4 are as follows:

The quality of significance in American history, architecture, archaeology, and culture is present in districts, sites, buildings, structures, and objects of state and local importance that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

- That are associated with events that have made a significant contribution to the broad patterns of our history; or
- That are associated with the lives of persons significant in our past; or
- That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- That have yielded, or may be likely to yield, information important to prehistory or history.

Sites listed or eligible for listing on the NRHP are considered to be historic properties. Sites younger than 50 years, unless of exceptional importance, are not eligible for listing in the NRHP.

4.5.2. State Regulatory Setting

CEQA requires consideration of project impacts on archaeological or historical sites deemed to be "historical resources." Under CEQA, a substantial adverse change in the significant qualities of a historical resource is considered a significant effect on the environment. For the purposes of CEQA, a "historical resource" is a resource listed in, or determined to be eligible for listing in, the California Register of Historical Resources (Title 14 CCR §15064.5[a][1]-[3]). Historical resources may include, but are not limited to, "any object, building, site, area, place, record, or manuscript which is historically or archaeologically

significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California" (PRC §5020.1[j]).

The eligibility criteria for the California Register are the definitive criteria for assessing the significance of historical resources for the purposes of CEQA (Office of Historic Preservation). Generally, a resource is considered "historically significant" if it meets one or more of the following criteria for listing on the California Register:

- Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
- Is associated with the lives of persons important in our past.
- Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
- Has yielded, or may be likely to yield, information important in prehistory or history. (PRC §5024.1[c])

California Health and Safety Code Section 7050.5: Health and Safety Code states that in the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the remains are discovered has determined whether or not the remains are subject to the coroner's authority. If the human remains are of Native American origin, the coroner must notify the Native American Heritage Commission within 24 hours of this identification. The Native American Heritage Commission will identify a Native American Most Likely Descendant (MLD) to inspect the site and provide recommendations for the proper treatment of the remains and associated grave goods.

Paleontological Resources: Paleontological resources are the fossilized remains of plants and animals and associated deposits. The Society of Vertebrate Paleontology has identified vertebrate fossils, their taphonomic and associated environmental indicators, and fossiliferous deposits as significant nonrenewable paleontological resources. Botanical and invertebrate fossils and assemblages may also be considered significant resources. CEQA requires that a determination be made as to whether a project would directly or indirectly destroy a unique paleontological resource or site or unique geological feature (CEQA Appendix G(v)(c)). If an impact is significant, CEQA requires feasible measures to minimize the impact (CCR Title 14(3) Section 15126.4 (a)(1)). California Public Resources Code Section 5097.5 (see above) also applies to paleontological resources.

4.5.3. Native American Consultation

In September of 2014, the California Legislature passed Assembly Bill (AB) 52, which added provisions to the PRC regarding the evaluation of impacts on tribal cultural resources under CEQA, and consultation requirements with California Native American tribes. In particular, AB 52 now requires lead agencies to analyze project impacts on "tribal cultural resources" separately from archaeological resources (PRC § 21074; 21083.09). AB 52 also requires lead agencies to engage in additional consultation procedures with respect to California Native American tribes (PRC § 21080.3.1, 21080.3.2, 21082.3).

On December 28, 2018 the City supplied the following two Native American tribes with a project description and map of the proposed project area.

- United Auburn Indian Community of the Auburn Rancheria

- Lone Band of Miwok Indians

4.5.4. Impact Assessment/Environmental Consequences:

a) *a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5.*

There are no buildings on the site and there is no evidence that the site has ever been built on. The General Plan does not identify any historical significance to the property. Therefore, there would be no impacts on any historical resources, directly or indirectly.

b) *Cause a substantial adverse change in the significance of an archeological resource pursuant to § 15064.5.*

c) *Directly or indirectly destroy unique paleontological resources or site or unique geologic features?*

d) *Disturb any human remains, including those interred outside of formal cemeteries?*

Regarding the likelihood of there being any remaining tribal cultural resources on this site, the site was farmed regularly for years, and in more recent years the land was plowed or mowed for vegetation control/fire prevention reasons.

In response to the City's inquiry, the United Auburn Indian Community of the Auburn Rancheria indicated that they wanted to initiate consultation under AB 52. On January 18, 2019, the City received a letter from (UAIC), requesting consultation and provided mitigation measures. On January 21, 2019 the City sent UAIC a letter to initiate consultation. Because UAIC did not respond, as reported by the City on April 10, 2019 and again on May 23, 2019, the City terminated consultation after a reasonable and good faith effort on May 23, 2019. To be safe, in order to mitigate any potential impacts, mitigation measures are included that require the tribe to be notified of any changes and other mitigations.

Regarding the likelihood of there being any remaining tribal cultural resources on this site, the site was likely at one time used for agricultural purposes before the property was originally cleared and graded many years ago. Because of considerable past ground disturbance, it is unlikely that any paleontological or archaeological artifacts or human remains exist in the area. Therefore, there is not expected to be any significant archeological or paleontological resources on these properties. While it is unlikely that any cultural resources remain due to prior property grading, and urbanization over the last 100 years, mitigation measures are provided in case any archaeological artifacts are discovered during the construction process.

No formal cemeteries or other places of human internment are known to exist on the proposed Project site. No evidence of human remains at the Project site have been documented, and it is unlikely that buried human remains are present. However, there still remains the potential for previously unknown sub-surface resources to be present. In order to avoid potential impacts to unknown remains, the mitigation measures below shall be implemented to ensure impacts are less than significant:

4.5.5. Cultural Resources Mitigation Measures

Cultural Resources Mitigation 1: In the event that previously undetected cultural materials (i.e. prehistoric sites, historic features, isolated artifacts, and features such as concentrations of shell or glass) are discovered during construction, work in the immediate vicinity should immediately cease and be redirected to another area until the Auburn Indian Community of the Auburn Rancheria is re-

contacted and allowed the opportunity to consult under AB 52. Further, a qualified archaeologist that meets the Secretary of the Interior's Professional Qualifications Standards in prehistoric or historic archaeology inspects and assesses the find. The City shall consider further recommendations as presented by the professional and implement additional measures as necessary to protect and preserve the particular resource. Such measures may include avoidance, preservation in place, excavation, documentation, curation, data recovery, or other appropriate measures.

Cultural Resources Mitigation 2: If human remains are uncovered, or in any other case where human remains are discovered, the Sutter County Coroner, as appropriate, is to be notified to arrange their proper treatment and disposition. If the remains are identified – on the basis of archaeological context, age, cultural associations, or biological traits – as those of a Native American, California Health and Safety Code 7050.5 and Public Resource Code 5097.98 require that the coroner notify the NAHC within 24-hour of discovery. The NAHC will then notify the most likely descendant, who may recommend treatment of the remains.

Cultural Resources Mitigation 3: Should artifacts or unusual amounts of bone or shell be uncovered during demolition or construction activity; all work shall be stopped and a qualified archeologist shall be contacted for on-site consultation. Avoidance measures or appropriate mitigation shall be completed according to CEQA guidelines. The State Office of Historic Preservation has issued recommendations for the preparation of Archeological Resource Management Reports, which shall be used for guidelines. If a bone appears to be human, California law mandates that the Sutter County Coroner and the Native American Heritage Commission be contacted.

4.6. Geology and Soils

Table 3-6: Geology and Soils				
Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?			X	
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?			X	
iv) Landslides?				X
b) Result in substantial soil erosion or the loss of topsoil?			X	
c) Be located on a geological 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?				X
d) Be located on expansive soil, as defined in the California Building Code creating substantial risks to life or property?				X
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				X

4.6.1. Environmental Setting/Affected Environment

Topography and Geology: According to the Sutter County General Plan, Sutter County is located in the flat surface of the Great Valley geomorphic province of California. The Great Valley is an alluvial plain approximately 50 miles wide and 400 miles long in the central portion of California. The Great Valley's northern portion is the Sacramento Valley, drained by the Sacramento River, and its southern portion is the San Joaquin Valley, drained by the San Joaquin River. The geology of the Great Valley is typified by thick sequences of alluvial sediments derived primarily from erosion of the mountains of the Sierra Nevada to the east, and to a lesser extent, erosion of the Klamath Mountains and Cascade Range to the north. These sediments were transported downstream and subsequently laid down as a river channel, floodplain deposits, and alluvial fans.

Seismic Hazards: Earthquakes are due to a sudden slip of plates along a fault. Seismic shaking is typically the greatest cause of losses to structures during earthquakes. Earthquakes can cause structural damage, injury and loss of life, as well as damage to infrastructure networks such as water, power, gas, communication, and transportation lines. Other damage-causing effects of earthquakes include surface

rupture, fissuring, settlement, and permanent horizontal and vertical shifting of the ground. Secondary impacts can include landslides, seiches, liquefaction, and dam failure.

Seismicity: Although all of California is typically regarded as seismically active, the Central Valley region does not commonly experience strong ground shaking resulting from earthquakes along known and previously unknown active faults. Though no active earthquake faults are known to exist in Yuba City, active faults in the region could generate ground motion felt within the county. Numerous earthquakes of magnitude 5.0 or greater on the Richter scale have occurred on regional faults, primarily those within the San Andreas Fault System in the region. There are several potentially active faults underlying the Sutter Buttes, which are associated with deep-seated volcanism.

The faults identified in Sutter County include the Quaternary Faults, located in the northern section of the County within the Sutter Buttes, and the Pre-Quaternary Fault, located in the southeast of the City, just east of where Highway 70 enters in to the County. Both Faults are listed as non-active faults, but have the potential for seismic activity.

Ground Shaking: As stated in the Sutter County Multi-Hazard Mitigation Plan, although the County has felt ground shaking from earthquakes with epicenters located elsewhere, no major earthquakes or earthquake related damage has been recorded within the County. Based on historic data and known active or potentially active faults in the region, parts of Sutter County have the potential to experience low to moderate ground shaking. The intensity of ground shaking at any specific site depends on the characteristics of the earthquake, the distance from the earthquake fault, and on the local geologic and soils conditions. Fault zone maps are used to identify where such hazards are more likely to occur based on analyses of faults, soils, topography, groundwater, and the potential for earthquake shaking sufficiently strong to trigger landslide and liquefaction.

Liquefaction: Liquefaction, which can occur in earthquakes with strong ground shaking, is mostly found in areas with sandy soil or fill and a high-water table located 50 feet or less below the ground surface. Liquefaction can cause damage to property with the ground below structures liquefying making the structure unstable causing sinking or other major structural damage. Evidence of liquefaction may be observed in "sand boils," which are expulsions of sand and water from below the surface due to increased pressure below the surface.

Liquefaction during an earthquake requires strong shaking and is not likely to occur in the city due to the relatively low occurrence of seismic activity in the area; however, the clean sandy layers paralleling the Sacramento River, Feather River, and Bear River have lower soil densities and high overall water table are potentially a higher risk area if major seismic activity were to occur. Areas of bedrock, including the Sutter Buttes have high density compacted soils and contain no liquefaction potential, although localized areas of valley fill alluvium can have moderate to high liquefaction potential.

Landslides: Landslides are downward and outward movements of slope forming materials which may be rock, soil, artificial fill, or combinations of such materials. The size of landslides varies from those containing less than a cubic yard of material to massive ones containing millions of cubic yards. Large landslides may move down slope for hundreds of yards or even several miles. A landslide may move rapidly or so slow that a change of position can be noted only over a period of weeks or years. A similar, but much slower movement is called creep. The susceptibility of a given area to landslides depends on a great many variables. With the exception of the Sutter Buttes, Yuba City is located in a landslide-free zone due to the flat topography. The Sutter Buttes are considered to be in a low landslide hazard zone as shown in Bulletin 198 by the California Division of Mines and Geology.

Soil Erosion: Erosion is a two-step process by which soils and rocks are broken down or fragmented and then transported. The breakdown processes include mechanical abrasion, dissolution, and weathering.

Erosion occurs naturally in most systems, but is often accelerated by human activities that disturb soil and vegetation. The rate at which erosion occurs is largely a function of climate, soil cover, slope conditions, and inherent soil properties such as texture and structure. Water is the dominant agent of erosion and is responsible for most of the breakdown processes as well as most of the transport processes that result in erosion. Wind may also be an important erosion agent. The rate of erosion depends on many variables including the soil or rock texture and composition, soil permeability, slope, extent of vegetative cover, and precipitation amounts and patterns. Erosion increases with increasing slope, increasing precipitation, and decreasing vegetative cover. Erosion can be extremely high in areas where vegetation has been removed by fire, construction, or cultivation. High rates of erosion may have several negative impacts including degradation and loss of agricultural land, degradation of streams and other water habitats, and rapid silting of reservoirs.

