CITY OF YUBA CITY
STAFF REPORT

Date: May 5, 2020

To: Honorable Mayor & Members of the City Council

From: Development Services Department

Presentation By: Benjamin K. Moody, Development Services Director

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Summary:

Subject: Central City Specific Plan – land use changes

Recommendation: After holding a public hearing, and consider the following actions:

A. General Plan Amendment 19-04 and CEQA: Adopt a resolution amending the General Plan land use map by re-designating approximately 11.37 acres from the Business, Technology & Light Industrial (B,T&LI) land use designation with 10.39 of those acres re-designated to the Community Commercial (CC) land use designation and approximately 0.98 acres re-designated to an Office & Office Park (O) designation, as provided in Attachment 3, and adopting a Mitigated Negative Declaration for the Project as provided in Attachment 6

B. Specific Plan Amendment 19-02: Adopt a Resolution amending the Central City Specific Plan land use map by re-designating approximately 5.06 acres from the Storefront Commercial land use designation and approximately 6.31 acres from the Light Industrial land use designation, with 10.39 of those acres re-designated to the to the Community Commercial (CC) designation and 0.98 acres re-designated as Workplace, as provided in Attachment 4

C. Rezoning 19-04: Introduce an Ordinance that rezones approximately 6.31 acres from the Heavy Commercial/Light Industrial (C-M) Zone District and approximately 5.06 acres from the Community Commercial (C-2) Zone District, with 10.39 of those acres rezoned to the C-2 Zone District combined with the Specific Plan Zone District (C-2 SP) and 0.98 acres rezoned to the Office Commercial Zone District combined with the Specific Plan Zone District (C-O SP), as provided in Attachment 5

Fiscal Impact: Staff time and miscellaneous processing costs have been funded by the City through allotted operational budgets

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Purpose:

Modify the land use in a portion of the Central City Specific Plan to allow non-storefront commercial type uses.

Background:

The subject properties comprise an area of approximately 11.37-acres, located on both sides of Shasta Street between Bridge Street and B Street. Assessor's Parcel Numbers: 52-321-009, 010, 011, 012, 013, 020, 021, and 022; 52-322-008; 52-323-003 and 007; 52-324-007, 013, 018, and 023 (portion), and 52-502-008. See attached Vicinity Map.

When the Central City Specific Plan was originally proposed in the 90's, commercial land use designations were suggested for these properties. However, at the request of the property owners, at the time, the light industrial designation was approved to remain for the subject properties to recognize existing uses. The Specific Plan provides discussion that over time, if some of the City's redevelopment efforts were successful, these light industrial uses would be replaced by commercial uses through market demands.

The City's Planning Commission considered these items at their February 26, 2020 meeting with a 7-0 recommendation for Council to adopt the environmental assessment and approve the proposed GPA, SPA, and rezoning modifications. Additionally, the Downtown Business Association has been made aware of the proposed actions and is in favor of the land use changes to support commercial activity in the downtown.

Analysis:

The Central City Specific Plan originally considered and endorsed the ultimate transition to commercial land uses for the subject properties, with the idea being that commercial development is more appropriate in a downtown setting, as compared to most light industrial uses. Over the last 20+ years, some progression has occurred towards this transition. Some of the light industrial uses have faded and there has been a natural progression towards more commercial development. The Fifth Street Bridge replacement project will further spur this transition, which is ultimately beneficial to sustain the downtown area.

These proposed land use amendments recognize this transition and are aligned in accordance with the Specific Plans intent.

As this staff report is a summary of the items being considered, a copy of the full Planning Commission report is attached for reference (Attachment 6).

General Plan Designation:

Existing: Business, Technology and Light Industrial (BT&LI).

Proposed: Community Commercial (CC) for 10.39 acres and Office & Office Park (O) for .98 acres.

Specific Plan Designation:

Existing: Within the Central City Specific Plan, the properties located on the west side of Shasta Street (5.33 net acres) and the 0.98-acre parcel at the NW corner of B and Boyd Streets are designated as Light Industrial. The City owned property on the east side of Shasta Street (5.06 net acres) is designated as Storefront Commercial, which is also the designation utilized for Plumas Street retail uses.

Proposed: Community Commercial (CC) for 10.39 acres and Workplace for the 0.98-acre parcel located at B Street and Boyd Street.

Zoning Classification:

Existing: The properties located on the west side of Shasta Street as well as the 0.98-acre parcel at the northwest corner of B and Boyd Streets are zoned Heavy Commercial/Light Industrial (C-M). The City owned property located on the east side of Shasta Street is zoned Community Commercial (C-2).

Proposed: C-2 Zone District combined with the Specific Plan Zone District (C-2-SP) for the 10.39 acres on both sides of Shasta Street, and Commercial Office combined with a Specific Plan Combining Zone District (C-O SP) for the 0.98-acre parcel.

Environmental Determination:

An environmental assessment 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.

Based upon the attached environmental assessment and the list of identified mitigation measures, staff has determined that, with the proposed mitigation measures, there is no evidence in the record that the project may have a significant effect on the environment and recommends adoption of a mitigated negative declaration for this project. The findings of the mitigated negative declaration are that, with the proposed mitigation measures for cultural resources, greenhouse gases and traffic, the proposed general plan amendment, specific plan amendment, and rezoning will not create any significant impacts to the neighborhood or vicinity. As a result, the filing of a mitigated negative declaration is appropriate in accordance with the provisions of CEQA.

Fiscal Impact:

This has been a City initiated project to support the redevelopment of the downtown area. Staff time and miscellaneous processing costs has been paid through budgeted operational costs.

Alternatives:

Provide staff with further direction to revise the subject items as deemed appropriate by the Council or deny the GPA, SPA, and RZ.

Recommended Action:

After holding a public hearing, and consider the following actions:

A. General Plan Amendment 19-04 and CEQA: Adopt a resolution amending the General Plan land use map by re-designating approximately 11.37 acres from the Business, Technology & Light Industrial (B,T&LI) land use designation with 10.39 of those acres re-designated to the Community Commercial (CC) land use designation and approximately 0.98 acres re-designated to an Office & Office Park (O) designation, as provided in Attachment 3, and adopting a Mitigated Negative Declaration for the Project as provided in Attachment 6

B. Specific Plan Amendment 19-02: Adopt a Resolution amending the Central City Specific Plan land use map by re-designating approximately 5.06 acres from the Storefront Commercial land use designation and approximately 6.31 acres from the Light Industrial land use designation, with 10.39 of those acres re-designated to the to the

Community Commercial (CC) designation and 0.98 acres re-designated as Workplace, as provided in Attachment 4

C. Rezoning 19-04: Introduce an Ordinance that rezones approximately 6.31 acres from the Heavy Commercial/Light Industrial (C-M) Zone District and approximately 5.06 acres from the Community Commercial (C-2) Zone District, with 10.39 of those acres rezoned to the C-2 Zone District combined with the Specific Plan Zone District (C-2 SP) and 0.98 acres rezoned to the Office Commercial Zone District combined with the Specific Plan Zone District (C-O SP), as provided in Attachment 5

Attachments:

1. Vicinity Map
2. Land Use Exhibit
3. General Plan Amendment 19-04 and CEQA Resolution
4. Specific Plan Amendment 19-02 Resolution
5. Rezoning 19-04 Ordinance
6. Planning Commission staff report February 26, 2020 and EA 19-13 Initial Study/Mitigated Negative Declaration

Prepared by:

/s/ Benjamin K. Moody
Benjamin K. Moody
Development Services Director

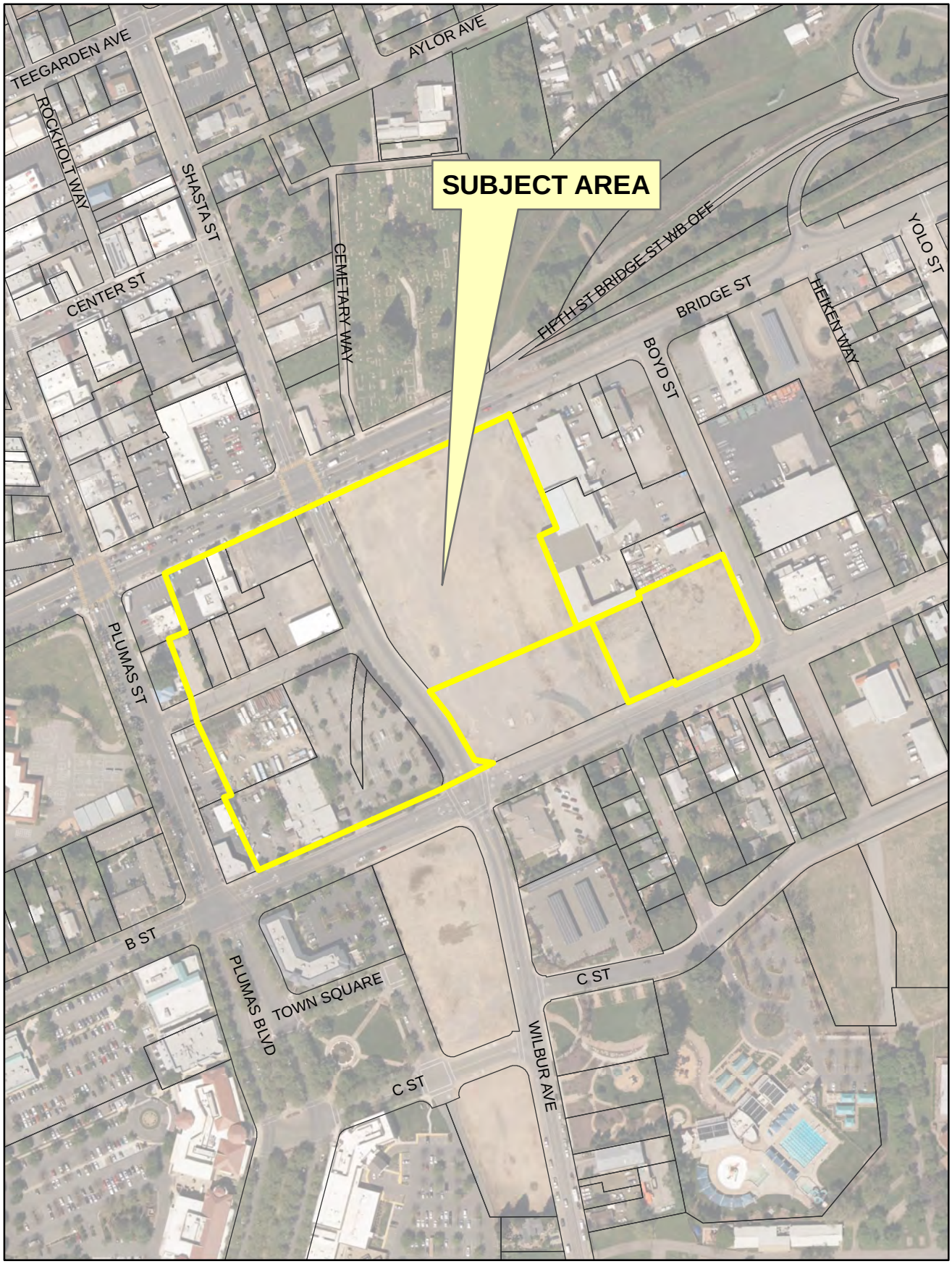
Submitted by:

/s/ Diana Langley
Diana Langley
Interim City Manager

Reviewed By:

Department Head	BM
Finance Director	SM
City Attorney	SLC by email

ATTACHMENT 1
VICINITY MAP

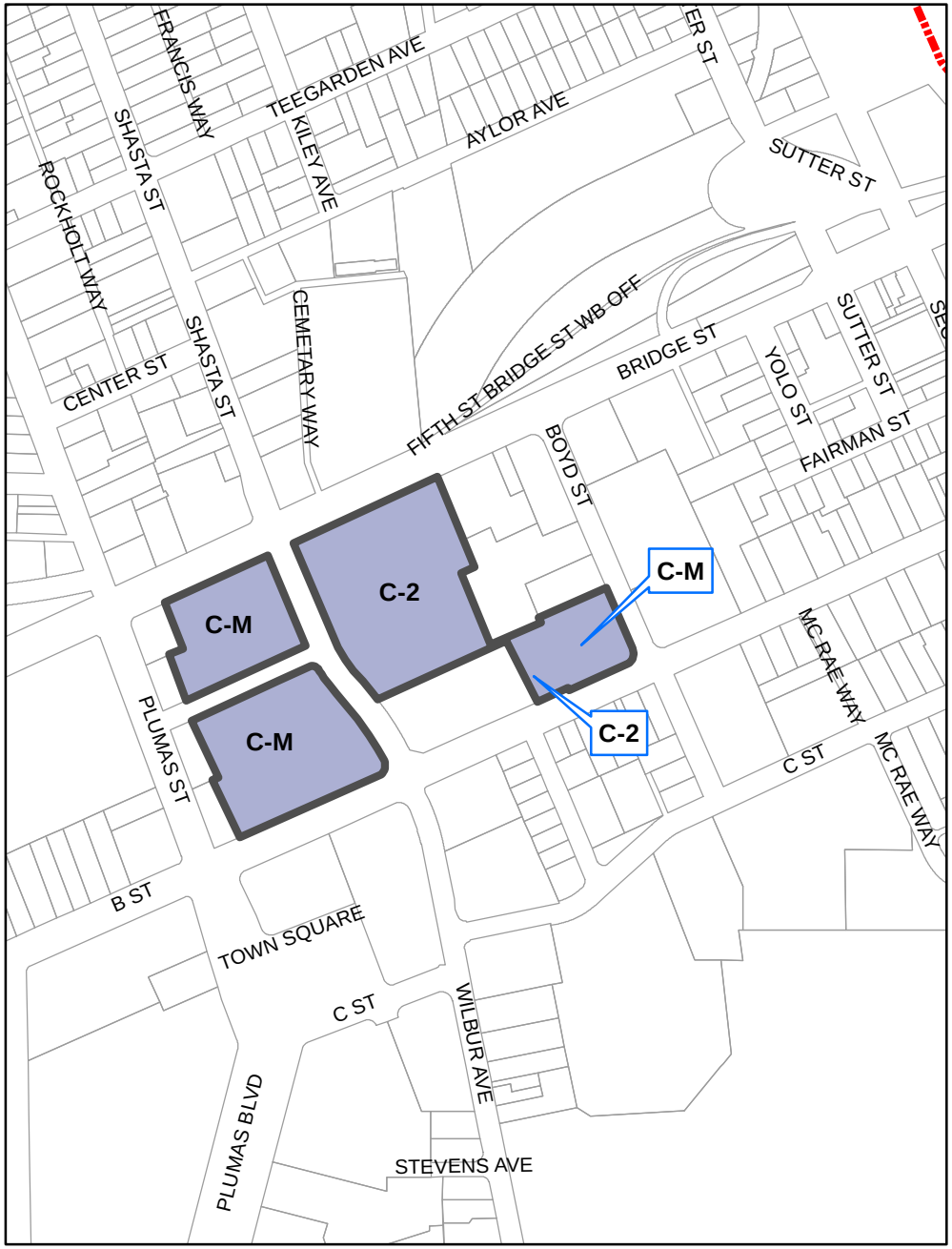


General Plan Amendment 19-04,
Specific Plan Amendment 19-02,
Rezone 19-04

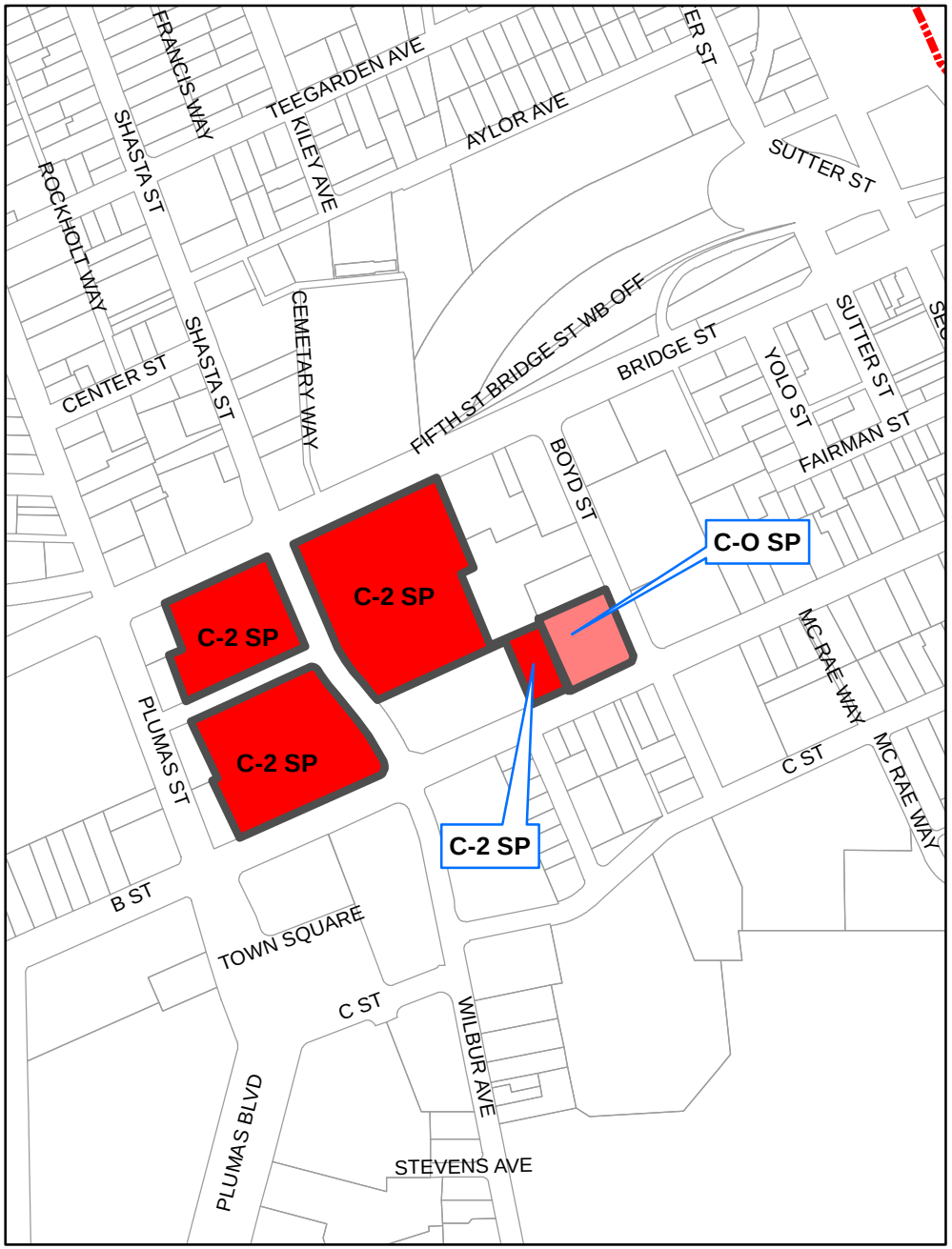
1 inch = 300 feet

ATTACHMENT 2
LAND USE EXHIBIT

EXISTING



PROPOSED



Business, Technology, and Light Industry

Community Commercial

Office, Office Park

N

GENERAL PLAN AMENDMENT 19-04

SPECIFIC PLAN AMENDMENT 19-02

REZONE 19-04

ATTACHMENT 3

GENERAL PLAN AMENDMENT 19-04 AND CEQA RESOLUTION

RESOLUTION NO. _____

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF YUBA CITY ADOPTING AN AMENDMENT TO THE YUBA CITY GENERAL PLAN LAND USE MAP TO REDESIGNATE 11.37 ACRES FROM THE BUSINESS, TECHNOLOGY & LIGHT INDUSTRIAL LAND USE DESIGNATION, WITH 10.39 OF THOSE ACRES RE-DESIGNATED TO THE COMMUNITY COMMERCIAL LAND USE DESIGNATION AND 0.98 ACRES RE-DESIGNATED TO AN OFFICE & OFFICE PARK LAND USE DESIGNATION; (GENERAL PLAN AMENDMENT NO. 19-04), AND ADOPTION OF A MITIGATED NEGATIVE DECLARATION

WHEREAS, General Plan Amendment (GPA) 19-04 was initiated by the City to amend the land use designation of the City's General Plan, relating to approximately 11.37 acres of property located on both sides of Shasta Street between Bridge Street and B Street from the Business, Technology & Light Industrial (B,T&LI) land use designation with 10.39 of those acres re-designated to the Community Commercial (CC) land use designation and approximately 0.98 acres re-designated to an Office & Office Park (O) designation, as shown on **Exhibit A**; and

WHEREAS, pursuant to the provisions of Article 72, Section 8-5.7202, of the City of Yuba City Municipal Code, the Planning Commission held a duly noticed public hearing on February 26, 2020, to consider GPA 19-04; and

WHEREAS, at that same public hearing the Planning Commission reviewed and considered related SPA 19-02 recommending to the City Council adoption of SPA 19-02; and

WHEREAS, at that same public hearing the Planning Commission reviewed and considered related RZ 19-04 recommending to the City Council adoption of RZ 19-04; and

WHEREAS, GPA 19-04, SPA 19-02, and RZ 19-04, will facilitate an amendment to the planning for the Central City area and that it is in the best public interest to do so; and

WHEREAS, the Commission reviewed related EA 19-13 considering a Mitigated Negative Declaration prepared for the project, which provided mitigation to reduce significant impacts to less than significant and recommended approval of the same; and

WHEREAS, the Planning Commission reviewed and considered all of the information and testimony for the three related items and the environmental document; and

WHEREAS, following a public hearing on the matter, the Planning Commission took action to recommend approval to the City Council of GPA 19-04 by a vote of 7-0; and

WHEREAS, the Council, on May 5, 2020, received the recommendation of the Planning Commission; and

WHEREAS, on May 5, 2020, the City Council reviewed and considered all of the information provided and conducted a public hearing to consider GPA 19-04 and received both oral testimony and written information presented at the hearing regarding the General Plan Amendment.

WHEREAS, after consideration of all the items before it, the Council desires to approve GPA 19-04.

NOW, THEREFORE, BE IT RESOLVED by the City Council, based upon the testimony and information presented at the hearing and upon review and consideration of the environmental documentation provided, approves as follows:

1. The City Council finds that an environmental assessment/mitigated negative declaration 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 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 attached 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 effect on the environment. Therefore, based on the Environmental Assessment 19-06 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.

2. The City Council finds the adoption of the proposed General Plan Amendment, as recommended by the Commission, is in the best interest of the City.

3. The City Council further finds the amendment is consistent with the General Plan goals and policies. The project does not affect the implementation of the General Plan with respect to surrounding properties. Approval of the change would assist with the implementation of the Growth and Economic Development Element of the General plan, to providing opportunity sites for community commercial and offices. Such sites would help promote a vibrant and healthy economy, provide land for planned development, ensuring the fiscal and financial health of the City, and maintain a level of sites that are available to attract and maintain business. Approval of the General Plan Amendment is in the best interest of the City, and is not detrimental to public health, safety, or welfare.

4. The City Council hereby adopts GPA 19-04 as provided in **Exhibit A.**

5. GPA 19-04 is hereby approved and shall become effective immediately.

The foregoing Resolution was duly and regularly introduced, passed and adopted by the City Council of the City of Yuba City at a regular meeting thereof held on May 5, 2020 by the following vote:

AYES:

NOES:

ABSENT:

_____
Shon Harris, Mayor

ATTEST:

_____
Judy Sanchez, Deputy City Clerk

APPROVED AS TO FORM
COUNSEL FOR YUBA CITY:

_____
Shannon Chaffin, City Attorney
Aleshire & Wynder, LLP

EXHIBIT A


PROPOSED
EXISTING
GENERAL PLAN AMENDMENT 19-04
N
Business, Technology, and Light Industry
Community Commercial
Office, Office Park
SUTTER ST
SUTTER ST
FAIRMAN ST
YOLO ST
MC RAE WAY
MC RAE WAY
C ST
BRIDGE ST
FIFTH ST BRIDGE ST-WB OFF
BOYD ST
EMERSON ST
WILBUR AVE
STEVENS AVE
AYLOR AVE
TEEGARDEN AVE
KILEY AVE
CEMETERY WAY
TOWN SQUARE
C ST
PLUMAS BLVD
FRANCIS WAY
SHASTA ST
SHASTA ST
CENTER ST
ROCKHOLT WAY
PLUMAS ST
B ST

ATTACHMENT 4

SPECIFIC PLAN AMENDMENT RESOLUTION

RESOLUTION NO. _____

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF YUBA CITY ADOPTING AN AMENDMENT TO THE CENTRAL CITY SPECIFIC PLAN LAND USE MAP FOR 11.37 ACRES WITH 5.06 ACRES REDESIGNATED FROM THE STOREFRONT COMMERCIAL LAND USE DESIGNATION AND 6.31 ACRES REDESIGNATED FROM THE LIGHT INDUSTRIAL LAND USE DESIGNATION, WITH 10.39 OF THOSE ACRES RE-DESIGNATED TO THE COMMUNITY COMMERCIAL DESIGNATION AND 0.98 ACRES REDESIGNATED AS WORKPLACE (SPECIFIC PLAN AMENDMENT 19-02)

WHEREAS, Specific Plan Amendment (SPA) 19-02 was initiated by the City to amend the land use designation of the Central City Specific Plan, relating to approximately 11.37 acres of property located on both sides of Shasta Street, from the Storefront Commercial and Light Industrial land use designations with 10.39 of those acres redesignated to a Community Commercial designation and 0.98 redesignated to a Workplace designation, as shown on **Exhibit A**; and

WHEREAS, pursuant to the provisions of Article 72, Section 8-5.7202, of the City of Yuba City Municipal Code, the Planning Commission held a duly noticed public hearing on February 26, 2020, to consider SPA 19-02, amending the Central City Specific Plan; and

WHEREAS, at that same public hearing the Planning Commission reviewed and considered related GPA 19-04 recommending to the City Council adoption of GPA 19-04; and

WHEREAS, at that same public hearing the Planning Commission reviewed and considered related RZ 19-04 recommending to the City Council adoption of RZ 19-04; and

WHEREAS, GPA 19-04, SPA 19-02, and RZ 19-04, will facilitate an amendment to the planning for the Central City area and that it is in the best public interest to do so; and

WHEREAS, the Commission reviewed related EA 19-13 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 Planning Commission reviewed and considered all of the information and testimony for the three related items and the environmental document; and

WHEREAS, following a public hearing on the matter, the Planning Commission took action to recommend approval to the City Council of SPA 19-02 by a vote of 7-0; and

WHEREAS, the Council, on May 5, 2020, received the recommendation of the Planning Commission; and

WHEREAS, on May 5, 2020, the City Council reviewed and considered all of the information provided and conducted a public hearing to consider SPA 19-02 and received both oral testimony and written information presented at the hearing regarding the Specific Plan Amendment.