Subsidence: Subsidence is the sinking of a large area of ground surface in which the material is displaced vertically downward, with little or no horizontal movement. Subsidence is usually a direct result of groundwater, oil, or gas withdrawal. These activities are common in several areas of California, including parts of the Sacramento Valley and in large areas of the San Joaquin Valley. Subsidence is a greater hazard in areas where subsurface geology includes compressible layers of silt and clay. Subsidence due to groundwater withdrawal generally affects larger areas and presents a more serious hazard than does subsidence due to oil and gas withdrawal. In portions of the San Joaquin Valley, subsidence has exceeded 20 feet over the past 50 years. In the Sacramento Valley, preliminary studies suggest that much smaller levels of subsidence, up to two feet may have occurred. In most of the valley, elevation data are inadequate to determine positively if subsidence has occurred. However, groundwater withdrawal in the Sacramento Valley has been increasing and groundwater levels have declined in some areas. The amount of subsidence caused by groundwater withdrawal depends on several factors, including: (1) the extent of water level decline, (2) the thickness and depth of the water bearing strata tapped, (3) the thickness and compressibility of silt-clay layers within the vertical sections where groundwater withdrawal is occurring, (4) the duration of maintained groundwater level decline, (5) the number and magnitude of water withdrawals in a given area, and (6) the general geology and geologic structure of the groundwater basin. The damaging effects of subsidence include gradient changes in roads, streams, canals, drains, sewers, and dikes. Many such systems are constructed with slight gradients and may be significantly damaged by even small elevation changes. Other effects include damage to water wells resulting from sediment compaction and increased likelihood of flooding of low-lying areas.

Expansive Soils: Expansive soils are prone to change in volume due to the presence of moisture. Soft clay soils have the tendency to increase in volume when moisture is present and shrink when it is dry (shrink/swell). Swelling soils contain high percentages of certain kinds of clay particles that are capable of absorbing large quantities of water, expanding up to 10 percent or more as the clay becomes wet. The force of expansion is capable of exerting pressure on foundations, slabs, and other confining structures.

Soils: The Natural Resources Conservation Service (NRCS, formerly the Soil Conservation Service) has mapped over 40 individual soil units in the county. The predominant soil series in the county are the Capay, Clear Lake, Conejo, Oswald, and Olashes soils, which account for over 60 percent of the total land area. The remaining soil units each account for smaller percentages the total land area. The Capay and Clear Lake soils are generally present in the western and southern parts of the county. The Conejo soils occur in the eastern part closer to the incorporated areas of the county. Oswald and Olashes soils are located in the central portion of the county extending north to south, with scattered areas along the southeastern edge of the county. Soil descriptions for the principal soil units in the county are provided below. These descriptions, which were developed by the NRCS, are for native, undisturbed soils and are primarily associated with agricultural suitability. Soil characteristics may vary considerably from the

mapped locations and descriptions due to development and other uses. Geotechnical studies are required to identify actual engineering properties of soils at specific locations to determine whether there are specific soil characteristics that could affect foundations, drainage, infrastructure, or other structural features.

4.6.2. Federal Regulatory Setting

Historic Sites Act of 1935: This Act became law on August 21, 1935 (49 Stat. 666; 16 U.S.C. 461-467) and has been amended eight times. This Act establishes as a national policy to preserve for public use historic sites, buildings and objects, including geologic formations.

National Earthquake Hazards Reduction Program: The National Earthquake Hazards Reduction Program (NEHRP), which was first authorized by Congress in 1977, coordinates the earthquake-related activities of the Federal Government. The goal of NEHRP is to mitigate earthquake losses in the United States through basic and directed research and implementation activities in the fields of earthquake science and engineering. Under NEHRP, FEMA is responsible for developing effective earthquake risk reduction tools and promoting their implementation, as well as supporting the development of disaster-resistant building codes and standards. FEMA's NEHRP activities are led by the FEMA Headquarters (HQ), Federal Insurance and Mitigation Administration, Risk Reduction Division, Building Science Branch, in strong partnership with other FEMA HQ Directorates, and in coordination with the FEMA Regions, the States, the earthquake consortia, and other public and private partners.

4.6.3. State Regulatory Setting

California Alquist-Priolo Earthquake Fault Zoning Act: The Alquist-Priolo Earthquake Fault Zoning Act (originally enacted in 1972 and renamed in 1994) is intended to reduce the risk to life and property from surface fault rupture during earthquakes. The statute prohibits the location of mot types of structures intended for human occupancy across the traces of active faults and regulates construction in the corridors along active faults.

California Seismic Hazards Mapping Act: The Seismic Hazards Mapping Act is intended to reduce damage resulting from earthquakes. While the Alquist-Priolo Earthquake Fault Zoning Act addresses surface fault rupture, the Seismic Hazards Mapping Act addresses other earthquake-related hazards, including ground shaking, liquefaction, and seismically induced landslides. The state is charged with identifying and mapping areas at risk of strong ground shaking, liquefaction, landslides, and other hazards, and cities and counties are required to regulate development within mapped Seismic Hazard Zones.

Uniform Building Code: The California Code of Regulations (CCR) Title 24 is assigned to the California Building Standards Commission, which, by law, is responsible for coordinating all building standards. The California Building Code incorporates by reference the Uniform Building Code with necessary California amendments. The Uniform Building Code is a widely adopted model building code in the United States published by the International Conference of Building Officials. About one-third of the text within the California Building Code has been tailored for California earthquake conditions.

4.6.4. Impact Assessment/Environmental Consequences:

- 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?

According to the Yuba City General Plan, no active earthquake faults are known to exist in Sutter County, although active faults in the region could produce ground motion in Yuba City (Dyett & Bhatia, 2004). The closest known fault zone is the Bear Mountain Fault Zone, located approximately 20 miles northeast of Yuba City (California Geological Survey [CGS], 2015). Potentially active faults do exist in the Sutter Buttes but those faults are considered small and have not exhibited activity in recent history. Because the distance from the City to the closest known active fault zone is large, the potential for exposure of people or structures to substantial adverse effects from fault rupture is low. Therefore potential impact from an earthquake is less than significant.

ii. Strong seismic ground shaking?

In the event of a major regional earthquake, fault rupture or seismic ground shaking could potentially injure people and cause collapse or structural damage to existing and proposed structures. Ground shaking could potentially expose people and property to seismic-related hazards, including localized liquefaction and ground failure. However, all new structures are required to adhere to current California Building Code standards. These standards require adequate design, construction and maintenance of structures to prevent exposure of people and structures to major geologic hazards. General Plan Implementing Policies 9.2-I-1 through 9.2-I-8 and City adopted building codes reduce the potential impacts to less than significant.

iii. Seismic-related ground failure, including liquefaction?

The proposed Project is not located within a liquefaction zone according to the California Department of Conservation's California Geologic Survey regulatory maps. Regardless, all new structures are required to adhere to current California Building Code standards. These standards require adequate design, construction and maintenance of structures to prevent exposure of people and structures to major geologic hazards. Therefore, the potential impact from ground failure is less than significant.

iv. Landslides?

According to the Environmental Impact Report prepared for the General Plan, due to the flat topography, erosion, landslides, and mudflows are not considered to be a significant risk in the City limits or within the City's Sphere of Influence.

b) Result in substantial soil erosion or the loss of topsoil?

All 5.73 acres of ground would be disturbed during site grading. Even though the area is relatively flat, during site grading a large storm could result in the loss of topsoil into the City drainage system. However, as part of the construction of the subdivision, the applicant will be subject to the National Pollutant Discharge Elimination System. This triggers the preparation of a Stormwater Pollution Prevention Plan (SWPPP) that includes Best Management Practices designed to prevent sediment and pollutants from contacting stormwaters moving offsite into receiving waters during the construction process. Assuming all of these standards are met the impacts would be less than significant.

c) Be located on a geological 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 the California Building Code creating substantial risks to life or property?

The extreme southwest corner of the Yuba City Sphere of Influence is the only known area with expansive soils. The Project area is not located within that area and therefore will not be impacted by the presence of expansive soils.

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?

The project does not directly involve construction of any buildings, but new buildings will likely be built following the approval of the subdivision. All new buildings will be required to connect to the City's wastewater collection system. No septic systems will be utilized.

4.7. Greenhouse Gas Emissions

Table 3.7: 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?			X	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?		X		

4.7.1. Federal Regulatory Setting

The United States Environmental Protection Agency (USEPA) Mandatory Reporting Rule (40 CFR Part 98), which became effective December 29, 2009, requires that all facilities that emit more than 25,000 metric tons CO₂-equivalent per year beginning in 2010, report their emissions on an annual basis. On May 13, 2010, the USEPA issued a final rule that established an approach to addressing GHG emissions from stationary sources under the Clean Air Act (CAA) permitting programs. The final rule set thresholds for GHG emissions that define when permits under the New Source Review Prevention of Significant Deterioration and title V Operating Permit programs are required for new and existing industrial facilities.

In addition, the Supreme Court decision in *Massachusetts v. EPA* (Supreme Court Case 05-1120) found that the USEPA has the authority to list GHGs as pollutants and to regulate emissions of greenhouse gases (GHG) under the CAA. On April 17, 2009, the USEPA found that CO₂, CH₄, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride may contribute to air pollution and may endanger public health and welfare. This finding may result in the USEPA regulating GHG emissions; however, to date the USEPA has not propose regulations based on this finding.

4.7.2. State & Local Regulatory Setting

The City's Resource Efficiency Plan as designed under the premise that the City, and the community it represents, is uniquely capable of addressing emissions associated with sources under the City's jurisdiction and that the City's emission reduction efforts should coordinate with the state strategies of reducing emissions in order to accomplish these reductions in an efficient and cost effective manner. The City developed this document with the following purposes in mind:

- **Local Control:** The Efficiency Plan allows the City to identify strategies to reduce resource consumption, costs, and GHG emissions in all economic sectors in a way that maintains local control over the issues and fits the character of the community. It also may position the City for funding to implement programs tied to climate goals.
- **Energy and Resource Efficiency:** The Efficiency Plan identifies opportunities for the City to increase energy efficiency and lower GHG emissions in a manner that is most feasible within the community. Reducing energy consumption through increasing the efficiency of energy technologies, reducing energy use, and using renewable sources of energy are effective ways to reduce GHG emissions. Energy efficiency also provides opportunities for cost-savings.

- **Improved Public Health:** Many of the GHG reduction strategies identified in the Efficiency Plan also have local public health benefits. Benefits include local air quality improvements; creating a more active community through implementing resource-efficient living practices; and reducing health risks, such as heat stroke, that would be otherwise elevated by climate change impacts such as increased extreme heat days.

Demonstrating Consistency with State GHG Reduction Goals—A GHG reduction plan may be used as GHG mitigation in the General Plan to demonstrate that the City is aligned with State goals for reducing GHG emissions to a level considered less than cumulatively considerable.

4.7.3. Impact Assessment/Environmental Consequences:

- a) *Would the project 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 gases?*

Gases that trap heat in the atmosphere are referred to as greenhouse gases (GHGs) because they capture heat radiated from the sun as it is reflected back into the atmosphere, similar to a greenhouse. The accumulation of GHGs has been implicated as a driving force for Global Climate Change. Definitions of climate change vary between and across regulatory authorities and the scientific community, but in general can be described as the changing of the climate caused by natural fluctuations and the impact of human activities that alter the composition of the global atmosphere. Both natural processes and human activities emit GHGs. Global Climate Change is a change in the average weather on earth that can be measured by wind patterns, storms, precipitation and temperature. Although there is disagreement as to the speed of global warming and the extent of the impacts attributable to human activities, the vast majority of the scientific community now agrees that there is a direct link between increased emission of GHGs and long-term global temperature. Potential global warming impacts in California may include, but are not limited to, loss in snow pack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years. Secondary effects are likely to include a global rise in sea level, impacts to agriculture, changes in disease vectors, and changes in habitat and biodiversity. GHG impacts are considered to be exclusively cumulative impacts; there are no non-cumulative GHG emission impacts from a climate change perspective (CAPCOA).

The construction of an interior street for the subdivision followed by buildings being constructed within the new subdivision will potentially create GHG emissions due to the use of motorized construction equipment and ongoing auto traffic generated by the project. Due to the small size of the project it is not expected to create significant quantities greenhouse gas emissions. However, on a cumulative scale, possible reasonable reductions could be applied to the project in order to further minimize those impacts. Specifically addressing this proposal, the City's Resource Efficiency Plan addresses greenhouse gas concerns and provides a description of greenhouse gas reduction measures. A mitigation measure is included that requires the project incorporate the relevant greenhouse gas reduction measures.