WHEREAS, after consideration of all the items before it, the Council desires to approve SPA 19-02.

NOW, THEREFORE, BE IT RESOLVED by the City Council, based upon the testimony and information presented at the hearing and upon review and consideration of the environmental documentation provided, approves as follows:

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

2. The City Council finds the adoption of the proposed Specific Plan Amendment, as recommended by the Commission, is in the best interest of the City. The City Council further finds the amendment is consistent with the General Plan goals and policies. The project does not affect the implementation of the General Plan with respect to surrounding properties. Approval of the change would assist with the implementation of the Growth and Economic Development Element of the General plan, to providing opportunity sites for community commercial and offices. Such sites would help promote a vibrant and healthy economy, provide land for planned development, ensuring the fiscal and financial health of the City, and maintain a level of sites that are available to attract and maintain business. Approval of the Specific Plan Amendment is in the best interest of the City, and is not detrimental to public health, safety, or welfare.

3. The City Council hereby adopts SPA 19-02 as provided in **Exhibit A.**

4. SPA 19-02 is hereby approved and shall become effective immediately.

The foregoing Resolution was duly and regularly introduced, passed and adopted by the City Council of the City of Yuba City at a regular meeting thereof held on May 5, 2020 by the following vote:

AYES:

NOES:

ABSENT:

_____
Shon Harris, Mayor

ATTEST:

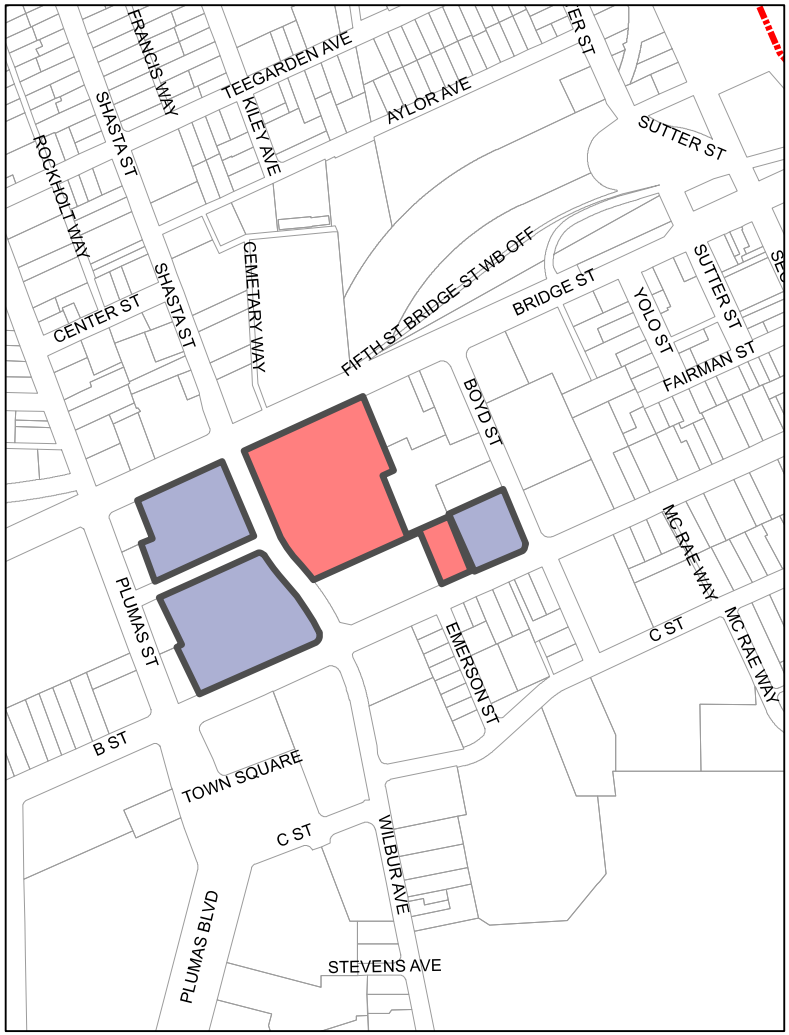
_____
Judy Sanchez, Deputy City Clerk

APPROVED AS TO FORM
COUNSEL FOR YUBA CITY:

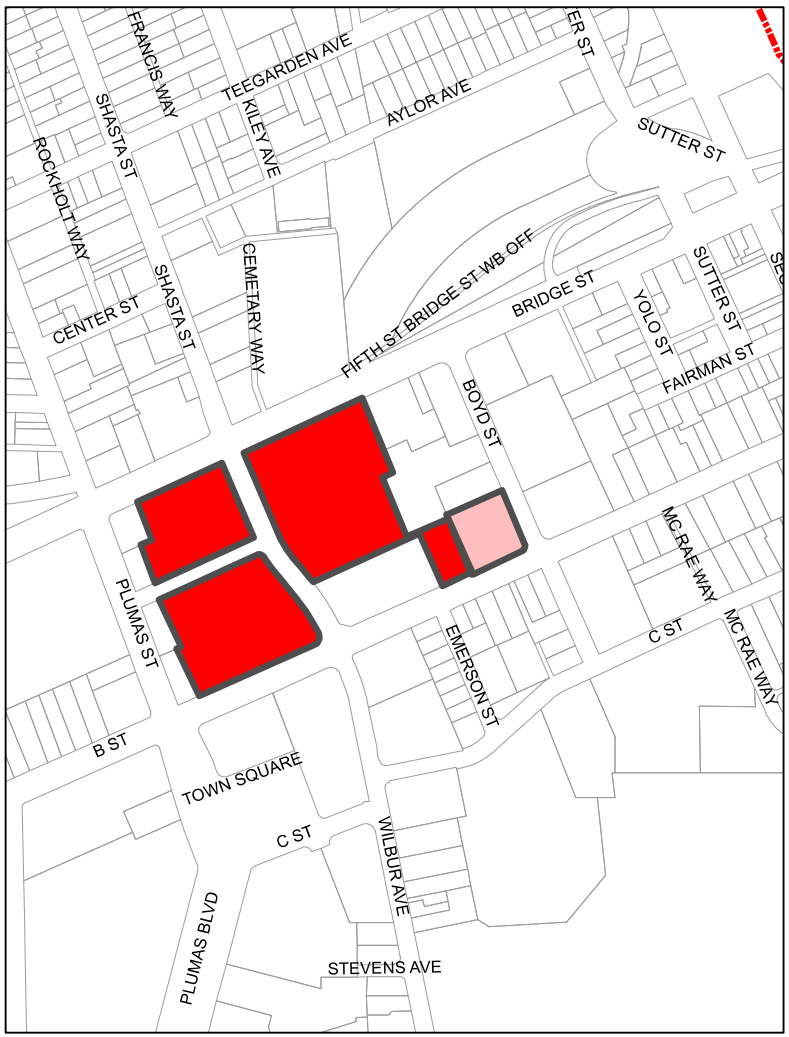
_____
Shannon Chaffin, City Attorney
Aleshire & Wynder, LLP

EXHIBIT A

EXISTING



PROPOSED



- Business, Technology, and Light Industry
- Community Commercial
- Storefront Commercial
- Workplace

N

SPECIFIC PLAN AMENDMENT 19-02

ATTACHMENT 5

REZONING 19-04 ORDINANCE

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF YUBA CITY AMENDING THE ZONING DISTRICT MAP FOR 11.37 ACRES IN THE CITY CENTER FROM THE HEAVY COMMERCIAL/LIGHT INDUSTRIAL AND COMMUNITY COMMERCIAL ZONE DISTRICTS TO THE COMMUNITY COMMERCIAL ZONE DISTRICT COMBINED WITH THE SPECIFIC PLAN ZONE DISTRICT AND THE OFFICE COMMERCIAL ZONE DISRICT COMBINED WITH THE SPECIFIC PLAN ZONE DISTRICT (REZONE NO. 19-04).

WHEREAS, Rezone (RZ) 19-04 was initiated by the City to rezone approximately 11.37 acres of property located on both sides of Shasta Street between Bridge Street and B Street with approximately 6.31 acres rezoned from the Heavy Commercial/Light Industrial (C-M) Zone District and approximately 5.06 acres rezoned from the Community Commercial (C-2) Zone District, with 10.39 of those acres rezoned to the C-2 Zone District combined with the Specific Plan Zone District (C-2 SP) and 0.98 acres rezoned to the Office Commercial Zone District combined with the Specific Plan Zone District (C-O SP), as shown on **Exhibit A**; and

WHEREAS, pursuant to the provisions of Article 72, Section 8-5.7202, of the City of Yuba City Municipal Code, the Planning Commission held a duly noticed public hearing on February 26, 2020, to consider RZ 19-04 and related General Plan Amendment (GPA) 19-04, and Specific Plan Amendment (SPA) 19-02 and the; Mitigated Negative Declaration Environmental Assessment (EA) 19-13 prepared for the project; and

WHEREAS, at the same public hearing the Planning Commission reviewed and considered related GPA 19-04, recommending to the City Council adoption of GPA 19-04; and

WHEREAS, at that same public hearing the Planning Commission reviewed and considered related SPA 19-02, recommending to the City Council adoption of SPA 19-02; and

WHEREAS, RZ 19-04, GPA 19-04, and SPA 19-02, will facilitate an amendment to the planning for the Central City area and that it is in the best public interest to do so; and

WHEREAS, the Planning Commission reviewed related EA 19-13 considering a Mitigated Negative Declaration prepared for the project, which provided mitigation to reduce significant impacts to less than significant, and recommended approval of the same; and

WHEREAS, the Planning Commission reviewed and considered all of the information and testimony for the three related items and the environmental document; and

WHEREAS, following a public hearing on the matter, the Planning Commission took action to recommend approval to the City Council of RZ 19-04 by a vote of 7-0; and

WHEREAS, the Council, on May 5, 2020, received the recommendation of the Planning Commission; and

WHEREAS, on May 5, 2020, the City Council reviewed and considered all of the information provided and conducted a public hearing to consider RZ 19-04 and received both oral testimony and written information presented at the hearing regarding the rezoning; and

WHEREAS, after consideration of all the items before it, the Council desires to approve RZ 19-04.

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

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

2. The City Council finds that the project would facilitate and guide growth in accordance with the General Plan, as amended, and is consistent with the General Plan goals and policies, any operative plan, or adopted policy. The project does not affect the implementation of the General Plan with respect to surrounding properties. Approval of the rezone is necessary to implement the General Plan and Specific Plan as amended, is consistent with the land use designations established therein, and is also consistent with the goals, policies and objectives of both Plans. The proposed project is consistent with the purpose of the zoning ordinance to promote and protect the public's health, safety, peace, comfort, convenience and general welfare.

3. The Council finds that the proposed mix of C-2 SP and O SP Zone Districts are consistent with the City Center Specific Plan as amended by SPA 19-02.

4. The City Council finds that the Zone Districts of the real property described in **Exhibit A** are rezoned as depicted in Exhibit A, and RZ 19-04 is approved.

5. This ordinance shall be in full force and effect thirty (30) days after its passage.

Introduced and read at a regular meeting of the City Council of the City of Yuba City on the 5th day of May 2020.

AYES:

NOES:

ABSENT:

_____
Shon Harris, Mayor

ATTEST:

_____
Judy Sanchez, Deputy City Clerk

APPROVED AS TO FORM
COUNSEL FOR YUBA CITY:

_____

Shannon Chaffin, City Attorney
Aleshire & Wynder, LLP

EXHIBIT A


PROPOSED
C-O SP
C-2 SP
C-2 SP
C-2 SP
C-2 SP
EXISTING
C-M
C-2
C-2
C-M
C-M
SUTTER ST
YOLO ST
FAIRMAN ST
MC RAE WAY
C ST
BRIDGE ST
FIFTH ST BRIDGE ST WB OFF
BOYD ST
EMERSON ST
WILBUR AVE
STEVENS AVE
TAYLOR AVE
TEEGARDEN AVE
TE KILEY AVE
CEMETARY WAY
FRANCIS WAY
SHASTA ST
ROCKHOLT WAY
CENTER ST
PLUMAS ST
B ST
TOWN SQUARE
PLUMAS BLVD
N
REZONE 19-04

ATTACHMENT 6
PLANNING COMMISSION REPORT FROM FEBRUARY 26, 2020 AND EA 19-13 INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

CITY OF YUBA CITY
PLANNING COMMISSION
STAFF REPORT

Meeting Date: February 26, 2020

To: Chair and Members of the Planning Commission

From: Development Services Department

Presentation By: Denis Cook, Planning Consultant

Public Hearing: *General Plan Amendment (GPA) 19-04:* Amend the General Plan land use map by re-designating approximately 11.37 acres from the Business, Technology & Light Industrial (B,T&LI) land use designation with 10.39 of those acres re-designated to the Community Commercial (CC) land use designation and approximately 0.98 acres re-designated to an Office & Office Park (O) designation.