4.7.4. Greenhouse Mitigation Measure

Greenhouse Gas Mitigation Measure 1: The site grading process shall comply with the GHG Reduction Measures provided in the adopted Yuba City Resource Efficiency Plan.

4.8. Hazards and Hazardous Materials

Table 3-8: 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?			X	
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?			X	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X
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 create a significant hazard to the public or the environment?				X
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?				X
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?				X
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
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?				X

4.8.1. Federal Regulatory Setting

U.S. Environmental Protection Agency (USEPA): The USEPA was established in 1970 to consolidate in one agency a variety of federal research, monitoring, standard setting and enforcement activities to ensure environmental protection. USEPA's mission is to protect human health and to safeguard the natural environment — air, water, and land — upon which life depends. USEPA works to develop and enforce regulations that implement environmental laws enacted by Congress, is responsible for researching and setting national standards for a variety of environmental programs, and delegates to states and tribes the responsibility for issuing permits and for monitoring and enforcing compliance. Where national standards

are not met, USEPA can issue sanctions and take other steps to assist the states and tribes in reaching the desired levels of environmental quality.

Federal Toxic Substances Control Act/Resource Conservation and Recovery Act/Hazardous and Solid Waste Act: The Federal Toxic Substances Control Act (1976) and the Resource Conservation and Recovery Act of 1976 (RCRA) established a program administered by the USEPA for the regulation of the generation, transportation, treatment, storage, and disposal of hazardous waste. RCRA was amended in 1984 by the Hazardous and Solid Waste Act (HSWA), which affirmed and extended the “cradle to grave” system of regulating hazardous wastes.

Comprehensive Environmental Response, Compensation, and Liability Act/Superfund Amendments and Reauthorization Act: The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), commonly known as Superfund, was enacted by Congress on December 11, 1980. This law (U.S. Code Title 42, Chapter 103) provides broad federal authority to respond directly to releases or threatened releases of hazardous substances that may endanger public health or the environment. CERCLA establishes requirements concerning closed and abandoned hazardous waste sites; provides for liability of persons responsible for releases of hazardous waste at these sites; and establishes a trust fund to provide for cleanup when no responsible party can be identified. CERCLA also enables the revision of the National Contingency Plan (NCP). The NCP (Title 40, Code of Federal Regulation [CFR], Part 300) provides the guidelines and procedures needed to respond to releases and threatened releases of hazardous substances, pollutants, and/or contaminants. The NCP also established the National Priorities List (NPL). CERCLA was amended by the Superfund Amendments and Reauthorization Act (SARA) on October 17, 1986.

Clean Water Act/SPCC Rule: The Clean Water Act (CWA) (33 U.S.C. Section 1251 et seq., formerly the Federal Water Pollution Control Act of 1972), was enacted with the intent of restoring and maintaining the chemical, physical, and biological integrity of the waters of the United States. As part of the Clean Water Act, the U.S. EPA oversees and enforces the Oil Pollution Prevention regulation contained in Title 40 of the CFR, Part 112 (Title 40 CFR, Part 112) which is often referred to as the “SPCC rule” because the regulations describe the requirements for facilities to prepare, amend and implement Spill Prevention, Control, and

Countermeasure (SPCC) Plans: A facility is subject to SPCC regulations if a single oil storage tank has a capacity greater than 660 gallons, or the total above ground oil storage capacity exceeds 1,320 gallons, or the underground oil storage capacity exceeds 42,000 gallons, and if, due to its location, the facility could reasonably be expected to discharge oil into or upon the “Navigable Waters” of the United States. Other federal regulations overseen by the U.S. EPA relevant to hazardous materials and environmental contamination include Title 40, CFR, Chapter 1, Subchapter D – Water Programs and Subchapter I – Solid Wastes. Title 40, CFR, Chapter 1, Subchapter D, Parts 116 and 117 designate hazardous substances under the Federal Water Pollution Control Act: Title 40, CFR, Part 116 sets forth a determination of the reportable quantity for each substance that is designated as hazardous. Title 40, CFR, Part 117 applies to quantities of designated substances equal to or greater than the reportable quantities that may be discharged into waters of the United States.

The NFPA 70®: National Electrical Code® is adopted in all 50 states. Any electrical work associated with the Proposed Project is required to comply with the standards set forth in this code. Several federal regulations govern hazards as they are related to transportation issues. They include:

Title 49, CFR, Sections 171-177 (49 CFR 171-177), governs the transportation of hazardous materials, the types of materials defined as hazardous, and the marking of the transportation vehicles.

49 CFR 350-399, and Appendices A-G, Federal Motor Carrier Safety Regulations, address safety considerations for the transport of goods, materials, and substances over public highways.

49 CFR 397.9, the Hazardous Materials Transportation Act of 1974, directs the U.S. Department of Transportation to establish criteria and regulations for the safe transportation of hazardous materials.

4.8.2. State Regulatory Setting

California Environmental Protection Agency (CalEPA): The California Environmental Protection Agency (CalEPA) was created in 1991 by Governor's Executive Order. The six boards, departments, and office were placed under the CalEPA umbrella to create a cabinet-level voice for the protection of human health and the environment and to assure the coordinated deployment of State resources. The mission of CalEPA is to restore, protect, and enhance the environment to ensure public health, environmental quality, and economic vitality under Title 22 of the California Code of Regulations (CCR).

Department of Toxic Substances Control (DTSC): DTSC is a department of Cal/EPA and is the primary agency in California that regulates hazardous waste, cleans-up existing contamination, and looks for ways to reduce the hazardous waste produced in California. DTSC regulates hazardous waste in California primarily under the authority of RCRA and the California Health and Safety Code. Other laws that affect hazardous waste are specific to handling, storage, transportation, disposal, treatment, reduction, cleanup, and emergency planning. Government Code Section 65962.5 (commonly referred to as the Cortese List) includes DTSC listed hazardous waste facilities and sites, DHS lists of contaminated drinking water wells, sites listed by the SWRCB as having UST leaks and which have had a discharge of hazardous wastes or materials into the water or groundwater, and lists from local regulatory agencies of sites that have had a known migration of hazardous waste/material.

Unified Program: The Unified Program (codified CCR Title 27, Division 1, Subdivision 4, Chapter 1, Sections 15100- 15620) consolidates, coordinates, and makes consistent the administrative requirements, permits, inspections, and enforcement activities of the following six environmental and emergency response programs:

- Hazardous Waste Generator (HWG) program and Hazardous Waste On-site Treatment activities;
- Aboveground Storage Tank (AST) program Spill Prevention Control and Countermeasure Plan requirements;
- Underground Storage Tank (UST) program;
- Hazardous Materials Release Response Plans and Inventory (HMRRP) program;
- California Accidental Release Prevention (CalARP) program;
- Hazardous Materials Management Plans and Hazardous Materials Inventory Statement (HMMP/HMIS) requirements.

The Secretary of CalEPA is directly responsible for coordinating the administration of the Unified Program. The Unified Program requires all counties to apply to the CalEPA Secretary for the certification of a local unified program agency. Qualified cities are also permitted to apply for certification. The local Certified Unified Program Agency (CUPA) is required to consolidate, coordinate, and make consistent the administrative requirements, permits, fee structures, and inspection and enforcement activities for these six program elements in the county. Most CUPAs have been established as a function of a local environmental health or fire department.

Hazardous Waste Management Program: The Hazardous Waste Management Program (HWMP) regulates hazardous waste through its permitting, enforcement, and Unified Program activities in accordance with California Health and Safety Code Section 25135 et seq. The main focus of HWMP is to ensure the safe storage, treatment, transportation, and disposal of hazardous wastes.

State Water Resources Control Board (SWRCB): The State Water Resources Control Board (SWRCB) was created by the California legislature in 1967. The mission of SWRCB is to ensure the highest reasonable quality for waters of the State, while allocating those waters to achieve the optimum balance of beneficial uses. The joint authority of water allocation and water quality protection enables SWRCB to provide comprehensive protection for California's waters.

California Department of Industrial Relations – Division of Occupational Safety and Health (Cal OSHA): In California, every employer has a legal obligation to provide and maintain a safe and healthful workplace for employees, according to the California Occupational Safety and Health Act of 1973 (per Title 8 of the CCR). The Division of Occupational Safety and Health (Cal/OSHA) program is responsible for enforcing California laws and regulations pertaining to workplace safety and health and for providing assistance to employers and workers about workplace safety and health issues. Cal/OSHA regulations are administered through Title 8 of the CCR. The regulations require all manufacturers or importers to assess the hazards of substances that they produce or import and all employers to provide information to their employees about the hazardous substances to which they may be exposed.

California Fire Code: The California Fire Code is Part 9 of the California Code of Regulations, Title 24, also referred to as the California Building Standards Code. The California Fire Code incorporates the Uniform Fire Code with necessary California amendments. This Code prescribes regulations consistent with nationally recognized good practice for the safeguarding to a reasonable degree of life and property from the hazards of fire explosion, and dangerous conditions arising from the storage, handling and use of hazardous materials and devices, and from conditions hazardous to life or property in the use or occupancy of buildings or premises and provisions to assist emergency response personnel.

4.8.3. Local Regulatory Setting

Sutter County Airport Comprehensive Land Use Plan: The SCACLUP was adopted in April 1994 by the Sacramento Area Council of Governments (SACOG). SACOG is the designated Airport Land Use Commission (ALUC) for Sacramento, Sutter, Yolo and Yuba Counties under the provisions of the California Public Utilities Code, Chapter 4, Article 3.5, Section 21670.1 Airport Land Use Commission Law. The purpose of the ALUC law is to (1) protect public health, safety, and welfare through the adoption of land use standards that minimize the public's exposure to safety hazards and excessive levels of noise, and (2) Prevent the encroachment of incompatible land uses around public-use airports, thereby preserving the utilities of these airports into the future.

4.8.4. Impact Assessment/Environmental Consequences:

- 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 release of hazardous materials into the environment?*

The hazardous materials associated with the construction of a new street for this Project and the construction of new buildings that will at some point follow will be those materials associated with construction and grading equipment, which primarily includes solvents, oil and fuel. Provided that these

materials are legally and properly used and stored, the proposed project will not create a significant hazard to the public or the environment. Therefore, the impact from hazardous materials would be less than significant.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

The nearest schools are River Valley High School and Andros Karperos School, both of which are over one quarter mile from this site.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section and, as a result, would create a significant hazard to the public or the environment?

The site is not on any listings of sites that are contaminated by hazardous wastes.

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?

The project is not located within the Sutter County Airport Land Use Plan.

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?

There are no private airports or airfields located within the city limits of Yuba City. The closest private airstrip is the Vanderford Ranch Company Airport, located approximately six miles southwest of the City, well beyond any safety or hazardous zones. Therefore, there will be no impact from any private airstrips.

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

The Yuba City Fire Department and Police Department, serve this area. Neither agency has expressed concern over impacts the project may have on any emergency response plans.

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?

The project site is located in an urban area that is surrounded by irrigated agricultural lands. There are no wildlands on the site or in the immediate area.

4.9. Hydrology and Water Quality

Table 3-9: 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?			X	
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 that would not support existing land uses or planned uses for which permits have been granted)?			X	
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 that would result in substantial erosion or siltation on- or off-site?			X	
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course or 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?			X	
e) Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			X	
f) Otherwise substantially degrade water quality?			X	
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?				X
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				X
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?			X	
j) Inundation by seiche, tsunami, or mudflow?				X

4.9.1. Federal Regulatory Setting

Clean Water Act: The Clean Water Act (CWA) is intended to restore and maintain the chemical, physical, and biological integrity of the nation's waters (33 CFR 1251). The regulations implementing the CWA

protect waters of the U.S. including streams and wetlands (33 CFR 328.3). The CWA requires states to set standards to protect, maintain, and restore water quality by regulating point source and some non-point source discharges. Under Section 402 of the CWA, the National Pollutant Discharge Elimination System (NPDES) permit process was established to regulate these discharges.

Federal Emergency Management Agency (FEMA) Flood Zones: The National Flood Insurance Act (1968) makes available federally subsidized flood insurance to owners of flood-prone properties. To facilitate identifying areas with flood potential, Federal Emergency Management Agency (FEMA) has developed Flood Insurance Rate Maps (FIRM) that can be used for planning purposes. Flood hazard areas identified on the Flood

Insurance Rate Map are identified as a Special Flood Hazard Area (SFHA). SFHA are defined as the area that will be inundated by the flood event having a 1-percent chance of being equaled or exceeded in any given year. The 1-percent annual chance flood is also referred to as the base flood or 100-year flood. SFHAs are labeled as Zone A, Zone AO, Zone AH, Zones A1-A30, Zone AE, Zone A99, Zone AR, Zone AR/AE, Zone AR/AO, Zone AR/A1-A30, Zone AR/A, Zone V, Zone VE, and Zones V1-V30. Moderate flood hazard areas, labeled Zone B or Zone X (shaded) are also shown on the FIRM, and are the areas between the limits of the base flood and the 0.2-percent-annual-chance (or 500-year) flood. The areas of minimal flood hazard, which are the areas outside the SFHA and higher than the elevation of the 0.2-percent-annual-chance flood, are labeled Zone C or Zone X (unshaded).

4.9.2. State Regulatory Setting

State Water Resources Control Board: The State Water Resources Control Board (SWRCB) is the agency with jurisdiction over water quality issues in the State of California. The WRCB is governed by the Porter-Cologne Water Quality Act (Division 7 of the California Water Code), which establishes the legal framework for water quality control activities by the SWRCB. The intent of the Porter-Cologne Act is to regulate factors which may affect the quality of waters of the State to attain the highest quality which is reasonable, considering a full range of demands and values. Much of the implementation of the SWRCB's responsibilities is delegated to its nine Regional Boards. The Project site is located within the Central Valley Regional Water Quality Control board.

Central Valley Regional Water Quality Control Board (CVRWQCB): administers the NPDES storm water-permitting program in the Central Valley region. Construction activities on one acre or more are subject to the permitting requirements of the NPDES General Permit for Discharges of Storm Water Runoff Associated with Construction Activity (General Construction Permit). Additionally, CVRWQCB is responsible for issuing Waste Discharge Requirements Orders under California Water Code Section 13260, Article 4, Waste Discharge Requirements.

State Department of Water Resources: California Water Code (Sections 10004 et seq.) requires that the State Department of Water Resources update the State Water Plan every five years. The 2013 update is the most current review and included (but is not limited to) the following conclusions:

- The total number of wells completed in California between 1977 and 2010 is approximately 432,469 and ranges from a high of 108,346 wells for the Sacramento River Hydrologic Region to a low of 4,069 wells for the North Lahontan Hydrologic Region.
- Based on the June 2014 California Statewide Groundwater Elevation Monitoring (CASGEM) basin prioritization for California's 515 groundwater basins, 43 basins are identified as high priority, 84 basins as medium priority, 27 basins as low priority, and the remaining 361 basins as very low priority.

- The 127 basins designated as high or medium priority account for 96 percent of the average annual statewide groundwater use and 88 percent of the 2010 population overlying the groundwater basin area.
- Depth-to-groundwater contours were developed for the unconfined aquifer system in the Central Valley. In the Sacramento Valley, the spring 2010 groundwater depths range from less than 10 feet below ground surface (bgs) to approximately 50 feet bgs, with local areas showing maximum depths of as much as 160 feet bgs.
- The most prevalent groundwater contaminants affecting California’s community drinking water wells are arsenic, nitrate, gross alpha activity, and perchlorate.

California Government Code 65302 (d): The General Plan must contain a Conservation Element for the conservation, development, and utilization of natural resources including water and its hydraulic force, forests, soils, river and other waters, harbors, fisheries, wildlife, minerals, and other natural resources. That portion of the conservation element including waters shall be developed in coordination with any County-wide water agency and with all district and city agencies which have developed, served, controlled or conserved water for any purpose for the County or city for which the plan is prepared. Coordination shall include the discussion and evaluation of any water supply and demand information described in Section 65352.5, if that information has been submitted by the water agency to the city or County. The conservation element may also cover:

- The reclamation of land and waters.
- Prevention and control of the pollution of streams and other waters.
- Regulation of the use of land in stream channels and other areas required for the accomplishment of the conservation plan.
- Prevention, control, and correction of the erosion of soils, beaches, and shores.
- Protection of watersheds.
- The location, quantity and quality of the rock, sand and gravel resources.
- Flood control.

Sustainable Groundwater Management Act: On September 16, 2014 Governor Edmund G. Brown Jr. signed historic legislation to strengthen local management and monitoring of groundwater basins most critical to the state’s water needs. The three bills, SB 1168 (Pavley) SB 1319 (Pavley) and AB 1739 (Dickinson) together makeup the Sustainable Groundwater Management Act. The Sustainable Groundwater Management Act comprehensively reforms groundwater management in California. The intent of the Act is to place management at the local level, although the state may intervene to manage basins when local agencies fail to take appropriate responsibility. The Act provides authority for local agency management of groundwater, and requires creation of groundwater sustainability agencies and implementation of plans to achieve groundwater sustainability within basins of high and medium-priority.

4.9.3. Impact Assessment/Environmental Consequences:

a) Violate any water quality standards or waste discharge requirements?

Due to new development that would result from this subdivision, the project will increase water consumption. Most of the City’s public water supply comes from the Feather River. The water is pumped from the river to the Water Treatment Plant located in northern Yuba City. The plant also sometimes

utilizes a well in addition to surface water supplies due to recent drought conditions. The project will have no impact on the quality of City water, as the expected uses of the resulting lots will be typical residential and commercial uses which are not expected that they will violate any waste discharge standards.

Even though the area is relatively flat, during site grading a large storm could result in the loss of topsoil into the City drainage system. However as part of the construction of the subdivision, the applicant will be subject to the National Pollutant Discharge Elimination System. This triggers the preparation of a Stormwater Pollution Prevention Plan (SWPPP) that includes City adopted Best Management Practices designed to prevent sediment and pollutants from contacting stormwaters moving offsite into receiving waters during the construction process. Complimenting this process, all storm water runoff associated with the dealership expansion is addressed through General Plan Implementing Policies 8.5-I-1 through 8.5-I-10 which require a wide range of developer and City actions involving coordination with the State Regional Water Quality Control Board, protecting waterways, and following Yuba City's adopted Best Management Practices for new construction. Assuming all of these standards are met the impacts on water quality would be less than significant.

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 that would not support existing land uses or planned uses for which permits have been granted)?

While water consumption will increase with the project, due to the new uses that will locate on the new lots following the building of the subdivision, very little, if any, groundwater will be utilized as the City primarily utilizes surface water in its system.

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 that would result in substantial erosion or siltation onsite or offsite?

The project will drain into the existing drainage system on Bridge Street that will flow into the Gilsizer drainage system and is eventually pumped into the Feather River. This Project will not alter that drainage pattern, but it will increase the amount of drainage into the system. This will be offset, however, as the Project will be required to pay the appropriate fees to the Gilsizer County Drainage system for its fair share of improvements to the drainage system. Also, as noted above, all new construction must involve use of Best Management Practices. Therefore, there will be no changes to the existing drainage pattern and there is not expected to be any significant impacts from additional storm water drainage from the site.

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 that would result in flooding on- or off-site.

The site drains into the existing Gilsizer County drainage system and will not cause changes to the existing drainage pattern. The drainage runoff flows into the Gilsizer system and is eventually pumped into the Feather River. The system is designed to accommodate drainage from urban development in this area of Yuba City. Also, the Project must pay a drainage impact fee as its fair share of costs towards the downstream improvements to the Gilsizer Slough all the way to its confluence with the Feather River to accommodate the increased storm water runoff resulting from the development.

e) Create or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?

The existing Gilsizer drainage system was designed and improved to accommodate storm water drainage from this portion of the City. The amount of runoff from this project will incrementally increase the amount of runoff. But impacts from the additional drainage resulting from the new impervious surface area will be offset by payment of drainage impact fees that goes towards the project's fair share of the downstream improvements to the Gilsizer drainage system. Therefore, the impact for increased stormwater runoff would be less than significant.

f) Otherwise substantially degrade water quality?

The proposed project will not substantially degrade water quality. As noted under item a) above, development of the site will be required to meet all local and state standards and will adhere to the General Plan Implementing Policies which includes adherence to all Federal and State standards and the City adopted Best Management Practices. Those standards are intended to ensure that water quality degradation does not occur. Therefore, the impact on water quality would be less than significant.

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?

h) Place structures that would impede or redirect flood flows within a 100-year flood hazard area?

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?

According to the Federal Emergency Management Agency, this portion of the City is outside of the 100-year flood plain. It is classified as such because of the extensive series of levees and dams along the Feather River, which protects the City from potential flooding. Local drainage improvements, principally in this case the Gilsizer drainage system, provide storm water relief to this portion of the urban area.

j) Inundation by a seiche, tsunami, or mudflow?

The City is not close to the ocean or any big lakes so a seiche is unlikely to happen in or near the City. The City is located inland from the Pacific Ocean, so people or structures in the City would not be exposed to inundation by tsunami. Mudflows and landslides are unlikely to happen due to the relatively flat topography within the project area. Thus, it is unlikely that the project site would be subject to inundation by a seiche, tsunami, or mudflow or landslide. Therefore, there is no impact.

4.10. Land Use and Planning

Table 3-10: 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?			X	
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, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			X	
c)	Conflict with any applicable habitat conservation plan or natural community conservation plan?				X

4.10.1. Environmental Setting/Affected Environment

The project is on vacant property intended for urban development per the Yuba City General Plan. The site is surrounded by a variety of uses, from single-family residential to commercial to light industrial uses. The project is designed to provide a transition of uses that will be compatible with the existing neighboring uses.

4.10.2. Federal Regulatory Setting

There are no federal or state regulations pertaining to land use and planning relevant to the proposed Project.

4.10.3. Local Regulatory Setting

Yuba City General Plan, Land Use Element: The Land Use Element of the General Plan establishes guidance for the ultimate pattern of growth in the City's Sphere of Influence. It provides direction regarding how lands are to be used, where growth will occur, the density/intensity and physical form of that growth, and key design considerations.

4.10.4. Impact Assessment/Environmental Consequences:

a) Physically divide an established community?

The project will not physically divide an established community. The site is surrounded by a variety of uses, from single-family residential to light industrial uses. The project is designed to provide a transition of uses that will be compatible with the existing neighboring uses.

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, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

The reason for the general plan amendment and the rezoning is to ensure that the project is consistent with the variety of neighboring uses.

c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

There are currently no adopted habitat conservation plans or natural community conservations plans within the City limits or the City's sphere of influence.

4.11. Mineral Resources

Table 3-11: 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?				X
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?				X

4.11.1. Federal Regulatory Setting

There are no federal regulations pertaining to mineral resources relevant to the proposed Project.

4.11.2. State Regulatory Setting

California Surface Mining and Reclamation Act of 1975: Enacted by the State Legislature in 1975, the Surface Mining and Reclamation Act (SMARA), Public Resources Code Section 2710 et seq., insures a continuing supply of mineral resources for the State. The act also creates surface mining and reclamation policy to assure that:

- Production and conservation of minerals is encouraged;
- Environmental effects are prevented or minimized;
- Consideration is given to recreational activities, watersheds, wildlife, range and forage, and aesthetic enjoyment;
- Mined lands are reclaimed to a useable condition once mining is completed; and
- Hazards to public safety both now and in the future are eliminated.

Areas in the State (city or county) that do not have their own regulations for mining and reclamation activities rely on the Department of Conservation, Division of Mines and Geology, Office of Mine Reclamation to enforce this law. SMARA contains provisions for the inventory of mineral lands in the State of California.

The State Geologist, in accordance with the State Board's Guidelines for Classification and Designation of Mineral Lands, must classify Mineral Resource Zones (MRZ) as designated below:

- MRZ-1. Areas where available geologic information indicates that there is minimal likelihood of significant resources.
- MRZ-2. Areas underlain by mineral deposits where geologic data indicate that significant mineral deposits are located or likely to be located.
- MRZ-3. Areas where mineral deposits are found but the significance of the deposits cannot be evaluated without further exploration.

- MRZ-4. Areas where there is not enough information to assess the zone. These are areas that have unknown mineral resource significance.

SMARA only covers mining activities that impact or disturb the surface of the land. Deep mining (tunnel) or petroleum and gas production is not covered by SMARA.

4.11.3. Impact Assessment/Environmental Consequences:

- 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?*

The property contains no known mineral resources and there is little opportunity for mineral resource extraction. The Yuba City General Plan does not recognize any mineral resource zones within the City's boundary, and no mineral extraction facilities currently exist within the City. Additionally, the site is surrounded by uses that are generally considered incompatible with mineral extraction facilities.