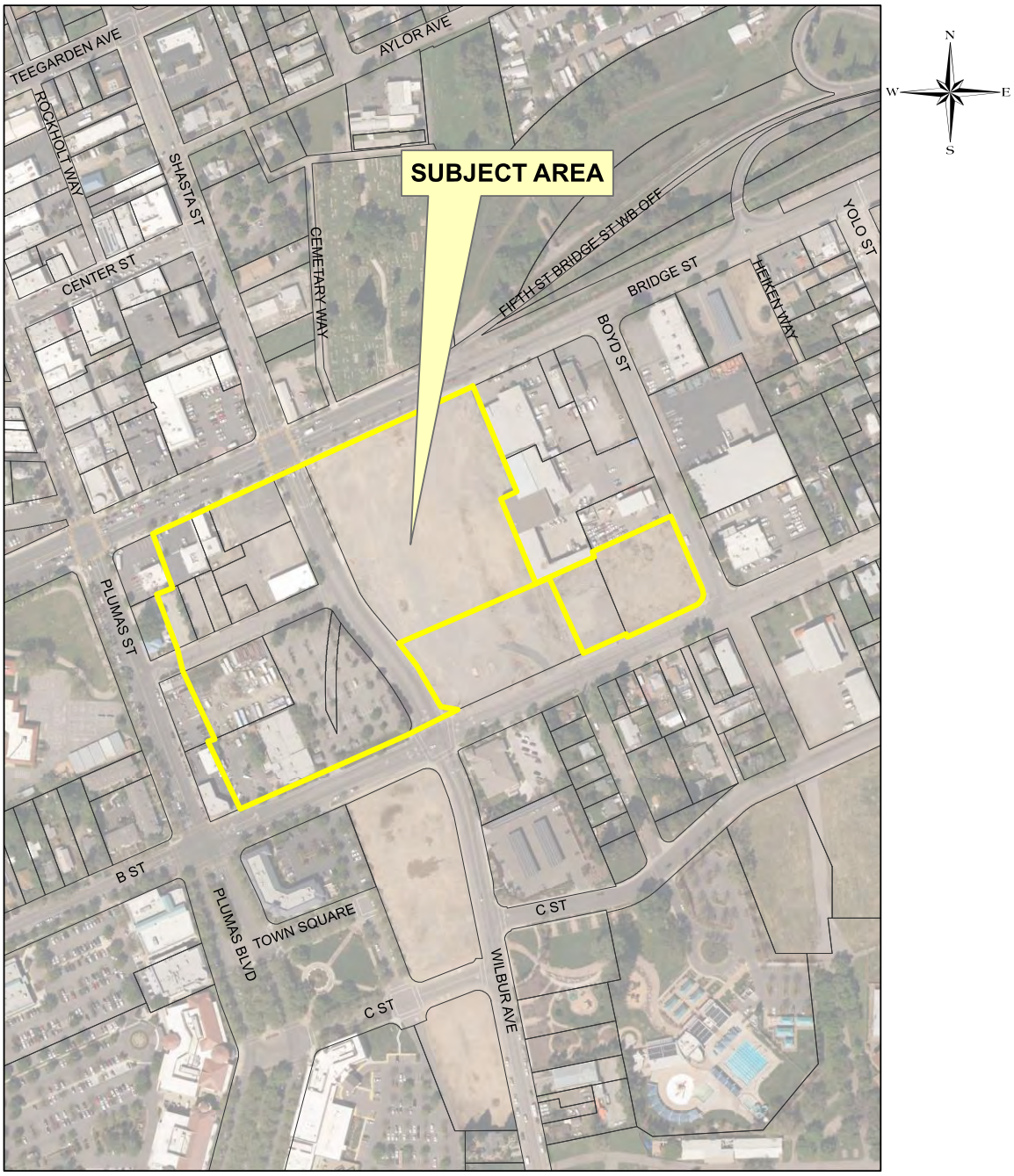
Specific Plan Amendment (SPA) 19-02: Amend the Central City Specific Plan land use map by re-designating approximately 5.06 acres from the Storefront Commercial land use designation and approximately 6.31 acres from the Light Industrial land use designation, with 10.39 of those acres re-designated to the to the Community Commercial (CC) designation and 0.98 acres re-designated as Workplace.

Rezoning (RZ) 19-04: Rezoning approximately 6.31 acres from the Heavy Commercial/Light Industrial (C-M) Zone District and approximately 5.06 acres from the Community Commercial (C-2) Zone District, with 10.39 of those acres rezoned to the C-2 Zone District combined with the Specific Plan Zone District (C-2 SP) and 0.98 acres rezoned to the Office Commercial Zone District combined with the Specific Plan Zone District (C-O SP).

Project Location: The approximately 11.37-acre (net) properties are located on both sides of Shasta Street between Bridge Street and B Street. Assessor's Parcel Numbers: 52-321-009, 010, 011, 012, 013, 020, 021, and 022; 52-322-008; 52-323-003 and 007; 52-324-007, 013, 018, and 023 (portion), and 52-502-08.

Project Proposal:

The proposal to amend the General Plan and the Central City Specific Plan, and to rezone those same properties from several land use designations into a consistent retail commercial designation that allows for the commercial development of those properties and an approximately 0.98-acre property redesignated for office uses. The 11.37 acres are under various ownerships, with the largest parcel owned by the City.



General Plan Amendment 19-04,
Specific Plan Amendment 19-02,
Rezone 19-04

1 inch = 300 feet

Project Information:

This process is legislative in nature and does not provide entitlements for any specific project to be developed. Actual development or redevelopment of any subject properties will need to be considered under separate review process, either by staff or through the use permit process, depending on the nature of the proposal. For the property at the northwest corner of Bridge Street and Shasta Street a Kentucky Fried Chicken Restaurant is proposed. Since the KFC is proposing a drive-through facility a use permit application that is being processed which will be considered separately by the Planning Commission at a later date.***by***

Property Description:

The approximately five-acre portion of this proposal is located at the southeast east corner of Bridge Street and Shasta Street being a part of a larger 6.56-acre multi-parcel property purchased years ago by the Yuba City Redevelopment Agency. The City Council previously approved a similar process for the southerly 1.5-acre City owned property for the construction of a hotel (the Council action to approve was based on a similar recommendation from the Commission). The entire 6.56-acre City property was previously cleared of all buildings and is being remediated of several soil contaminants created by previous businesses. The nature of the soil contamination is discussed in detail in the Initial Study prepared for this project and is attached to this staff report. The vacant City owned site is relatively flat with no unique topographic features, rock outcroppings, or heritage trees.

The other properties, on the west side of Shasta Street, are under private ownership. The property at the northwest corner of Shasta Street and B Street is a church, and staff is unaware of any proposal to change that. The property at the southwest corner of Bridge Street and Shasta Street is proposed to be a Kentucky Fried Chicken restaurant. The site was previously a plumbing supply business. There is an existing building on that property that is proposed to be demolished as part of the KFC project.

The approximately 0.98-acre parcel located at the southwest corner of B Street and Boyd Street is proposed to be redesignated for office type uses. This is being considered as part of the redevelopment of this area. The property is not being recommended for commercial development as are the neighboring properties due to its location on less traveled streets.

General Plan Designation:

Existing: Business, Technology and Light Industrial (BT&LI).

Proposed: Community Commercial (CC) for 10.39 acres and Office & Office Park (O) for .98 acres.

Specific Plan Designation:

Existing: Within the Central City Specific Plan, the properties located on the west side of Shasta Street (5.33 net acres) and the 0.98-acre parcel at the NW corner of B and Boyd Streets are designated as Light Industrial. The City owned property on the east side of Shasta Street (5.06 net acres) is designated as Storefront Commercial, which is also the designation utilized for Plumas Street retail uses.

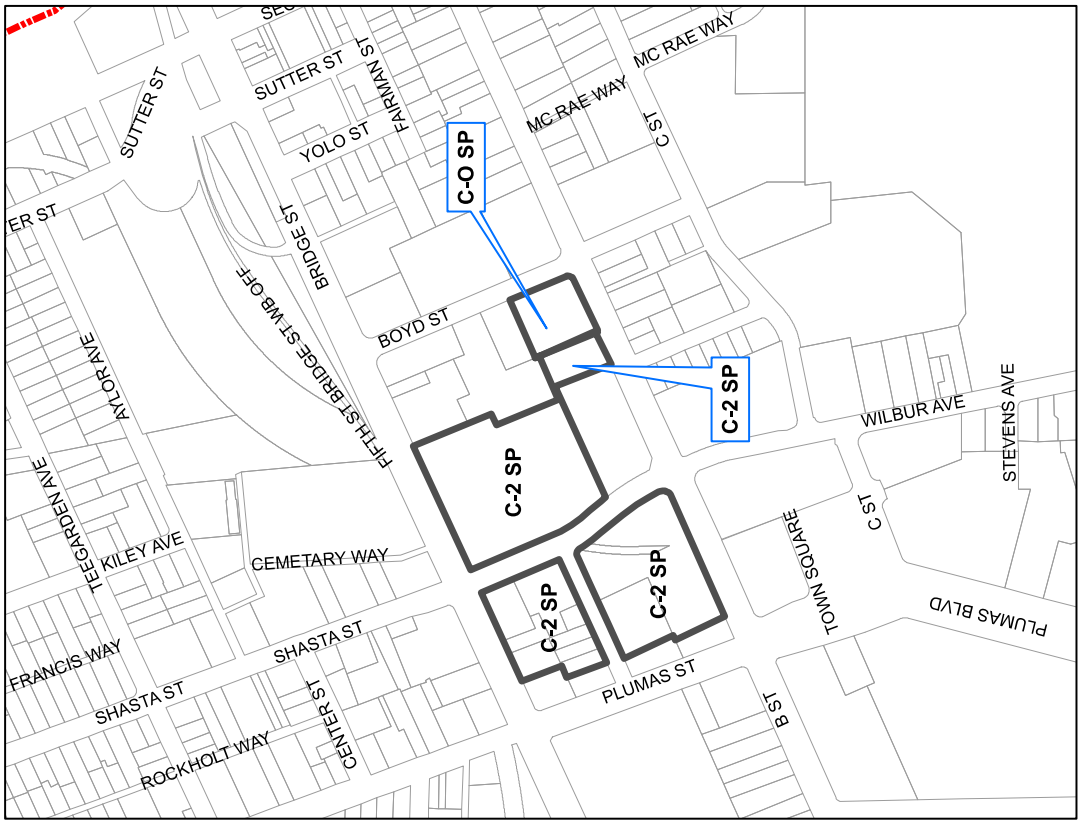
Proposed: Community Commercial (CC) for all 10.39 acres and Workplace for the 0.98-acre parcel located at B Street and Boyd Street.


[Grab your reader's attention with a great quote from the document or use this space to emphasize a key point. To place this text box anywhere on the page, just drag it.]
PROPOSED
EXISTING
GENERAL PLAN AMENDMENT 19-04
N
SUTTER ST
BRIDGE ST
FIFTH ST BRIDGE ST WB OFF
BOYD ST
EMERSON ST
WILBUR AVE
STEVENS AVE
AYLOR AVE
TEEGARDEN AVE
T KILEY AVE
CEMETARY WAY
C ST
TOWN SQUARE
PLUMAS BLVD
FRANCIS WAY
SHASTA ST
CENTER ST
ROCKHOLT WAY
PLUMAS ST
B ST
YOLO ST
FAIRWAY ST
MC RAE WAY
Business, Technology, and Light Industry
Community Commercial
Office, Office Park

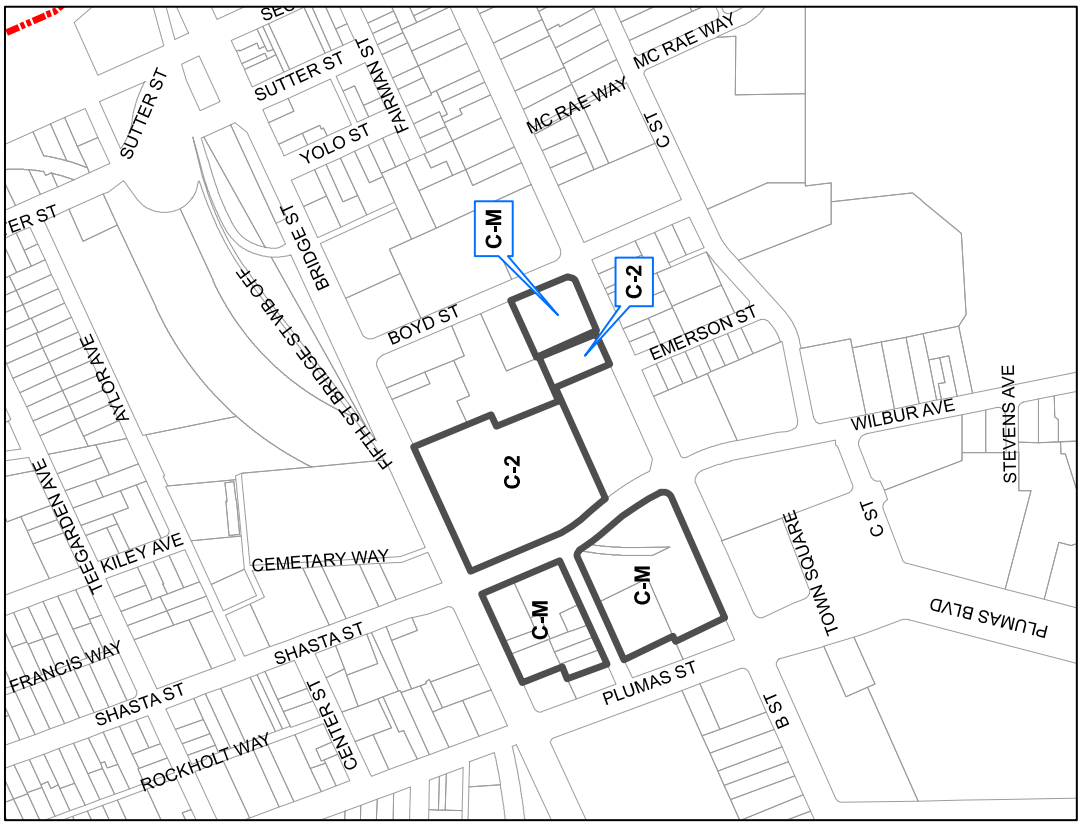

PROPOSED
EXISTING
SPECIFIC PLAN AMENDMENT 19-02
N
SUTTER ST
SUTTER ST
FAIRMAN ST
YOLO ST
MC RAE WAY
MC RAE WAY
C ST
BRIDGE ST
FIFTH ST BRIDGE ST WB OFF
BOYD ST
EMERSON ST
WILBUR AVE
STEVENS AVE
AYLOR AVE
TEEGARDEN AVE
TE KILEY AVE
CEMETARY WAY
TOWN SQUARE
C ST
PLUMAS BLVD
FRANCIS WAY
SHASTA ST
SHASTA ST
CENTER ST
PLUMAS ST
B ST
ROCKHOLT WAY
Business, Technology, and Light Industry
Community Commercial
Storefront Commercial
Workplace

REZONE 19-04

PROPOSED



EXISTING



Zoning Classification:

Existing: The properties located on the west side of Shasta Street as well as the 0.98-acre parcel at the NW corner of B and Boyd Streets are zoned Heavy Commercial/Light Industrial (C-M). The City owned property located on the east side of Shasta Street is zoned Community Commercial (C-2).

Proposed: C-2 Zone District combined with the Specific Plan Zone District (C-2-SP) for the 10.39 acres on both sides of Shasta Street, and Commercial Office combined with a Specific Plan Zone District (C-O SP) for the 0.98-acre parcel.

Bordering Uses:

North:	Bridge Street with commercial uses on the opposite side of the street.
South:	B Street with a combination of office uses and residential uses on the opposite side of the street.
East:	Light Industrial uses and vacant.
West:	Commercial uses.

Previous Commission Actions and/or Policies:

In November 2017 the Planning Commission recommended to the City Council approval of two actions related to these properties. The first was to amend the Central City Specific Plan to add the "Community Commercial" (CC) land use designation to the text of the Specific Plan. Previously the only commercial designation in the Specific Plan was "Storefront Commercial" (SC). The primary reason for adding the CC designation was the SC did not allow for drive-through uses in the downtown area. As stated in the Planning Commission staff report to add the CC land use designation "The Storefront Commercial designation was originally applied to Plumas Street area businesses that have storefronts along the street. While this has been successful in the Plumas Street area, this type of commercial building is of less interest in projects located outside of the historical downtown area, evidenced by the fact that there has been only limited interest in developing this area under that model."

The Community Commercial land use designation will allow non-storefront commercial type uses to be constructed in the areas away from Plumas Street, but that may still help revitalize the downtown area. With the new Fifth Street Bridge and the other Bridge Street improvements, the increased traffic flows will increase demand for more contemporary commercial development.

The description of the new CC specific plan designation also provides that, while newer styled building design is permitted, the older style of the nearby Plumas Street buildings, as well as the design theme of the newer Plumas Boulevard office buildings must be respected.

The second action was to redesignate and rezone the 1.5-acre portion of the City owned property that faces B Street to the newly added CC designation and C-2 zoning. This is the same as is now being proposed for the remaining properties identified for this project. That 1.5-acre amendment was to accommodate a proposed hotel at that location.

Environmental Determination:

An environmental assessment 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.

Based upon the attached environmental assessment and the list of identified mitigation measures, staff has determined that, with the proposed mitigation measures, there is no evidence in the record that the project may have a significant effect on the environment and recommends adoption of a mitigated negative declaration for this project. The findings of the mitigated negative declaration are that, with the proposed mitigation for cultural resources, greenhouse gases and traffic, the proposed general plan amendment, specific plan amendment, and rezoning will not create any significant impacts to the neighborhood or vicinity. As a result, the filing of a mitigated negative declaration is appropriate in accordance with the provisions of CEQA.

Staff Comments:

When the Central City Specific Plan was originally proposed, commercial land use designations were suggested for these properties. However, at the request of the property owners at the time the light industrial designation was approved for the properties. The reason the property owners requested the Light Industrial designation was to recognize what existed there at the time. The Specific Plan had contemplated that over time, if some of the City's redevelopment efforts were successful, these light industrial uses would be replaced by commercial uses. The thought is that commercial development is more appropriate downtown as compared to most light industrial uses, which are better suited in industrial or similar type areas. Over the last 20+ years, some progression has occurred. Some of the light industrial uses have faded and there has been a natural progression towards more commercial development, which is good for downtown. The Fifth Street Bridge replacement has further spurred this. Thus, these amendments recognize this transition.

Building Design/Design Review

As previously discussed, there has not been significant interest in developing storefront type buildings outside the Plumas Street area. However, the proposed more modern looking buildings that may locate off Plumas Street in this vicinity should be sympathetic in style to the older buildings. Similarly, for the newer office buildings located just south of this site on Plumas Boulevard, these buildings were constructed to a distinct architectural criteria that should be respected. It is therefore important that the new buildings in this vicinity respect the looks of both the Plumas Street commercial uses as well as the Plumas Boulevard office buildings. In light of this, the CC designation that was previously adopted for the Central City Specific Plan area states:

> "Applied to areas intended for retail and service commercial uses that are primarily conducted indoors, as well as office uses. The allowed uses and development standards shall be the same as in the C-2 Zone District, except modifications can be made to reflect the area's downtown characteristics, if approved by the Planning Commission. Mixed-use development could include residential development at a density of up to 36 units per acre provided that the units are secondary to the commercial uses, but not necessarily in the same building as commercial uses. Building design shall meet the standards in the adopted citywide design guidelines. However, new and remodeled buildings shall also be respectful to the appearance of the Plumas Street storefront commercial uses or the Plumas Boulevard office uses, whichever is nearer.

Compatibility with Surrounding Uses

The commercial uses that could be developed on these properties, if designed with the adopted design guidelines in mind, would be compatible with the downtown look anticipated for the area. The new commercial uses are also not expected to be incompatible with the remaining light industrial uses located just east of these properties. This action may instead provide an incentive to redevelop those properties.

Traffic Impacts

Amending General Plan and Central City Specific to re-designate these 11.37 acres to Community Commercial and Office land use designations could lead to more development occurring on these properties, which would cause increased traffic, primarily on Bridge Street, B Street and Shasta Street. A traffic study to analyze the potential impacts was prepared (B Street General Plan Amendment (Feather River Mills/KFC Projects), by KD Anderson & Associates, January 31, 2020) which is summarized as follows:

The assumed projects that will likely occur on the properties, and the traffic generated by the new businesses are provided in Table 1, below. At full buildout of the project area the proposed land use designations are likely to generate 3,789 daily, 166 a.m. and 303 p.m. peak hour trips.

Table 1: TRIP GENERATION SUMMARY

Description	Net Primary Trips		
	Daily	AM Peak Hour	PM Peak Hour
KFC Restaurant	721	6	62
Feather River Mills	2,503	203	200
Commercial overbalance of GPA	1,085	30	121
Subtotal	4,309	239	383
Existing Industrial – 2 acres	-104	-15	-15
Vacant Industrial – 9 acres	-466	-68	-65
Net change in traffic at full build-out	3,789	166	303

With these increases in traffic, the traffic study concludes that:

Existing Plus Project Impacts: The immediate development of the properties under the new designations would have limited impacts on the local streets.

Existing Plus Project Mitigation Measures: Because the City is responsible for monitoring traffic conditions and installing traffic signals when needed, development in the GPA area will contribute its fair share to the cost of a traffic signal or other suitable improvements as determined by the City. With this mitigation the project's impact is not significant.

Cumulative Impacts – No project: Under long term conditions the background traffic volumes on Bridge Street and B Street will increase dramatically. Even with the 5th Street Bridge Replacement Project, the signalized Bridge Street intersections at Plumas Boulevard and Shasta Street will operate at Level of Service (LOS) F. Similarly, the all-way stop controlled intersections on B Street and Plumas Boulevard and B Street and Shasta Street and B Street and Boyd Street will operate at

LOS F. No additional feasible improvements have been identified for the Bridge Street corridor, and the Yuba City General Plan allows for LOS F on this facility. Traffic signals and auxiliary lanes would be needed at intersections on B Street.

Cumulative Plus Project Impacts: The addition of project traffic will change the length of delays at study intersections but will not change the Level of Service at any location. Conditions at intersections on Bridge Street will continue at LOS F, but because LOS F is accepted by the General Plan, the project's impacts are not considered significant at these locations.

The GPA project will add traffic to the intersections on B Street that are expected to operate at LOS F without improvements. Because the minimum LOS D standard is exceeded, the project's impact is based on the relative change in delay. As the project will cause a delay of more than 5.0 seconds, its cumulative impact is significant at these locations:

- B Street/Plumas Boulevard
- B Street/Shasta Street
- B Street/Boyd Street

Cumulative Plus Project Mitigations: Improvements to each impacted B Street intersection have been identified that will result in LOS D or better conditions when implemented. Identified improvements involve installing traffic signals and various auxiliary turn lanes, although the improvements eventually installed will be determined by the City. These improvements are not included in the City's traffic impact fee program. Development in the GPA area is not responsible for the entire cost of these improvements that are required for cumulative conditions as the new development in the GPA area will generate only a part of the increased traffic. Development in the GPA area will contribute its proportionate fair share cost of improvements based on the trip generation characteristics of each project at the time of building permit.

As discussed above, development in the GPA area will not have significant impacts on existing LOS at nearby Bridge Street intersections and B Street intersections, as the LOS levels will remain within acceptable levels of service. Therefore, no mitigations are needed to reduce impacts.

Regarding longer term (cumulative) impacts, the Bridge Street intersections will lower to LOS F over time regardless of the GPA area developments. This is due to overall long-term growth on both sides of the 5th Street Bridge. The developments in the GPA area brought about by this project will further exacerbate that impact. As the policies in the General Plan recognize this and accept it as a matter of City policy, this is not considered a significant impact and no mitigations are needed. Further, there are no available mitigations that can be utilized as Bridge Street is essentially built-out.

Regarding the cumulative impacts on the B Street intersections, over time the LOS will deteriorate to unacceptable levels. Developments within the GPA area will exacerbate that impact, which would be considered a significant impact. However, there are mitigations available to reduce this impact to less than significant. **Table 2** describes these mitigations.

TABLE 2: CUMULATIVE PLUS PROJECT MITIGATIONS FOR B STREET INTERSECTIONS

Location	Description
B Street/Plumas Street	Traffic signal, auxiliary right turn lanes
B Street/Shasta Street	Traffic signal, auxiliary right turn lanes

B Street/Boyd Street	Traffic Signal, left turn lanes, auxiliary right turn lanes.

As these GPA area developments occur over time, traffic impacts from other growth will also be occurring. As such, the new GPA developments can only be responsible for paying their fair share of the intersection improvements described above. A mitigation measure is included with the initial study requiring that, prior to issuance of a building permit for all of the properties included in this process, the City shall determine the fair share of the mitigation cost and that the applicant pay that traffic impact mitigation fee prior to the issuance of a building permit.

Availability of City Services

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

Recommended Action:

The appropriateness of the proposed General Plan Amendment 19-04, Specific Plan Amendment 19-02 and Rezoning 19-04 has been examined with respect to its consistency with goals and policies of the General Plan, the Central City Specific Plan and the existing zoning, its compatibility with surrounding uses, and its avoidance or mitigation of potentially significant adverse environmental impacts. These factors have been evaluated as described above and by the accompanying environmental assessment. Therefore, staff recommends that the Planning Commission take the following actions:

A. Adopt the following findings:

1. Environmental: After reviewing and considering the mitigated negative declaration prepared for this project (Exhibit A), with the proposed mitigation measures, General Plan Amendment 19-04 which re-designates approximately 10.39 acres to a Community Commercial designation and approximately 0.98 acres to an Office Commercial designation, and Specific Plan Amendment 16-04 and rezoning 19-04, which will provide similar land use designations and zone districts to those properties, will not create any significant environmental impacts.

Based on the traffic study prepared for this project, the traffic generated by development of those properties in accordance with these new land use designations would not create any short-term significant impacts. However, considering the long-term impacts there could be significant impacts at the nearby B Street intersections. A mitigation measure is included in the environmental document that requires the applicants for new development to pay their fair share of intersection improvements prior to issuance of a building permit. This mitigation includes adding turn lanes and signalizing the following intersections:

- B Street/ Plumas Boulevard
- B Street/Shasta Street
- B Street/Boyd Street

2. General Plan Consistency: Re-designating the approximately 11.37 acres from a Business, Technology and Light Industrial land use designation to Community Commercial and Office designations is consistent with the policies of the General Plan, and is compatible with the surrounding uses. properties....

B. Recommend to the City Council adoption of Mitigated Negative Declaration 19-13, attached as Exhibit A.

C. Recommend to the City Council approval of General Plan Amendment 19-04 and Specific Plan Amendment 19-02 and Rezoning 19-04, subject to the mitigation measures contained in the negative declaration.

Exhibit:

1. Resolution of the Planning Commission of the City of Yuba City recommending the City Council (i) Adopt Environmental Assessment 19-06, A Mitigated Negative Declaration, for the Project; ii) Adopt General Plan Amendment 19-04; iii Adopt Specific Plan Amendment 19-02; and iv) and Adopt Rezone 19-04 for the project located on both sides of Shasta Street between Bridge Street and B Street. Assessor's Parcel Numbers: 52-321-009, 010, 011, 012, 013, 020, 021, and 022; 52-322-008; 52-323-003 and 007; 52-324-007, 013, 018, and 023 (portion), and 52-502-08.
2. Mitigated Negative Declaration, including appendix A. Traffic Impact Study.