4.12. Noise

Table 3.12: Noise				
Would the project result in:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?			X	
b) Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?			X	
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
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?				X
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?				X

4.12.1. Environmental Setting/Affected Environment for Noise

Noise can be generally defined as unwanted sound. Sound, traveling in the form of waves from a source, exerts a sound pressure level (referred to as sound level) which is measured in decibels (dB), with 0 dB corresponding roughly to the threshold of human hearing and 120 to 140 dB corresponding to the threshold of pain.

Sound pressure fluctuations can be measured in units of hertz (Hz), which correspond to the frequency of a particular sound. Typically, sound does not consist of a single frequency, but rather a broad band of frequencies varying in levels of magnitude (sound power). The sound pressure level, therefore, constitutes the additive force exerted by a sound corresponding to the frequency/sound power level spectrum.

The typical human ear is not equally sensitive to all frequencies of the audible sound spectrum. As a consequence, when assessing potential noise impacts, sound is measured using an electronic filter that de-emphasizes the frequencies below 1,000 Hz and above 5,000 Hz in a manner corresponding to the human ear's decreased sensitivity to low and extremely high frequencies instead of the frequency mid-range. This method of frequency weighting is referred to as A-weighting and is expressed in units of A-weighted decibels (dBA). Frequency A-weighting follows an international standard methodology of frequency de-emphasis and is typically applied to community noise measurements.

Noise exposure is a measure of noise over a period of time. Noise level is a measure of noise at a given instant in time. Community noise varies continuously over a period of time with respect to the contributing sound sources of the community noise environment. Community noise is primarily the product of many distant noise sources, which constitute a relatively stable background noise exposure, with the individual contributors unidentifiable. The background noise level changes throughout a typical day, but does so gradually, corresponding with the addition and subtraction of distant noise sources such as traffic and atmospheric conditions. What makes community noise constantly variable throughout a day, besides the slowly changing background noise, is the addition of short duration single event noise sources (e.g., aircraft flyovers, motor vehicles, sirens), which are readily identifiable to the individual receptor. These successive additions of sound to the community noise environment vary the community noise level from instant to instant, requiring the measurement of noise exposure over a period of time to legitimately characterize a community noise environment and evaluate cumulative noise impacts.

4.12.2. Environmental Setting/Affected Environment for Groundborne Vibration

Vibration is the periodic oscillation of a medium or object. Vibration sources may be continuous, such as factory machinery, or transient, such as explosions. As is the case with airborne sound, ground borne vibrations may be described by amplitude and frequency. Vibration amplitudes are usually expressed in peak particle velocity (PPV) or root mean squared (RMS), as in RMS vibration velocity. The PPV and RMS (VbA) vibration velocity are normally described in inches per second (in/sec). PPV is defined as the maximum instantaneous positive or negative peak of a vibration signal and is often used in monitoring of blasting vibration because it is related to the stresses that are experienced by buildings.

Although PPV is appropriate for evaluating the potential for building damage, it is not always suitable for evaluating human response. As it takes some time for the human body to respond to vibration signals, it is more prudent to use vibration velocity when measuring human response. The typical background vibration velocity level in residential areas is approximately 50 VdB. Groundborne vibration is normally perceptible to humans at approximately 65 VdB. For most people, a vibration-velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels.

Typical outdoor sources of perceptible ground borne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. Construction vibrations can be transient, random, or continuous. The approximate threshold of vibration perception is 65 VdB, while 85 VdB is the vibration acceptable only if there are an infrequent number of events per day.

4.12.3. Federal Regulatory Setting

Federal Vibration Policies: The Federal Railway Administration (FRA) and the Federal Transit Administration (FTA) have published guidance relative to vibration impacts. According to the FRA, fragile buildings can be exposed to ground-borne vibration levels of 90 VdB without experiencing structural damage.⁹⁷ The FTA has identified the human annoyance response to vibration levels as 75 VdB.

4.12.4. State Regulatory Setting

California Noise Control Act: The California Noise Control Act was enacted in 1973 (Health and Safety Code §46010 et seq.), and states that the Office of Noise Control (ONC) should provide assistance to local communities in developing local noise control programs. It also indicates that ONC staff would work with the Department of Resources Office of Planning and Research (OPR) to provide guidance for the preparation of the required noise elements in city and county General Plans, pursuant to Government Code § 65302(f). California Government Code § 65302(f) requires city and county general plans to include

a noise element. The purpose of a noise element is to guide future development to enhance future land use compatibility.

Title 24 – Sound Transmission Control: Title 24 of the California Code of Regulations (CCR) codifies Sound Transmission Control requirements, which establishes uniform minimum noise insulation performance standards for new hotels, motels, dormitories, apartment houses, and dwellings other than detached single-family dwellings. Specifically, Title 24 states that interior noise levels attributable to exterior sources shall not exceed 45 dBA CNEL in any habitable room of new dwellings. Title 24, Part 2 requires an acoustical report that demonstrates the achievements of the required 45 dBA CNEL. Dwellings are designed so that interior noise levels will meet this standard for at least ten years from the time of building permit application.

4.12.5. Local Regulatory Setting

The City of Yuba City General Plan presents the vision for the future of Yuba City, and outlines several guiding policies and policies relevant to noise.

The following goals and policies from the City of Yuba City General Plan¹ are relevant to noise.

Guiding Policies

- 9.1-G-1 Strive to achieve an acceptable noise environment for the present and future residences of Yuba City.
- 9.1-G-2 Incorporate noise considerations into land use planning decisions, and guide the location and design of transportation facilities to minimize the effects of noise on adjacent land uses.
- **Implementing Policies**
- 9.1-I-1 Require a noise study and mitigation for all projects that have noise exposure greater than “normally acceptable” levels. Noise mitigation measures include, but are not limited to, the following actions:
 - Screen and control noise sources, such as parking and loading facilities, outdoor activities and mechanical equipment,
 - Increase setbacks for noise sources from adjacent dwellings,
 - Retain fences, walls, and landscaping that serve as noise buffers,
 - Use soundproofing materials and double-glazed windows, and
 - Control hours of operation, including deliveries and trash pickup, to minimize noise impacts.
- 9.1-I-3 In making a determination of impact under the California Environmental Quality Act (CEQA), consider an increase of four or more dBA to be "significant" if the resulting noise level would exceed that described as normally acceptable for the affected land use in Figure 5.
- 9.1-I-4 Protect especially sensitive uses, including schools, hospitals, and senior care facilities, from excessive noise, by enforcing “normally acceptable” noise level standards for these uses.
- 9.1-I-5 Discourage the use of sound walls. As a last resort, construct sound walls along highways and arterials when compatible with aesthetic concerns and neighborhood character. This would be a developer responsibility.

¹ City of Yuba, 2004. *City of Yuba General Plan*. April 8, 2004.

- 9.1-I-6 Require new noise sources to use best available control technology (BACT) to minimize noise from all sources.
- 9.1-I-7 Minimize vehicular and stationary noise sources and noise emanating from temporary activities, such as construction.

City of Yuba City Municipal Code: Title 4, Chapter 17, Section 4-17.10(e) of the Yuba City Municipal Code prohibits the operation of noise-generating construction equipment before 6:00 a.m. or after 9:00 p.m. daily, except Sunday and State or federal holidays when the prohibited time is before 8:00 a.m. and after 9:00 p.m.

4.12.6. Impact Assessment/Environmental Consequences:

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?*

This general plan amendment, rezoning, and subdivision will result in the construction of a new interior local street. At various times thereafter, there will be construction of new buildings on the new lots created by the subdivision. This construction would involve temporary noise sources that are anticipated to last for a short period, potentially less than thirty-day periods, that could impact the nearby single-family residences located along the western edge of this property. The noise source would include typical grading and paving equipment and miscellaneous equipment.

During construction, which is planned to occur during daylight hours, Monday through Friday, noise from construction activities would contribute to the noise environment in the immediate project vicinity. Activities involved in construction could generate maximum noise levels, as indicated in Table 3, ranging from 79 to 91 dBA at a distance of 50 feet, without feasible noise control (e.g., mufflers) and ranging from 75 to 80 dBA at a distance of 50 feet, with feasible noise control. However, due to the very limited duration of the construction activities, the effects from this activity are expected to be less than significant.

Table 2: Noise Levels of Typical Construction		
Type of Equipment (1)	dBA at 50 ft.	
	Without Feasible Noise Control (2)	With Feasible Noise Control
Dozer or Tractor	80	75
Excavator	88	80
Scraper	88	80
Front End Loader	79	75
Backhoe	85	75
Grader	85	75
Truck	91	75
<p>(1)US Environmental Protection Agency. "Noise from Construction Equipment and Operations, Building Equipment and Home Appliances." Figure IV.H-4. 1971.</p> <p>(2)Feasible noise control includes the use of intake mufflers, exhaust mufflers and engine shrouds operating in accordance with manufacturers specifications</p>		

Once the subdivision is built-out the new residences will be subject to traffic noise from Bridge Street and potentially from intermittent noise from the light industrial uses located north of this property. City ordinance and the conditions applied to this Project require masonry walls be constructed along the residential portion of Bridge Street and along the residential/non-residential interface along the Project's northern and eastern boundary. Therefore, the noise from Bridge Street and the neighboring light industrial uses is expected to be less than significant.

b) *Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?*

Construction activity can result in varying degrees of ground vibration, depending on the equipment and methods employed. Operation of construction equipment causes ground vibrations that spread through the ground and diminish in strength with distance. Table 4 describes the typical construction equipment vibration levels.

Table 3: Typical Construction Levels	
Equipment (1)	VdB at 25 ft2
Small Bulldozer	58
Vibratory Roller	94
Jackhammer	79
Loaded Trucks	86
<i>(1) US Environmental Protection Agency. "Noise from Construction Equipment and Operations, Building Equipment and Home Appliances." Figure IV.H-4. 1971.</i>	

Vibration levels of construction equipment in Table 4 are at a distance of 25 feet from the equipment. As noted above, construction activities are limited to daylight hours. Infrequent construction-related vibrations would be short-term and temporary, and operation of heavy-duty construction equipment would be intermittent throughout the day during construction. Therefore, with the short duration of grading activities associated with the project, the temporary impact to any uses in the vicinity of the project would be less than significant.

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

d) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Upon completion of construction activities, the proposed new buildings that will ultimately be constructed on the property range from single-family residences to commercial uses. These are typical uses found throughout the City and are not expected to be large noise generators nor are the potential uses significantly different than the existing neighboring uses. Therefore, the impact would be less than significant.

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?

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?

The project is not within an airport land use plan. There are no private airports or airfields located within the City limits of Yuba City. The closest private airstrip is the Vanderford Ranch Company Airport, located approximately six miles southwest of the City, well beyond any safety or hazard zones. Therefore, there will be no significant impacts from any private airstrips.

4.13. Population and Housing

Table 3-13: Population and Housing				
Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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)?			X	
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X

4.13.1. Environmental Setting/Affected Environment

The proposed Project is located in an urbanized area of the City, and is surrounded by other residential, commercial and light industrial uses. This is essentially an in-fill project. All City services already serve the property.

4.13.2. Federal Regulatory Setting

There are no federal regulations, plans, programs or guidelines associated with population or housing that are applicable to the proposed Project.

4.13.3. State Regulatory Setting

California law (Government Code Section 65580, et seq.) requires cities and counties to include a housing element as a part of their general plan to address housing conditions and needs in the community. Housing elements are prepared approximately every five years (eight following implementation of Senate Bill [SB] 375), following timetables set forth in the law. The housing element must identify and analyze existing and projected housing needs and “make adequate provision for the existing and projected needs of all economic segments of the community,” among other requirements. The City adopted its current Housing Element in 2013.

4.13.4. Regional Regulatory Setting

State law mandates that all cities and counties offer a portion of housing to accommodate the increasing needs of regional population growth. The statewide housing demand is determined by the California Department of Housing and Community Development (HCD), while local governments and councils of governments decide and manage their specific regional and jurisdictional housing needs and develop a regional housing needs assessment (RHNA).

In the greater Sacramento region, which includes the City of Yuba City, SACOG has the responsibility of developing and approving an RHNA and a Regional Housing Needs Plan (RHNP) every eight years

(Government Code, Section 65580 et seq.). This document has a central role of distributing the allocation of housing for every county and city in the SACOG region. Housing needs are assessed for very low income, low income, moderate income, and above moderate households.²

As described above, SACOG is the association of local governments that includes Yuba City, along with other jurisdictions comprising the six counties in the greater Sacramento region. In addition to preparing the Metropolitan Transportation Plan and Sustainable Communities Strategy for the region, SACOG approves the distribution of affordable housing in the region through its RHNP. SACOG also assists in planning for transit, bicycle networks, clean air and serves as the Airport Land Use Commission for the region.³

4.13.5. Impact Assessment/Environmental Consequences:

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)?