RESOLUTION NO. _____

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF YUBA CITY RECOMMENDING TO THE CITY COUNCIL OF THE CITY OF YUBA CITY APPROVAL OF A MITIGATED NEGATIVE DECLARATION (EA 19-13); ADOPTING AN AMENDMENT TO THE LAND USE ELEMENT OF THE YUBA CITY GENERAL PLAN REDESIGNATING APPROXIMATELY 11.37 ACRES FROM THE BUSINESS, TECHNOLOGY & LIGHT INDUSTRIAL (BT&LI) LAND USE DESIGNATION WITH 10.39 OF THOSE ACRES RE-DESIGNATED TO COMMUNITY COMMERCIAL (CO) DESIGNATION AND APPROXIMATELY 0.98 ACRES RE-DESIGNATED TO OFFICE & OFFICE PARK (O) DESIGNATION; ADOPTING AN AMENDMENT TO THE CENTRAL CITY SPECIFIC PLAN LAND USE MAP BY RE-DESIGNATING APPROXIMATEL 5.06 ACRES FROM THE STOREFRONT COMMERCIAL LAND USE DESIGNATION AND APPROXIMATELY 6.31 ACRES FROM LIGHT INDUSTRIAL LAND USE DESINATION, WITH 10.39 ACRES REDESIGNATED TO COMMUNITY COMMERCIAL (CC) AND 0.98 ACRES RE-DESIGNATED AS WORKPLACE; AND APPROVAL OF AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF YUBA CITY AMENDING APPROXIMATELY 6.31 ACRES FROM HEAVY COMMERCIAL/LIGHT INDUSTRIAL (C-M) ZONE DISTRICT AND APPROXIMATELY 5.06 ACRES FROM COMMUNITY COMMERCIAL (C-2) ZONE DISTRICT, WITH 10.39 ACRES REZONED TO COMMUNITY COMMERCIAL (C-2) ZONE DISTRICT COMBINED WITH SPECIFIC PLAN ZONE DISTRICT (C-2SP) AND 0.98 ACRES TO OFFICE COMMERCIAL COMBINED WITH SPECIFIC PLAN ZONE DISTRICT (C-OSP)

WHEREAS, General Plan Amendment (GPA) 19-04 has been filed by the City of Yuba City (City) to amend the land use designation of the City's General Plan for approximately 11.37 acres by re-designating approximately 11.37 acres from the Business, Technology & Light Industrial (B,T&LI) land use designation with 10.39 of those acres re-designated to the Community Commercial (CC) land use designation and approximately 0.98 acres re-designated to an Office & Office Park (O) designation; and

WHEREAS, Specific Plan Amendment (SPA) 19-02 has been filed by the City of Yuba City (City) to amend the Center City Specific Plan land use map by re-designating approximately 5.06 acres from the Storefront Commercial land use designation and approximately 6.31 acres from the Light Industrial land use designation, with 10.39 of those

acres re-designated to the to the Community Commercial (CC) designation and 0.98 acres re-designated as Workplace; and

WHEREAS, Rezone (RZ) 19-04 has been filed by the City of Yuba City Rezoning approximately 6.31 acres from the Heavy Commercial/Light Industrial (C-M) Zone District and approximately 5.06 acres from the Community Commercial (C-2) Zone District, with 10.39 of those acres rezoned to the C-2 Zone District combined with the Specific Plan Zone District (C-2 SP) and 0.98 acres rezoned to the Office Commercial Zone District combined with the Specific Plan Zone District (C-O SP); and

WHEREAS, the environmental assessment prepared (EA 19-06) for the proposed GPA and Rezone resulted in the filing of a Mitigated Negative Declaration (MND); and

WHEREAS, on February 26, 2020, the Planning Commission conducted a duly noticed public hearing at the City Council Chambers located at 1201 Civic Center Boulevard on GPA 19-04, SPA 19-02, RZ 19-0 and associated MND Environmental Assessment EA 19-13; and

WHEREAS, GPA 19-04, SPA 19-02, RZ 19-04 will facilitate the commercial development in this vicinity; and

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

WHEREAS, after deliberation and consideration of all relevant items, the Planning Commission desires to recommend the City Council adopt GPA 19-04, SPA 19-02 and RZ 19-04, and

NOW, THEREFORE, BE IT RESOLVED the Planning Commission, based upon the testimony and information presented at the hearing and upon review and consideration of the environmental documentation provided, recommends the following to the City Council:

1. Finds that on the basis of the whole record before it that there is no substantial evidence that the project will have a significant effect on the environment and that the Mitigated Negative Declaration (MND) reflects the Council's independent judgment and analysis.

2. Further finds that the project will not cause substantial environmental damage to fish and/or wildlife and their habitats, nor have the potential for adverse effect(s) on wildlife resources or the habitat upon which wildlife depends. The MND prepared for the project is in conformance with State and local environmental guidelines and a Notice of Determination will be recorded for EA 19-13 with the County Recorder.

3. Finds the adoption of the proposed General Plan Amendment, as recommended by the Commission, is in the best interest of the City.

4. That the City Council adopt EA 19-13, GPA 19-04, SPA 19-02, and RZ 19-04 amending the:

   General Plan Land Use Element, for approximately 11.37 acres, re-designating approximately 11.37 acres from the Business, Technology & Light Industrial (BT&LI) land use designation with 10.39 of those acres re-designated to the Community

Commercial (CC) land use designation and approximately 0.98 acres re-designated to an Office & Office Park (O) designation.

Specific Plan Amendment (SPA) 19-02, amending the Center City Specific Plan land use map by re-designating approximately 5.06 acres from the Storefront Commercial land use designation and approximately 6.31 acres from the Light Industrial land use designation, with 10.39 of those acres re-designated to the to the Community Commercial (CC) designation and 0.98 acres re-designated as Workplace.

Rezone (RZ) 19-04, Rezoning approximately 6.31 acres from the Heavy Commercial/Light Industrial (C-M) Zone District and approximately 5.06 acres from the Community Commercial (C-2) Zone District, with 10.39 of those acres rezoned to the C-2 Zone District combined with the Specific Plan Zone District (C-2 SP) and 0.98 acres rezoned to the Office Commercial Zone District combined with the Specific Plan Zone District (C-O SP).

The foregoing Resolution was duly and regularly introduced, passed and adopted by the Planning Commission of the City of Yuba City at a regular meeting thereof held on February 26, 2020 by the following vote:

AYES:

NOES:

ABSENT:

_____
Planning Commission Chair

ATTEST:

_____
Secretary

Environmental Assessment 19-13

Initial Study and Negative Declaration for City Center Specific Plan Amendment which includes:

General Plan Amendment 19-04
Specific Plan Amendment 19-02
Rezoning 19-04

Prepared for:

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

Prepared By:

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

February, 2020

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Table of Contents

1. Introduction

1.1. 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 amendments to the Yuba City General Plan Land Use Map, the Central City Specific Plan Land Use Map, and a Rezoning for the same 11.37 net acre area. This is considered a project under the California Environmental Quality Act (CEQA), and the City has discretionary authority over the project.

The project includes the following components:

General Plan Amendment (GPA) 19-04: Amend the General Plan land use map by re-designating approximately 11.37 acres from the Business, Technology & Light Industrial (B,T&LI) land use designation with 10.39 of those acres re-designated to the Community Commercial (CC) land use designation and approximately 0.98 acres re-designated to an Office & Office Park (O) designation;

Specific Plan Amendment (SPA) 19-02: Amend the Central City Specific Plan land use map by re-designating approximately 5.06 acres from the Storefront Commercial land use designation and approximately 6.31 acres from the Light Industrial land use designation, with 10.39 of those acres re-designated to the to the Community Commercial (CC) designation and 0.98 acres re-designated as Workplace.

Rezoning (RZ) 19-04: Rezoning approximately 6.31 acres from the Heavy Commercial/Light Industrial (C-M) Zone District and approximately 5.06 acres from the Community Commercial (C-2) Zone District, with 10.37 of those acres rezoned to the C-2 Zone District combined with the Specific Plan Zone District (C-2 SP) and 0.98 acres rezoned to the Office Commercial (C-O) Zone District combined with the Specific Plan Zone District (C-O SP).

The General Plan Amendment, Specific Plan amendment and Rezoning, collectively called the "Central City Specific Plan Amendment" or the "Project," as it 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 provides 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 Project for the development of a Dollar General retail store. In addition, this document is intended to provide the basis for input from public agencies, organizations, and interested members of the public.

1.2. 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.

1.3. 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.

1.4. Purpose of Document

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.

1.5. 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).

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

City of Yuba City
Attn: Ben Moody
Development Services Department
1201 Civic Center Boulevard
Yuba City, CA 95991

E-mail: bmoody@yubacity.net
Phone: (530) 822-3231

2. Project Description

2.1. Project Title

Central City Specific Plan Amendment

2.2. Lead Agency Name and Address

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

2.3. Contact Person and Phone Number

Ben Moody, Director
Development Services Department
(530) 822-3132
bmoody@yubacity.net

2.4. Project Location/Existing Use

The properties are located on both sides of Shasta Street between Bridge Street and B Street.

2.5. Assessor's Parcel Number (APN)

Assessor's Parcel Numbers: 52-321-009, 010, 011, 012, 013, 020, 021, and 022; 52-322-008; 52-323-003 and 007; 52-324-007, 013, 018, and 023 (portion), and 52-502-08.

2.6. Project Applicant

City of Yuba City
1201 Civic Center Drive
Yuba City, CA 95993
Attn. Ben Moody (530) 822-3231
(760)271-9400

2.7. Property owner

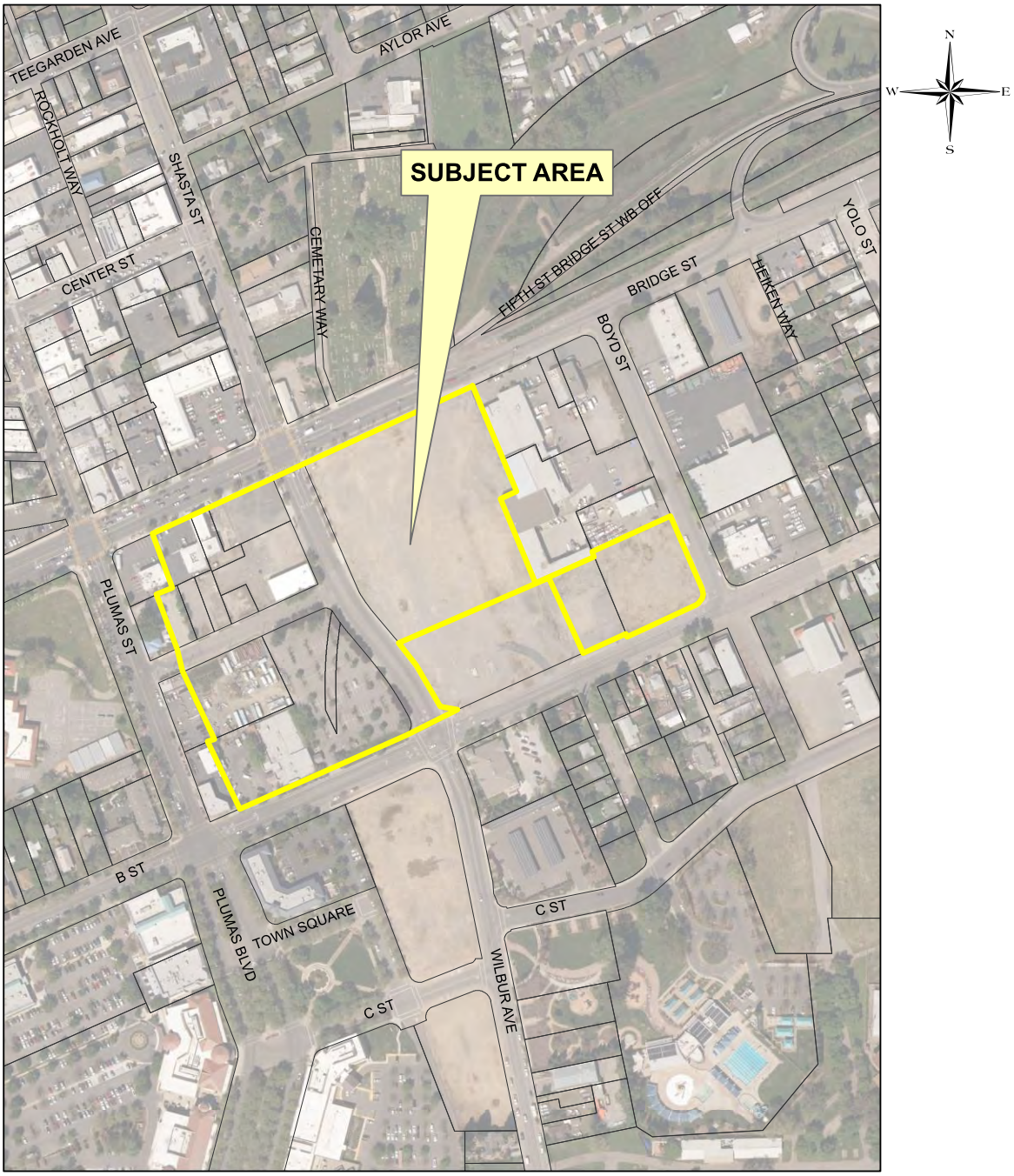
Yuba City and various others

2.8. General Plan Designation

Existing: Business, Technology and Light Industrial (B T&LI).

Proposed: Community Commercial (CC) for 10.39 acres and Office & Office Park (O) for .98 acres.

Figure 1: Location Map and Aerial Photo



General Plan Amendment 19-04,
Specific Plan Amendment 19-02,
Rezone 19-04

1 inch = 300 feet

2.9 Specific Plan Designation

Existing: Within the Central City Specific Plan, the properties located on the west side of Shasta Street (5.33 net acres) and the 0.98-acre parcel at the NW corner of B and Boyd Streets are designated as Light Industrial. The City owned property on the east side of Shasta Street (5.06 net acres) is designated as Storefront Commercial, which is also the designation utilized for Plumas Street retail uses.

Proposed: Community Commercial (CC) for the 10.39 acres and Workplace for the 0.98-acre parcel.

2.10 Zoning

Existing: The properties located on the west side of Shasta Street as well as the 0.98 acre parcel at the NW corner of B and Boyd Streets are zoned Heavy Commercial/Light Industrial (C-M). The City owned property located on the east side of Shasta Street is zoned Community Commercial (C-2).

Proposed: C-2 combined with the Specific Plan Zone District (C-2-SP) for the 10.39 acres on both sides of Shasta Street and C-O, combined with a Specific Plan Zone District (C-O SP) for the 0.98-acre parcel.

2.11 Project description

The project includes:

General Plan Amendment (GPA) 19-04: Amend the General Plan land use map by re-designating approximately 11.37 acres from the Business, Technology & Light Industrial (B,T&LI) land use designation with 10.39 of those acres re-designated to the Community Commercial (CC) land use designation and approximately 0.98 acres re-designated to an Office & Office Park (O) designation;

Specific Plan Amendment (SPA) 19-02: Amend the Central City Specific Plan land use map by re-designating approximately 5.06 acres from the Storefront Commercial land use designation and approximately 6.31 acres from the Light Industrial land use designation, with 10.39 of those acres re-designated to the to the Community Commercial (CC) designation and 0.98 acres re-designated as Workplace.

Rezoning (RZ) 19-04: Rezoning approximately 6.31 acres from the Heavy Commercial/Light Industrial (C-M) Zone District and approximately 5.06 acres from the Community Commercial (C-2) Zone District, with 10.39 of those acres rezoned to the C-2 Zone District combined with the Specific Plan Zone District (C-2 SP) and 0.98 acres rezoned to the Office Commercial Zone District combined with the Specific Plan Zone District (C-O SP).

City services, including water, sewer, drainage, Police and Fire, are currently provided to the properties.

Figure 2: Existing and Proposed General Plan Designations

Figure 3: Existing and Proposed Specific Plan Designation Boundaries

Figure 4: Proposed Rezoning

2.12 Surrounding Land Uses & Setting

Table 1: Bordering Uses	
North:	Bridge Street with commercial uses on the opposite side of the street.
South:	B Street with a combination of office uses and residential uses on the opposite side of the street.
East:	Light Industrial uses and vacant.
West:	Commercial uses.

2.13 Other Public Agencies Whose Approval May be Required

None

2.14 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.

☐ Aesthetics	☐ Agriculture & Forestry Resources	☐ Air Quality
☐ Biological Resources	☒ Cultural Resources	☐ Geology/Soils
☒ Greenhouse Gas Emissions	☐ Hazards & Hazardous Materials	☐ Hydrology/Water Quality
☐ Land Use/Planning	☐ Mineral Resources	☐ Noise
☐ Population/Housing	☐ Public Services	☐ Recreation
☒ Transportation/Traffic	☒ Tribal Cultural Resources	☐ Utilities/Service Systems
☐ 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.

Denis Cook	February 4, 2020
Signature	Date

Denis Cook, Planning Consultant

Printed Name/Position

2.15 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 and state where earlier analysis are available for review.

Impacts Adequately Addressed. The IS/MND should 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," the IS/MND should 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 is attached, and other sources used, or individuals contacted are cited in the discussion.

3. 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.

3.1. 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	

3.1.1. 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.

These properties also a located within the Central City Specific Plan which also contain design standards intended to reflect the ambiance of Yuba City's older downtown area.

3.1.2. 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.

3.1.3. 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: 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.

3.1.4. 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 Project could lead to various types of buildings being constructed on the properties. 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. Since the properties are subject to both the Central City Specific Plan Design Guidelines as well as the citywide development guidelines the aesthetics associated with new development that may result are expected to be complimentary to surrounding uses.

The Sutter Buttes are more distant and from ground level observation, they cannot be seen over existing development. When these properties 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.

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

The properties consist of flat topography. There are no rock outcroppings, large trees or historic buildings on the properties. Most of the properties in this general vicinity are 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.

Any new commercial development that will result from this 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.

3.2. 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

3.2.1. 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.

3.2.2. 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 procures 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.

3.2.3. 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.

3.2.4. 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 11.37-acre properties are located within the Yuba City urbanized area, surrounded by existing development. Because of the proximity to urban development, the properties have not been farmed for many years. The properties have for many years been urbanized. Because the area 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 that may have formerly been used for agriculture but developed 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 will be infill within the urbanized downtown area of the City and has not been utilized as farmland for many years. While the underlying soils may 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.

3.3. 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	

3.3.1. 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 (PM2.5): 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.

3.3.2. 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 PM2.5), and lead (Pb).

3.3.3. 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 (NOX) 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, having begun in 2012. AB 32 requires CARB to develop regulations and a mandatory reporting system to monitor global warming emissions level.

3.3.4. 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 (CCAA), 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 CCAA 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 CCAA 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.

3.3.5. Impact Assessment/Environmental Consequences:

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

The Project itself will not create significant air quality problems as it is only policy related and there is no development directly associated with it. However, new building construction could occur as a result of the land use designation changes. Several acres of the properties are already developed, and the development of the remaining properties are subject to the Standards set by FRQAMD, CARB, and Federal agencies that 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 the vacant parcels are developed there will be increased traffic generated. However, due to the smaller parcel sizes these will be small projects and the increase in air pollutants from the new traffic would not be considered significant.

New development that could follow the Project would involve grading and construction that would generate 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 periods, however, will be very short. Due to the short grading periods as well as it overall being a small acreage that will be developed in increments, air quality impacts are not considered to be a significant impact.

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

The development that could result from the Project would result in limited generation of criteria pollutants during construction. However, the properties will be developed individually over time and each will have short construction period. Therefore, air quality impacts would be less than FRAQMD thresholds for non-attainment pollutants and operation of the resulting new developments would not exceed the emissions thresholds for criteria pollutants. Accordingly, net increases of non-attainment criteria pollutants would be less than significant.

c) 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 receptor located adjacent or within 1,000 feet to the proposed Project is Bridge Street Elementary School as well as some 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-verifies 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 building 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.

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, development that could result from the proposed Project would result in the limited generation of criteria pollutants during construction and maintenance. However, due to the Project's small size and that development will occur incrementally over time, 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 south of the sites and an elementary school

west of the sites) 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.

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

The proposed Project will create properties designated for commercial uses. It is not anticipated that any of these uses will create any objectionable odors.

3.4. 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

3.4.1. Environmental Setting/Affected Environment

The vacant parcels are located within an urbanized area, surrounded by urban uses. Many years ago, the properties were cleared of any native vegetation and potentially farmed for years after, that was followed by buildings being constructed on all of the parcels.

3.4.2. 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., scc. 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).

3.4.3. 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.

3.4.4. 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 11.37 acres of various properties have been urbanized for many years it is unlikely for there would be any habitat value.

Raptor species, including the red-tailed hawk and barn owl, forage within the ruderal non-native grasslands (onsite). Native and non-native trees within the site are too small to provide nesting habitat for these species, and no nests have been observed to date. No potential biological constraints were identified for the properties. The site does not support sensitive habitats associated with special status plant or wildlife species. There are no trees proposed to be removed as part of this Project. There are no wetlands or riparian habitats within the proposed footprint of the development.

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. These properties do 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.

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 Project area. The properties are 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?

The Project is located in the urban area. No wetlands or federal jurisdictional waters of the U.S. are present within the Project area or general vicinity. 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 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. Therefore, any impacts on fish or wildlife species are less than significant.

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

The project includes cleared or developed properties all within the urban area. There are no large trees or other biological resources that would be protected by local policies or ordinances proposed to be removed from the properties. Therefore, the impacts on biological resources would be less than significant.

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.

3.5. 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 cemeteries?		X		

3.5.1. 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.

3.5.2. 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 either: 1) 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]); 2) is included in a local register of historical resources, as defined in PRC 5020.1(k); 3) has been identified as significant in an historical resources

survey, as defined in PRC 5024.1(g); or 4) is determined to be historically significant by the CEQA lead agency CCR Title 14, § 15064.5(a)]. In making this determination, the CEQA lead agency usually applies the CRHR eligibility criteria.

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; or
- Has yielded, or may be likely to yield, information important in prehistory or history. (PRC §5024.1[c])

In addition, the resource must retain integrity. Integrity is evaluated with regard to the retention of location, design, setting, materials, workmanship, feeling, and association (CCR Title 14, § 4852(c)).

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]).

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.

3.5.1. Local Regulatory Setting

City of Yuba City General Plan: The 2004 General Plan, adopted by the City Council on April 8, 2004 by Resolution #04-049, recognizes the rich history of the City in its guiding policy:

8.3-G-1: Identify and preserve the archaeological, paleontological, and historic resources that are found within the Yuba City Planning Area.

Implementing policies include:

8.3-I-1: Encourage the preservation of historic sites, buildings, and structures.

8.3-I-2: Undertake an inventory of historic resources to determine sites or buildings of federal, State, or local historic significance.

The State Office of Historic Preservation has determined that buildings or structures 45 years or older have the potential to be historically significant. Sections 5020-5029 of the State Public Resources Code addresses historic resource assessment and protection. The inventory conducted for the previous General Plan should be updated.

8.3-I-3: Promote the registration of historic sites, buildings, and structures in the National Register of Historic Places, and inclusion in the California Inventory of Historic Resources.

8.3-I-4: Consult with the local Native American community in the cases where new development may result in disturbance to Native American sites.

8.3-I-5: Require that new development analyze and avoid any potential impacts to archaeological, paleontological, and historic resources by:

- Requiring a records review for development proposed in areas that are considered archaeologically sensitive;
- Studying the potential effects of development and construction (as required by CEQA);
- Requiring pre-construction surveys and monitoring during any ground disturbance for all development in areas of historical and archaeological sensitivity; and
- Implementing appropriate measures to avoid the identified impacts.

8.3-I-6: In accordance with CEQA and the State Public Resources Code, require the preparation of a resource mitigation plan and monitoring program by a qualified archaeologist in the event that archaeological resources are discovered.

In the event that historical or archaeological resources are accidentally discovered during construction, grading activity in the immediate area should cease and materials and their surroundings shall not be altered or collected. A qualified archaeologist must make an immediate evaluation and avoidance measures or appropriate mitigation should be completed, according to CEQA Guidelines. The State Office of Historic Preservation has issued recommendations for the preparation of Archeological Resource Management Reports that should be used as guidelines.

City of Yuba City Municipal Code: Consistent with guiding policy 8.3-G-1 and implementing policies 8.3-I-1 and 9.3-I-3, Title 8, Chapter 5, Article 37 of the City Code established a Historic Combining District procedure “to implement the historic and archaeological resources policies of the General Plan; to promote the preservation, rehabilitation, restoration, reconstruction, and protection of historic and cultural resources; to encourage and promote public knowledge, understanding, and appreciation of the City's history; to promote appreciation and use of historic resources; to encourage preservation of resources, which may potentially be considered eligible for historic preservation zoning; to promote public

awareness of the benefits of preservation; and to encourage public participation in identifying and preserving historic resources, thereby increasing community pride and awareness of the City's cultural and historical heritage." Article 37 provides a process by which a Historic Combining District may be established or abolished, which may or may not coincide with CEQA review.

ELSP: Per California Health and Safety Code Section 7050.5, if human remains are discovered, the County Coroner shall be notified immediately and no further disturbance of the site shall occur until their origin and disposition pursuant to Public Resources Code Section 5097.98 have been made. If the Corner determines that no investigation of the cause of death is required, and if the remains are of Native American origin, the Coroner shall notify the Native American Heritage Commission, which, in turn, shall inform the most likely descendent. The descendent will then recommend to the landowner appropriate disposition of the remains and any other grave materials.

All proponents of projects involving Native American archaeological, ethnographic or spiritual resources shall hire a qualified archaeologist to perform any required identification or treatment of resources. The archaeologist shall be either certified by the Register of Professional Archaeologists or meet the federal standards, as stated in the Code of Federal Regulations (36 C.F.R. 61)

3.5.2. Environmental Setting/Affected Environment

Cultural Resources: The broad term of "Cultural resource" is used by most regulatory authorities to describe several different types of properties: prehistoric and historical archaeological sites; architectural properties, such as buildings, bridges, and infrastructure; and locations important to Native Americans. As described in Section 3.14 of the Draft EIR for the Yuba City General Plan (2004), the Yuba City area exhibits a diverse array of cultural resources. Throughout history, the Yuba City area has attracted human populations. Archaeological and historical information indicates that as early as 4,000 years ago, Native American groups occupying the area were exploiting the abundant fish, game, waterfowl, and plant resources along the Feather, Yuba, and Sacramento rivers. By the 1800s, early trappers and explorers had visited the area, Spanish land grants had been established, and early emigrant trails had traversed what would later become Sutter County. With the 1849 discovery of gold at Sutter's Mill, the Euro-American population boomed, and concurrently, the Native American population was greatly reduced. Eventually the mines played out and farming became more lucrative. The Sutter County-Yuba City area became known as one of the richest agricultural regions in the state.