If the property is built out to its maximum density it could result in at least six single-family residences, up to 20 new residences from ten duplexes, and up to 21 residences as part of the development of the multiple-family parcel. Combined there could be 37 new residences. But as this is an infill project and properties around this project are already developed, it is not expected induce growth to nearby properties. All City infrastructure already serves the site, including sewer, water, storm water drainage, and roads.

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

The proposed project will not result in the displacement of any housing or population. There will be no impact.

² Sacramento Area Council of Governments. 2012. Regional Needs Housing Plan 2013-2021. Adopted September 20, 2012. Page 4. Table 1.

³ Sacramento Area Council of Governments. 2017. About SACOG. SACOG website. Available: <http://www.sacog.org/about/>. Accessed July 25, 2017.

4.14. Public Services

Table 3-14: Public Services				
Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered government 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:				
i) Fire protection?			X	
ii) Police protection?			X	
iii) Schools?			X	
iv) Parks?			X	
v) Other public facilities?			X	

4.14.1. Environmental Setting/Affected Environment

Law enforcement serving the various new uses is provided by the Yuba City Police Department. Fire protection is provided by the Yuba City Fire Department. Nearby parks and other urban facilities that may be utilized by new residents and customers and employees are also provided by Yuba City. The nearby Andros Karperos School and River Valley High School are part of the Yuba City Unified School District.

4.14.2. Federal Regulatory Setting

National Fire Protection Association: The National Fire Protection Association (NFPA) is an international nonprofit organization that provides consensus codes and standards, research, training, and education on fire prevention and public safety. The NFPA develops, publishes, and disseminates more than 300 such codes and standards intended to minimize the possibility and effects of fire and other risks. The NFPA publishes the NFPA 1, Uniform Fire Code, which provides requirements to establish a reasonable level of fire safety and property protection in new and existing buildings.

4.14.3. State Regulatory Setting

California Fire Code and Building Code: The 2013 California Fire Code (Title 24, Part 9 of the California Code of Regulations) establishes regulations to safeguard against hazards of fire, explosion, or dangerous conditions in new and existing buildings, structures, and premises. The Fire Code also establishes requirements intended to provide safety and assistance to fire fighters and emergency responders during emergency operations. The provision of the Fire Code includes regulations regarding fire-resistance rated construction, fire protection systems such as alarm and sprinkler systems, fire service features such as fire apparatus access roads, fire safety during construction and demolition, and wildland urban interface areas.

California Health and Safety Code (HSC): State fire regulations are set forth in Sections 13000 et seq. of the California HSC, which includes regulations for building standards (as set forth in the CBC), fire protection and notification systems, fire protection devices such as extinguishers, smoke alarms, childcare facility standards, and fire suppression training.

California Master Mutual Aid Agreement: The California Master Mutual Aid Agreement is a framework agreement between the State of California and local governments for aid and assistance by the interchange of services, facilities, and equipment, including but not limited to fire, police, medical and health, communication, and transportation services and facilities to cope with the problems of emergency rescue, relief, evacuation, rehabilitation, and reconstruction.

4.14.4. Impact Assessment/Environmental Consequences:

a) 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 government 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:

Fire Protection: The Yuba City Fire Department provides fire protection services to the property. This proposal will result in more residences and commercial uses in the vicinity. But due to the limited size of the Project, and that it is an infill development to areas already served, the Fire Department does not anticipate any significant increase in fire hazards to the area.

Police Protection: The Yuba City Police Department will provide police services to the site. The Police Department reviewed the proposal and did not express concerns.

Schools: The Yuba City Unified School District did not voice any concerns over the project. Further, the new residences will be required to pay school impact fees that offset the impact on the schools caused by the increased number of students.

Parks: There will be up to 37 new residences created as a result of this project that may utilize the City park system. However, as the City charges a park impact fee for each new residence that pays for future park growth and improvements which mitigates the impact from this residential growth and therefore is not considered significant.

Other Public Facilities: As the existing City infrastructure already serves this property, impacts to public services and facilities, such as the City of Yuba City Water and Wastewater Treatment Facilities, would be less than significant.

4.15. Recreation

Table 3-15: 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?			X	
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?			X	

4.15.1. Environmental Setting/Affected Environment

Yuba City has 22 City-owned parks and recreational areas, managed by the City’s Parks and Recreation Department. This consists of four community parks, 15 neighborhood parks, and three passive or mini parks.

4.15.2. Federal Regulatory Setting

There are no federal regulations regarding parks and open space that are applicable to the proposed Project.

4.15.3. State Regulatory Setting

State Public Park Preservation Act: The primary instrument for protecting and preserving parkland is the Public Park Preservation Act of 1971. Under the PRC section 5400-5409, cities and counties may not acquire any real property that is in use as a public park for any non-park use unless compensation or land, or both, are provided to replace the parkland acquired. This provides no net loss of parkland and facilities.

Quimby Act: California Government Code Section 66477, referred to as the Quimby Act, permits local jurisdictions to require the dedication of land and/or the payment of in-lieu fees solely for park and recreation purposes. The required dedication and/or fee are based upon the residential density and housing type, land cost, and other factors. Land dedicated and fees collected pursuant to the Quimby Act may be used for developing new, or rehabilitating existing park or recreational facilities.

4.15.4. Local Regulatory Setting

The Yuba City General Plan and the City’s Parks Master Plan provide a goal of providing 5 acres of public parkland per 1,000 residents, while it also requires 1 acre of Neighborhood Park for every 1,000 residents. The City’s development impact fee program collects fees for new development, which is allocated for the acquisition and development of open space in the City.

4.15.5. Impact Assessment/Environmental Consequences:

- 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?*

The use of parks for the up to 37 new residences will impact park facilities. However, the City collects park impact fees for each new residence that is dedicated to new park facilities, thereby mitigating any adverse park impacts.

4.16. Transportation/Traffic

Table 3-16: Transportation Recreation				
Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?			X	
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?			X	
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks?				X
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				X
e) Result in inadequate emergency access?			X	
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?			X	

4.16.1. Federal Regulatory Setting

Federal Highway Administration: FHWA is the agency of the U.S. Department of Transportation (DOT) responsible for the Federally-funded roadway system, including the interstate highway network and portions of the primary State highway network. FHWA funding is provided through the Safe, Accountable, Flexible, Efficiency Transportation Equity Act: A Legacy for Users (SAFETEA-LU). SAFETEA- LU can be used to fund local transportation improvement projects, such as projects to improve the efficiency of existing roadways, traffic signal coordination, bikeways, and transit system upgrades.

Several federal regulations govern transportation issues. They include:

- Title 49, CFR, Sections 171-177 (49 CFR 171-177), governs the transportation of hazardous materials, the types of materials defined as hazardous, and the marking of the transportation vehicles.

- Title 49 CFR 350-399, and Appendices A-G, Federal Motor Carrier Safety Regulations, address safety considerations for the transport of goods, materials, and substances over public highways.
- Title 49 CFR 397.9, the Hazardous Materials Transportation Act of 1974, directs the U.S. Department of Transportation to establish criteria and regulations for the safe transportation of hazardous materials.
- **Federal Aviation Administration:** The Federal Aviation Administration (FAA) regulates aviation at regional, public, and private airports. The FAA regulates objects affecting navigable airspace.

4.16.2. State Regulatory Setting

State of California Transportation Department Transportation Concept Reports: Each District of the State of California Transportation Department (Caltrans) prepares a Transportation Concept Report (TCR) for every state highway or portion thereof in its jurisdiction. The TCR usually represents the first step in Caltrans’ long-range corridor planning process. The purpose of the TCR is to determine how a highway will be developed and managed so that it delivers the targeted LOS and quality of operations that are feasible to attain over a 20-year period, otherwise known as the “route concept” or beyond 20 years, for what is known as the “ultimate concept”.

4.16.3. Impact Assessment/Environmental Consequences:

- a) *Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?*
- b) *Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?*

Amending the General Plan Land Use Map from Office and Light Industrial to Residential and Commercial land use designations, along with the accompanying rezoning and a tentative subdivision map, and build-out of the 5.73 acres will generate additional traffic.

The criteria to determine whether the project will create a significant impact is General Plan Policy 5.2-I-12, which requires that the street section and the nearby Bridge Street/Walton Avenue intersection operate at Level-of-Service (LOS) D or better.

Bridge Street is classified in the General Plan as a major arterial. When completed it will be a four-lane through street running between 2nd Street and going west ultimately to George Washington Boulevard, and potentially beyond.

With the street improvements required of this project, the north side of Bridge Street at this location would be completed to facilitate two lanes of westbound traffic. The south side of Bridge Street west of the Walton Avenue intersection is a single lane lacking curb, gutter and sidewalk.

The most recent and closest traffic count, taken in 2016, was located just east of this site on the other side of Walton Avenue. The traffic count was:

West bound: 2,154 daily one-way trips.

East Bound: 3,249 daily one-way trips.

Since Bridge Street west of Walton Avenue is not yet a through street, much of the traffic in that count did not utilize this portion of Bridge Street, instead it originated or terminated at Walton Avenue. That traffic either turned north or south onto Walton Avenue that was westbound on Bridge Street or visa-versa. Thus the traffic count on the subject portion of Bridge Street was likely much lower.

At maximum build-out the project will generate additional traffic from:

- 6 single-family residences
- 20 duplex residences (from 10 duplex lots).
- 21 apartment residences (assumes 14 residences per acre, the maximum allowed).
- Up to 6,782 square feet of retail space. The assumptions for the retail building(s) are:
 - Maximum 23% lot coverage by a building(s).
 - A drive-thru business or vehicle service station is not being considered, as it would require discretionary review. If a drive-through or service station was proposed the Planning Commission, under a separate use permit action, would individually consider a drive-thru or service station.
 - 20% of the vehicle trips would be pass-by traffic.
- As all traffic utilizing the project must travel either east or west, and that the majority of the population lives east of the project and the majority of the City is east of the project it is assumed that the traffic split generated by this project will be 40 percent west-bound and 60 percent east-bound.

Per the Institute of Traffic Engineers *Traffic Generation Manual*, the components of the project would generate vehicle trips at a rate indicated in Table 4-16.1.

Table 3-16.1: Traffic Generation Rates			
Individual Use	Weekday Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Single-Family Residence	9.57	.77	1.02
Duplex (each residence)	8.14	.66	.87
Apartment (each residence)	6.72	.55	.67
Free Standing Discount Store (per 1000 sq. ft.)	56.02	.84	5.06

Table 3-16.2: Project Generated Traffic at Build-Out			
Use	Weekday Daily Trips	A.M. Peak Hour Trips	P.M Peak Hour Trips
Single-Family Residences	57.4	4.62	6.12
Duplexes	162.8	13.2	16.8
Apartments	141.1	11.55	14.07
Commercial	303	5	27
Total	627	34	64

Utilizing the assumption that the project traffic will be 40 percent west-bound and 60 percent east-bound the expected impacts:

The traffic to and from the west generated by this project will consist of the following:

Weekday trips:	251
A.M. peak hour trips:	14
P.M. peak hour trips:	26

The additional traffic to and from the west will not be significant as this portion of Bridge Street is underutilized. Further, there are no intersections to the west that can be impacted. In the future when Bridge Street is extended west there may be a controlled intersection at Tharp Road. However, Tharp Road cannot extend south as a major street thus Bridge Street/Tharp Road will not become a major intersection.

The traffic to and from the east generated by this project will consist of the following:

Weekday trips:	376
A.M peak hour trips:	20
P.M peak hour trips:	38

The traffic study conducted for the 2004 General Plan update concluded that during the P.M. peak hour the LOS at the Bridge Street/Walton Avenue intersection was D, which is at the lower end of an acceptable level. The LOS D was due to traffic loads from north and southbound traffic on Walton Avenue and southbound Walton Avenue traffic turning east onto Bridge Street. Very little traffic was generated by Bridge Street west of the intersection.

This project also includes a general plan amendme3nt from an approximate even mix of heavy commercial-light industrial designation and office designations the various residential designations and some commercial. While the new designations will likely generate additional traffic, the increase is not large.

Adding 38 P.M. peak hour trips to the Bridge Street/Walton Avenue intersection will impact the LOS D. However, assuming maximum buildout occurs, the new traffic will be utilizing the least impacted portions of the intersection as it is located on the under-utilized portion of Bridge Street. In other words, the project will add approximately one vehicle trip every 40 seconds during the P.M. peak hour to the intersection, and that traffic will be utilizing the least impacted directions for the intersection. Therefore, the project is not expected to create any significant impacts on the existing LOS D at this intersection.

As a result, the project is not expected to generate any potential significant traffic impacts nor the need for mitigation measures. Further a detailed traffic study is not needed for this project.

Another way of considering this proposal is comparing the traffic that would be generated if the property was developed under the existing general plan designations versus the proposed designations. Table ??? makes that comparison.

The existing general plan designations are approximately half Heavy Commercial/Light Industrial (CM) and half is designated Office (O). Assume that the CM is built out at 20 percent lot coverage and that the O is built-out at 25 percent lot coverage. This would translate to a 24,916 square foot light industrial type building and a 31,145 square foot office building. Tables 4-16.3 & 4 below, provides the vehicle trips generated if the site is developed per the existing general plan designations.

Table 3-16.3: Existing Conditions – Assumed Traffic Generation Rates			
Individual Use	Weekday Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Light Industrial (1,000 s.f.)	6.97	.92	.98
Office (1,000 s.f.)	11.01	1.55	1.49

Table 3-16.4: Existing Conditions – Estimated Traffic Generated at Build-Out			
Use	Weekday Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Light Industrial	173.7	22.9	24.4
Offices	342.9	48.3	46.4
Total	516.6	71.2	70.8

Comparing the existing general plan designations (Table 4-16.4) to the proposed general plan designations (Table 4-16.2) the difference between existing and proposed general plan designations can be seen. With the existing general plan designations, the total daily trips will be about 517 versus the proposed project would generate about 627 daily trips. An increase of about 21 percent. But the A.M. peak hour trips would increase. The A.M. peak hour will decrease from 71 trips to 34, a decrease of about half. The P.M. traffic would decrease from about 71 trips to 64 trips, a reduction of about 11 percent.

c) *Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks?*

The project site is not within the Sutter County Airport Comprehensive Land Use Plan.

d) *Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*

The project has frontage on Bridge Street and the construction of the project will create two new local street entrances onto Bridge Street from the new loop street. Both Public Works Department and the

Police Department have reviewed the project and determined that the new street entrances are within all safety standards. There are no dangerous curves and since the site is in an urbanized area it is anticipated there will be no conflict with incompatible uses such as farm equipment.

e) Result in inadequate emergency access?

The Fire Department and Police Departments have reviewed the project plans and did not express concerns about emergency access to the property.

f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

The north side of Bridge Street is built to its full width with curb and gutter. Additional right-of-way will be dedicated to accommodate a new sidewalk, landscape strip and masonry wall. With these improvements the street section in front of this property will be completed to full City standards, safely accommodating bus and truck traffic as well as completed bike lanes and sidewalks.

4.17. Tribal Cultural Resources

Table 3-17: Tribal Cult				
Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project cause of 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 :				
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), or				X
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.		X		

4.17.1. Federal Regulatory Setting

This section describes the affected environment and regulatory setting for Tribal Cultural Resources (TCRs) in the Master Plan. The following analysis of the potential environmental impacts related to TCRs is derived primarily from the following sources:

- California Native American Heritage Commission Sacred Lands File Search, December 11, 2017.
- Ethnographic overview of the Nisenan culture.
- Environmental Impact Report for the City of Yuba City General Plan (2004).
- Consultation record with California Native American tribes under Assembly Bill 52 and Senate Bill 18.

4.17.2. State Regulatory Setting

Assembly Bill 52: Effective July 1, 2015, Assembly Bill 52 (AB 52) amended CEQA to require that: 1) a lead agency provide notice to any California Native American tribes that have requested notice of projects proposed by the lead agency; and 2) for any tribe that responded to the notice within 30 days of receipt with a request for consultation, the lead agency must consult with the tribe. Topics that may be addressed during consultation include TCRs, the potential significance of project impacts, type of environmental document that should be prepared, and possible mitigation measures and project alternatives.

Pursuant to AB 52, Section 21073 of the Public Resources Code defines California Native American tribes as “a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of the Statutes of 2004.” This includes both federally and non-federally recognized tribes.

Section 21074(a) of the Public Resource Code defines TCRs for the purpose of CEQA as:

- 1) Sites, features, places, cultural landscapes (geographically defined in terms of the size and scope), sacred places, and objects with cultural value to a California Native American tribe that are either of the following:
 - a. included or determined to be eligible for inclusion in the California Register of Historical Resources; and/or
 - b. included in a local register of historical resources as defined in subdivision (k) of Section 5020.1; and/or
 - c. 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 Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.

Because criteria a and b also meet the definition of a Historical Resource under CEQA, a TCR may also require additional consideration as a Historical Resource. TCRs may or may not exhibit archaeological, cultural, or physical indicators.

Recognizing that California tribes are experts in their TCRs and heritage, AB 52 requires that CEQA lead agencies initiate consultation with tribes at the commencement of the CEQA process to identify TCRs. Furthermore, because a significant effect on a TCR is considered a significant impact on the environment under CEQA, consultation is required to develop appropriate avoidance, impact minimization, and mitigation measures.

4.17.3. Cultural Setting

The Nisenan (also referred to as Southern Maidu) inhabited the General Plan area prior to large-scale European and Euroamerican settlement of the surrounding area. Nisenan territory comprised the drainages of the Yuba, Bear, and American Rivers, and the lower drainages of the Feather River. The Nisenan, together with the Maidu and Konkow, their northern neighbors, form the Maidu language family of the Penutian linguistic stock (Shipley 1978:89). Kroeber (1976:392) noted three dialects: Northern Hill Nisenan, Southern Hill Nisenan, and Valley Nisenan. Although cultural descriptions of this group in the English language are known from as early as 1849, most of our current cultural knowledge comes from various anthropologists in the early part of the 20th century (Levy 1978:413; Wilson and Towne 1978:397).

The basic subsistence strategy of the Nisenan was seasonally mobile hunting and gathering. Acorns, the primary staple of the Nisenan diet, were gathered in the valley along with seeds, buckeye, salmon, insects, and a wide variety of other plants and animals. During the warmer months, people moved to mountainous areas to hunt and collect food resources, such as pine nuts. Bedrock and portable mortars and pestles were used to process acorns. Nisenan settlement patterns were oriented to major river drainages and tributaries. In the foothills and lower Sierra Nevada, Nisenan located their villages in large flats or ridges near major streams. These villages tended to be smaller than the villages in the valley. (Wilson and Towne 1978:389–390.)

Trade provided other valuable resources that were not normally available in the Nisenan environment. The Valley Nisenan received black acorns, pine nuts, manzanita berries, skins, bows, and bow wood from the Hill Nisenan to their east, in exchange for fish, roots, grasses, shells, beads, salt, and feathers (Wilson

and Towne 1978). To obtain, process, and utilize these material resources, the Nisenan had an array of tools to assist them. Wooden digging sticks, poles for shaking acorns loose, and baskets of primarily willow and redbud were used to gather vegetal resources. Stone mortars and pestles were used to process many of the vegetal foods; baskets, heated stones, and wooden stirring sticks were used for cooking. Basalt and obsidian were primary stone materials used for making knives, arrow and spear points, clubs, arrow straighteners, and scrapers. (Wilson and Towne 1978.)

Nisenan settlement locations depended primarily on elevation, exposure, and proximity to water and other resources. Permanent villages were usually located on low rises along major watercourses. Village size ranged from three houses to 40 or 50 houses. Larger villages often had semi-subterranean dance houses that were covered in earth and tule or brush, and had a central smoke hole at the top and an entrance that faced east (Wilson and Towne 1978:388). Early Nisenan contact with Europeans appears to have been limited to the southern reaches of their territory. Spanish expeditions intruded into Nisenan territory in the early 1800s. In the two or three years following the gold discovery, Nisenan territory was overrun by immigrants from all over the world. Gold seekers and the settlements that sprang up to support them were nearly fatal to the native inhabitants. Survivors worked as wage laborers and domestic help and lived on the edges of foothill towns. Despite severe depredations, descendants of the Nisenan still live in their original land area and maintain and pass on their cultural identity.

4.17.4. Summary of Native American Consultation

c) Assembly Bill 52

On December 28, 2018 the City sent a project notification letter to the United Auburn Indian Community of the Auburn Rancheria (UAIC) and the Lone Band of Miwok Indians, which had previously requested notification of projects under the City's jurisdiction, pursuant to 21080.3.1(d) of the Public Resources Code. The tribes were provided a brief description of the project and its location, the lead agency contact information, and a notification that the tribe has 30 days to request consultation.

On January 18, 2019, the City received a letter from (UAIC), requesting consultation and provided mitigation measures. On January 21, 2019 the City sent UAIC a letter to initiate consultation. Because UAIC did not respond, as reported by the City on April 10, 2019 and again on May 23, 2019, the City terminated consultation after a reasonable and good faith effort on May 23, 2019 but included the recommended mitigation measures proposed

4.17.5. Tribal Cultural Resources within Project Area

In the absence of specific information from California Native American Tribes, information about potential impacts to TCRs or Native American Cultural Places was drawn from the ethnographic context (summarized above) and the results of a search of the Sacred Lands File of the NAHC. A recently conducted Cultural Resources Inventory for a project in the general vicinity included a sacred lands file search, records search with a 0.25 mile radius, and subsurface testing. No cultural resources were found during this study. It is additional documentation that this area is largely devoid of CTR's. The findings of this study, while not directly for the project area, are consistent with professional experience that buried Native American sites are not common (or are rarely found) this far away from the Feather River. We've also incorporated updated mitigation measure language.

The ethnographic information reviewed for the project, including ethnographic maps, does not identify any villages, occupational areas, or resource procurement locations in or around the current project area. Further, the areas of highest sensitivity are closer to the Feather River. In addition, the Sacred Lands File

failed to identify any sacred lands or tribal resources in or near the project area.

4.17.6. Thresholds of Significance

AB 52 established that a substantial adverse change to a TCR has a significant effect on the environment. The thresholds of significance for impacts to TCRs are as follows:

Would the Project cause a substantial adverse change to a TCR, defined in Section 21074 as sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a Native American tribe that are:

- Included or determined to be eligible for inclusion in the California Register of Historical Resources;
- Included in a local register of historical resources as defined in subdivision k of Section 5010.1; and/or
- Determined by the City to be significant, as supported by substantial evidence, including:
 - A cultural landscape with a geographically defined boundary;
 - A historical resource as described in Section 21084.1 (either eligible for or listed on the California Register of Historical Resources or listed on a local registry);
 - A unique archaeological resource as defined in Section 21083.2; and/or
 - A non-unique archaeological resource as defined in Section 21083.2.

In assessing substantial adverse change, the City must determine whether or not the project will adversely affect the qualities of the resource that convey its significance. The qualities are expressed through integrity. Integrity of a resource is evaluated with regard to the retention of location, design, setting, materials, workmanship, feeling, and association [CCR Title 14, Section 4852(c)]. Impacts are significant if the resource is demolished or destroyed or if the characteristics that made the resource eligible are materially impaired [CCR Title 14, Section 15064.5(a)]. Accordingly, impacts to a TCR would likely be significant if the project negatively affects the qualities of integrity that made it significant in the first place. In making this determination, the City need only address the aspects of integrity that are important to the TCR's significance.

4.17.7. Impact Assessment/Environmental Consequences:

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).

The property is vacant of any structures. No known TCRs have been identified (as defined in Section 21074) within the proposed project area. Therefore, no resources listed for or eligible for listing in the California Register of Historical Resources or a local register are present. Therefore, there is no impact.

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.

The City solicited consultation with culturally affiliated California Native American tribes (regarding the proposed project in accordance with AB 52. No known TCRs have been identified (as defined in Section

21074) within the proposed project area. Given the level of previous disturbance within the Project area, it is not expected that any TCRs would remain. However, during grading and excavation activities, there is a potential to encounter native soils, which may contain undiscovered TCRs. In the unlikely event resources are discovered during ground disturbing activities that are associated with Native American culture, compliance with Mitigation Measures TCR-1 and TCR-2 would reduce the potential impacts to a less than significant level.