Each of the populations occupying the Yuba City area throughout history have left behind a record of their passing. These "records" are embodied in the cultural and historical landscapes as evidenced by the archaeological remains, historic buildings, traditional customs, tangible artifacts, historical documents, and public records that represent both Native American and non-Native American human occupation. A more detailed cultural setting and historic context is provided in Section 3.14 of the Draft EIR for the Yuba City General Plan, which provided baseline information upon which this impact assessment was performed.

Paleontological Resources: The recognizable remains of once-living, non-human organisms are referred to as paleontological resources. Identified as fossils, these resources represent a record of history of life on the planet dating back as far as 4 billion years ago. Paleontological resources can include fossilized shells, bones, leaves, tracks, trails, and other fossilized floral or faunal materials. Paleontological resources are not related to human history and are among the resources considered in the CEQA Guidelines.

3.5.3. Impact Assessment/Environmental Consequences:

Cultural Resources: According to the CEQA Guidelines, a project would have a significant impact on cultural resources if it would cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5; cause a substantial adverse change in the significance of an archaeological resource as defined in CEQA Guidelines Section 15064.5; or disturb any human remains, including those interred outside of formal cemeteries. The CEQA Guidelines state that a project that causes a substantial adverse change in the significance of a Historical Resource is considered to have a significant effect on the environment unless mitigated.

Impacts to a Historical Resource, as defined by CEQA, 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(b)]. CEQA Historical Resources include resources that are eligible for the NRHP or the CRHR [CCR Title 14, Section 15064.5(a)]. Such resources can be buildings, structures, and facilities from the historic period and prehistoric and historic archaeological sites. Demolition or alteration of eligible buildings, structures, and features to the extent that they would no longer be eligible would result in a significant impact. Whole or partial destruction of eligible archaeological sites would result in a significant impact. In addition to impacts from construction resulting in destruction or physical alteration of an eligible resource, impacts to the integrity of setting (sometimes termed "visual impacts") of eligible buildings and above-ground structures and facilities in the Project area could also result in significant impacts. All potentially significant impacts would occur as a result of construction, not during the use of the constructed project. Only impacts to resources that meet the CEQA definition of a Historical Resource can be considered significant (CEQA guidelines section 15064.5).

Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

There are known or observed historical resources on the project site, which has been substantially disturbed or developed. As a precaution, implementation of Cultural Resources Mitigation Measure 1 would reduce the impact to less than significant.

Would the project cause a substantial adverse change in the significance of an archeological resource pursuant to § 15064.5?

There are no known or observed archaeological resources on the project site, which has been substantially disturbed or developed. However, there always exists the potential for buried pre-contact archaeological sites in the Project area. Implementation of Cultural Resources Mitigation Measure 1 would reduce the impact to less than significant.

Would the project disturb any human remains, including those interred outside of dedicated cemeteries?

No dedicated 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. Implementation of Cultural Resources Mitigation Measure 2 would reduce the impact to less than significant.

Paleontological Resources: According to the CEQA Guidelines, a project would have a significant impact on paleontological resources if it would have a significant impact on paleontological resources if it would directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. CEQA Guidelines indicate that a project that directly or indirectly destroys a unique paleontological resource or

site or a unique geologic feature is considered to have a significant effect on the environment unless mitigated. Adverse impacts to paleontological resources would include the physical destruction or damage of fossil-bearing geologic formations and the resulting loss of fossil resources. Other adverse impacts could occur within increased public accessibility to known fossil-bearing localities.

Would the project directly or indirectly destroy unique paleontological resources or site or unique geologic features?

A literature survey of the ELSP area (including the subject property) indicated that the area contains quaternary sedimentary deposits. These deposits could contain well-preserved vertebrate and plant fossils. Future development or disturbance of the plan area and areas off-site proposed for storm drain connection have the potential to unearth undiscovered paleontological resources. No fossils and no evidence of exposed geomorphological features that typically contain fossils were observed during the pedestrian survey of the plan area, but that does not preclude the possibility of their existence at a greater depth below the ground surface. Because the proposed project could directly or indirectly destroy a unique paleontological resource, implementation of Paleontological Resources Mitigation Measure 1 would reduce the impact to less than significant.

3.5.4. Mitigation Measures

Cultural Resources Mitigation Measure 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, ground disturbing activities within 100 feet of the discovery shall be halted or diverted until a qualified archaeologist that meets the Secretary of the Interior's Professional Qualifications Standards in prehistoric or historic archaeology inspects and evaluates the significance of the find. Work may not resume within the no-work radius until the City, through consultation as appropriate, determines that the find either: 1) is not a Historical Resource under CEQA, as defined in Section 15064.5(a) of the CEQA Guidelines; or 2) that the treatment measures have been completed to the City's satisfaction.

Cultural Resources Mitigation Measure 2: In the event that evidence of human remains is discovered, or remains that are potentially human, ground disturbing activities within 100 feet of the discovery shall be halted or diverted and immediately reported to the County Coroner (Section 7050.5 of the Health and Safety Code). The construction supervisor shall ensure that reasonable protection measures be taken during construction to protect the discovery from disturbance (AB 2641). If the Coroner determines the remains are Native American, the Coroner will notify the Native American Heritage Commission, which then designates a Native American Most Likely Descendant (MLD) for the project (Section 5097.98 of the Public Resources Code). The designated MLD then has 48 hours from the time access to the property is granted to make recommendations concerning treatment of the remains (AB 2641). If the landowner does not agree with the recommendations of the MLD, the NAHC can mediate (Section 5097.94 of the Public Resources Code). If no agreement is reached, the landowner must rebury the remains where they will not be further disturbed (Section 5097.98 of the Public Resources Code). This will also include either recording the site with the NAHC or the appropriate Information Center; using an open space or conservation zoning designation or easement; or recording a re-interment document with the county in which the property is located (AB 2641).

Paleontological Resources Mitigation Measure 1: Should paleontological resources be identified at a particular site during project excavation activities both on- and off-site, the construction manager shall

cease operation until a qualified professional can provide an evaluation. Mitigation shall be conducted as follows:

1. Identify and evaluate paleontological resources by intense field survey where impacts are considered high;
2. Assess effects on identified sites;
3. Consult with the institutional/academic paleontologists conducting research investigations within the geological formations that are slated to be impacted;
4. Obtain comments from the researchers;
5. Comply with researchers' recommendations to address any significant adverse effects where determined by the City to be feasible.

In considering any suggested mitigation proposed by the consulting paleontologist, the City's Community Development Department Staff shall determine whether avoidance is necessary and feasible in light of factors such as the nature of the find, project design, costs, Specific or General Plan policies and land use assumptions, and other considerations. If avoidance is unnecessary or infeasible, other appropriate measures (e.g., data recovery) shall be instituted. Work may proceed on other parts of the project site while mitigation for paleontological resources is carried out.

3.6. 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

3.6.1. 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 into 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.

3.6.2. 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.

3.6.3. 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.

3.6.4. 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?

The vacant portion of the 11.37 acres would be disturbed if there is new construction as a result of this Project. 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 new construction, 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?

New buildings may be constructed following the approval of the Project. All new buildings will be required to connect to the City's wastewater collection system. No septic systems will be utilized.

3.7. 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		

3.7.1. 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.

3.7.2. 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.

3.7.3. 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 development of properties that are a result of this Project 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 properties and that potential construction on the various properties would 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.

Greenhouse Gas Mitigation 1: The site grading and construction for any new development within the GPA area shall comply with the GHG Reduction Measures provided in the adopted Yuba City Resource Efficiency Plan.

3.8. 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

3.8.1. 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.

3.8.2. 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.

3.8.3. 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.

3.8.4. 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?*

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

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

A "Remedial Design/Remedial Action Plan (FS/RAP) Work Plan (Appendix B of this report) that was prepared for the City-owned 6.56 acres located at the southeast corner of Bridge Street and Shasta Street (AP# 52-324-23), of which this 5.05 acres is a part. of this project. The study determined that there is contamination in the soil. The site has undergone several different commercial uses since the 1890s until 2003 when it was razed. Past uses included rail lines and a train station, a match plant and lumber company, marine boat service, electric container storage, independent electric plant boiler, in-ground salt-water tank, coal piles and charcoal storage, etc. These past uses resulted in on-site soil contamination. The contaminants that were within established screening levels include:

- Total petroleum hydrocarbons (TPH) of several types - Primarily found in the oil pit area and the former underground storage tanks.
- Semi-volatile organic compounds (SVOCs) - Naphthalene and benzopyrene. Found around the former oil pit.
- Metals – antimony, arsenic and lead. Antimony was found around the former Feather River Mills building. Arsenic was most concentrated near the former marine boat service/recycling center area but was found in lower concentrations over much of the property but has also been reported regionally. Lead was reported in all samples but exceeded reportable levels near the former independent electric plant boiler. Lead also has been reported regionally.
- Organochlorine pesticides – Soil samples containing dieldrin were collected near the former Feather River Mills building.
- Asbestos – was found from directly beneath the wrapping of the crushed boiler buried in-situ.

The data collected for the study indicated that none of the contaminants had migrated to the underlying groundwater. Because the TPH concentrations were low they had not migrated into the groundwater at reportable levels. The metals typically do not migrate within the soil. Therefore, the remedial actions will not involve groundwater but instead center on soil removal.

In the FS/RAP soil was identified as the only contaminated media and is the target for this remedial action for the protection of human health and to facilitate unrestricted land use. The remedial action in the FS/RAP is excavation of impacted soil with proper off-site disposal. A volume of approximately 10,500 cubic yards of material, including contaminated soil, burn debris, ballast and other debris will be excavated, stored on-site for waste disposal characterization and then disposed at proper locations.

The result will be the entire 6.56-acre property that is available for unrestricted land uses from a soil contamination standpoint and to allow for the beneficial use of the groundwater beneath the site. Since the City has already committed to this process there should be no potential for adverse environmental impacts and no further mitigation measures are needed.

The description above is only a summary of the entire work plan. More detail on the contaminates and processes that are involved can be viewed in the FS/RAP, which is attached as an appendix of this report.

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 Sutter County Airport is located about a mile south of these properties. For which there is an adopted Airport Land Use Plan. The airport is not utilized by jet aircraft and is mostly limited to single engine aircraft. It is not expected that the contamination on the properties of concern could have an impact on residents or workers within the vicinity of the airport. The contaminants are in the ground and are generally not transitory to other properties. The Remedial Design/Remedial Action Work Plan has concluded that the contaminants have not entered the groundwater, plus the flow of groundwater is to the northwest, away from the airport. There is some potential for wind transfer of some ground contaminants but not at that distance. Therefore, there is no potential for the contaminants to cause any significant adverse impacts to the airport environs.

Considering the airport's impact on the project properties, due to the small size of the airport and the distance from the airport, the project area is outside of any airport zones that limit population density. Therefore there are no limits to employment in the project area.

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.

3.9. 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

3.9.1. 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).

3.9.2. 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.

3.9.3. Impact Assessment/Environmental Consequences:

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

Due to new development that could result from the Project, it is anticipated that there will be an increase in 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 stemming from the Project will be typical commercial uses which are not expected to 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)?

Water consumption may increase as a result the project due to the new uses that may locate on the re-designated properties. However, 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 area drains into the existing Yuba City/Gilsizer County drainage system and is eventually pumped into the Feather River. Development that may result from this project will not alter that drainage pattern, but it may increase the amount of drainage into the system. This will be offset, however, as development that may result from 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 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 development that may result from the Project must pay a drainage impact fee as its fair share of costs towards the downstream improvements 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 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 drainage system. Therefore, the impact for increased stormwater runoff would be less than significant.

f) Otherwise substantially degrade water quality?

The new development that could result from the re-designating of allowed land uses for the properties will not substantially degrade water quality. As noted under item a) above, development of the any of the properties 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 existing 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.

3.10. Land Use and Planning

Table 3-10: Land Use and Planning

Would the project:		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	Physically divide an established community?			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

3.10.1. Environmental Setting/Affected Environment

The project is on property previously cleared or will be cleared of light industrial uses. The project proposes to convert the uses of these properties to commercial. The properties are surrounded by commercial or light industrial uses. The design standards require new commercial development be compatible with the existing downtown commercial development.

3.10.2. Federal Regulatory Setting

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

3.10.3. 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.

3.10.4. 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 that are primarily commercial in nature as will be any new development that may result from this project.

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 standards to be applied to these properties require that new buildings be compatible in appearance with existing downtown commercial buildings so there should not be aesthetic issues associated with the commercial development that may result from this GPA, SPA, and Rezoning. The allowable commercial land uses are also expected to be compatible with the existing commercial development, as the permitted uses are the same for the project properties as well as the existing commercial development located or are expected to be located on three sides of these properties. The existing light industrial properties east of this project area back to these properties, and are not expected to be impacted by the new growth

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.

3.11. 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

3.11.1. Federal Regulatory Setting

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

3.11.2. 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.

3.11.3. 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 properties contain 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 centrally located within the urban area surrounded by uses that are generally considered incompatible with mineral extraction facilities.

3.12. 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

3.12.1. 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.

3.12.2. Environmental Setting/Affected Environment for Groundbourne 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.

3.12.3. 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.

3.12.4. 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.

3.12.5. 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 Plan[1] are relevant to noise.

Guiding Policies