4.17.8. Tribal Cultural Resource Mitigation Measures

Tribal Cultural Resources Mitigation Measure 1: Worker Awareness Training. The City shall ensure that a Worker Education Program is developed and delivered to train equipment operators about cultural resources. The program shall be designed to inform workers about: federal and state regulations pertaining to cultural resources and tribal cultural resources; the subsurface indicators of resources that shall require work stoppage; procedures for notifying the City of any occurrences; and enforcement of penalties and repercussions for non-compliance with the program. Worker education training may be provided either in person or as a DVD with a training binder, prepared by a qualified professional archaeologist and reviewed by the City. The United Auburn Indian Community (UAIC) shall be afforded the option of attending the initial training in person or providing a video segment or information for incorporation into the training that appeals to the contractor's need to be respectful of tribal cultural resources and tribal participation in implementing unanticipated discovery protocols. All ground-disturbing equipment operators shall be required to receive the training and sign a form that acknowledges receipt of the training. A copy of the form shall be provided to the City as proof of compliance.

Tribal Cultural Resources Mitigation Measure 2: Avoid and minimize impacts to previously unknown Tribal Cultural Resources. If any cultural resources, such as structural features, unusual amounts of bone or shell, artifacts, human remains, or architectural remains are encountered during the initial inspection or during any subsequent construction activities, work shall be suspended within 100 feet of the find, and the construction supervisor shall immediately notify the City representative. If the find includes human remains, then the City shall immediately notify the Sutter County Coroner and the procedures in Section 7050.5 of the California Health and Safety Code and, if applicable, Section 5097.98 of the Public Resources Code, shall be followed. For resources reasonably associated with Native American cultural and for human remains, the City shall coordinate with any necessary investigation of the discovery with a UAIC tribal representative and a qualified archaeologist approved by the City. As part of the site investigation and resource assessment, the City shall consult with UAIC to develop, document, and implement appropriate management recommendations, should potential impacts to the resources be found by the City to be significant. Nothing in this measure prohibits the City from considering any comments from other culturally-affiliated Native American tribes that volunteer information to the City during its investigation. Possible management recommendations could include documentation, data recovery, or (if deemed feasible by the City) preservation in place. The contractor shall implement any measures deemed by the City staff to be necessary and feasible to avoid, minimize, or mitigate significant effects to the cultural resources, such as the use of a Native American Monitor whenever work is occurring within 100 feet of the discovery of Native American Resources, if deemed appropriate by the City.

After implementation of the above mitigation measure, the Proposed Project would result in less than significant impacts to TCRs.

4.18. Utilities and Service Systems

Table 3-18: Utilities and Service Systems				
Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			X	
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?			X	
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?			X	
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			X	
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 projected demand in addition to the existing commitments?			X	
f) Be served by a landfill with sufficient permitted capacity to accommodate the solid waste disposal needs?			X	
g) Comply with federal, state, and local statutes and regulations related to solid waste?			X	

4.18.1. Environmental Setting/Affected Environment

Wastewater:

Yuba City owns, operates, and maintains the wastewater collection, treatment, and disposal system that provides sewer service to approximately 60,000 residents and numerous businesses. The remainder of the residents and businesses in the Yuba City Sphere of Influence (SOI) are currently serviced by private septic systems. In the early 1970s, the City's original sewage treatment plant was abandoned and the current Wastewater Treatment Facility (WWTF) was constructed.

Water:

The water supply source for the City is surface water from the Feather River with use of a backup groundwater well. The City of Yuba City is a public water agency with over 18,000 connections. City policy only allows areas annex within the city limits to be served by the surface water system. The site is served by to the City's water system.

Reuse and Recycling:

Solid waste generated in Yuba City is collected by Recology Yuba-Sutter. Recology offers residential, commercial, industrial, electronic, and hazardous waste collection, processing, recycling and disposal, as well as construction and demolition waste processing, diversion, and transfer to a disposal facility. The City's municipal solid waste is delivered to the Ostrom Road Landfill; a State-permitted solid waste facility that provides a full range of transfer and diversion services. This landfill has a remaining capacity of 39,223,000 cubic yards (90 percent remaining capacity reported in 2007).⁴

4.18.2. Federal Regulatory Setting

National Pollutant Discharge Elimination System: Discharge of treated wastewater to surface water(s) of the U.S., including wetlands, requires an NPDES permit. In California, the RWQCB administers the issuance of these federal permits. Obtaining a NPDES permit requires preparation of detailed information, including characterization of wastewater sources, treatment processes, and effluent quality. Any future development that exceeds one acre in size would be required to comply with NPDES criteria, including preparation of a Storm water Pollution Prevention Plan (SWPPP) and the inclusion of BMPs to control erosion and offsite transport of soils.

4.18.3. State Regulatory Setting

State Water Resources Control Board (SWRCB): Waste Discharge Requirements Program. State regulations pertaining to the treatment, storage, processing, or disposal of solid waste are found in Title 27, CCR, Section 20005 et seq. (hereafter Title 27). In general, the Waste Discharge Requirements (WDRs) Program (sometimes also referred to as the "Non Chapter 15 (Non 15) Program") regulates point discharges that are exempt pursuant to Subsection 20090 of Title 27 and not subject to the Federal Water Pollution Control Act. Exemptions from Title 27 may be granted for nine categories of discharges (e.g., sewage, wastewater, etc.) that meet, and continue to meet, the preconditions listed for each specific exemption. The scope of the WDRs Program also includes the discharge of wastes classified as inert, pursuant to Section 20230 of Title 27. Several programs are administered under the WDR Program, including the Sanitary Sewer Order and recycled water programs.

Department of Resources Recycling and Recovery (CalRecycle): The Department of Resources Recycling and Recovery (CalRecycle) is the State agency designated to oversee, manage, and track the 76 million tons of waste generated each year in California. CalRecycle develops laws and regulations to control and manage waste, for which enforcement authority is typically delegated to the local government. The board works jointly with local government to implement regulations and fund programs.

The Integrated Waste Management Act of 1989 (PRC 40050 et seq. or Assembly Bill (AB 939, codified in PRC 40000), administered by CalRecycle, requires all local and county governments to adopt a Source Reduction and Recycling Element to identify means of reducing the amount of solid waste sent to landfills. This law set reduction targets at 25 percent by the year 1995 and 50 percent by the year 2000. To assist local jurisdictions in achieving these targets, the California Solid Waste Reuse and Recycling Access Act of 1991 requires all new developments to include adequate, accessible, and convenient areas for collecting and loading recyclable and green waste materials.

Regional Water Quality Control Boards: The primary responsibility for the protection of water quality in California rests with the State Water Resources Control Board (State Board) and nine Regional Water

⁴ CalRecycle, 2017. Available: <http://www.calrecycle.ca.gov/SWFacilities/Directory/58-AA-0011/Detail/>. Accessed August 15, 2017.

Quality Control Boards. The State Board sets statewide policy for the implementation of state and federal laws and regulations. The Regional Boards adopt and implement Water Quality Control Plans (Basin Plans), which recognize regional differences in natural water quality, actual and potential beneficial uses, and water quality problems associated with human activities.

National Pollutant Discharge Elimination System (NPDES) Permit: As authorized by the Clean Water Act (CWA), the National Pollutant Discharge Elimination System (NPDES) Permit Program controls water pollution by regulating point sources that discharge pollutants into water of the United States. In California, it is the responsibility of Regional Water Quality Control Boards (RWQCB) to preserve and enhance the quality of the state's waters through the development of water quality control plans and the issuance of waste discharge requirements (WDRs). WDRs for discharges to surface waters also serve as NPDES permits.

California Department of Water Resources: The California Department of Water Resources (DWR) is a department within the California Resources Agency. The DWR is responsible for the State of California's management and regulation of water usage.

4.18.4. Impact Assessment/Environmental Consequences:

- a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?*
- 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?*

The Project presently has all City services available to this site and they are designed to accommodate a project of this size. Further, all new development must pay water and wastewater connection fees which fund future improvements to the water and wastewater system. Therefore the impact on the wastewater collection system or the wastewater treatment plant is less than significant.

- 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?*

The additional impermeable surface created by this project will generate additional storm water drainage. The property is within the Gilziser County Drainage District and must pay the appropriate storm water drainage system impact fees which covers the project's fair share of the impact on the storm water collection system.

- d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?*

The City has adequate surface water supply or other water resources to provide water to the project area.

- 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 projected demand in addition to the existing commitments?*
- f) Be served by a landfill with sufficient permitted capacity to accommodate the solid waste disposal needs?*

The landfill operated by Recology Yuba-Sutter has adequate landfill capacity for years to come.

- g) Comply with federal, state, and local statutes and regulations related to solid waste?*

Transportation and disposal of all waste due to the proposed Project’s construction would be facilitated in accordance with all applicable federal, state and local statutes and regulations. There would be no significant impact.

4.19. Mandatory Findings of Significance

Table 3-19: Mandatory Findings of Significance				
Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the project 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 example of the major periods of California history or prehistory?			X	
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)			X	
c) Have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?			X	

4.19.1. Impact Assessment/Environmental Consequences:

a) Does the project 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 example of the major periods of California history or prehistory?

The project site is on a previously disturbed site within the urbanized area and there is little plant or animal habitat value as the site has been plowed for vegetation control. Therefore the development of this 5.73 acre infill area will not significantly 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 an important example 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)

CEQA Guidelines Section 15064(i) states that a Lead Agency shall consider whether the cumulative impact of a project is significant and whether the effects of the project are cumulatively considerable. The assessment of the significance of the cumulative effects of a project must, therefore, be conducted in connection with the effects of past projects, other current projects, and probable future projects.

The development of the proposed subdivision, once built-out will generate new traffic onto Bridge Street. However the traffic from the project will not adversely impact the level of service on Bridge Street and each new building will be required to pay transportation impact fees that offset any impacts the project may have on City streets. Therefore there are no significant cumulative traffic impacts. The additional paving area may create some minor air quality and greenhouse gas, noise and hazardous material cumulative impacts. But those impacts are considered to be less than significant.

c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?

The proposed Project in and of itself would not create a significant hazard to the public or the environment. Construction-related air quality, noise, and hazardous materials exposure impacts would occur for a very short period and only be a minor impact during that time period. Therefore, the proposed project would not have any direct or indirect adverse impacts on humans.

5. Section References and/or Incorporated by Reference

According to Section 15150 of the CEQA Guidelines, an ND may incorporate by reference all or portions of another document that is a matter of public record. The incorporated language will be considered to be set forth in full as part of the text of the ND. All documents incorporated by reference are available for review at, or can be obtained through, the City of Yuba City Development Services Department located at the address provided above. The following documents are incorporated by reference:

Airport Land Use Commission. 1994. Sutter County Airport Comprehensive Land Use Plan. April 1994.

Airport Land Use Commission. 2011. Yuba County Airport Land Use Compatibility Plan. Adopted March 17, 2011

California Department of Conservation, Division of Land Resource Protection (CDC DLRP). 2014. Farmland Mapping and Monitoring Program – Sutter County Important Farmland 2012. August 2014.

California Department of Conservation, Division of Land Resource Protection (CDC DLRP). 2013. Sutter County Williamson Act FY 2013/2014.

Carollo. 2011. City of Yuba City 2010 Urban Water Management Plan. June 2011.

Yuba City, City of. 2016. City of Yuba City Municipal Code.
https://www.municode.com/library/ca/yuba_city/codes/code_of_ordinances

Dyett & Bhatia. 2004. City of Yuba City General Plan. Adopted April 8, 2004.

Yuba City General Plan, 2004 Environmental Impact Report. (SCH #2001072105).

Fehr & Peers Associates, Inc. 1995. Yuba-Sutter Bikeway Master Plan. December 1995.

“Determination of 1-in-200 Year Floodplain for Yuba City Urban Level of Flood Protection Determination,” prepared for Yuba City by MBK Engineers, November 2015.

Sutter County General Plan.

Feather River Air Quality Management District (FRAQMD) CEQA Significance Thresholds.

Yuba Sutter Transit Route Map.

California Department of Conservation, California Geological Survey. “Fault Zone Activity Map.” Alquist-Priolo Earthquake Fault Zones.

California Department of Toxic Substances Control (DTSC). 2016. EnviroStor. Available at <http://www.envirostor.dtsc.ca.gov/public/>

California Department of Conservation, Division of Land Resource Protection Farmland Mapping and Monitoring Program – Sutter County Important Farmland Map.

Federal Emergency Management Agency (FEMA), Flood Insurance Rate Maps.

Carollo. 2011. City of Yuba City 2010 Urban Water Management Plan. June 2011.

City of Yuba City Wastewater Master Plan.

Sutter County Airport Comprehensive Land Use Plan, April, 1994.

Yuba County Airport Land Use Compatibility Plan, Sept., 2010.

Fehr & Peers Associates, Inc. 1995. Yuba-Sutter Bikeway Master Plan. December 1995.

California Department of Transportation (Caltrans). 2011. California Scenic Highway Mapping System website. Updated September 7, 2011. Available at http://dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm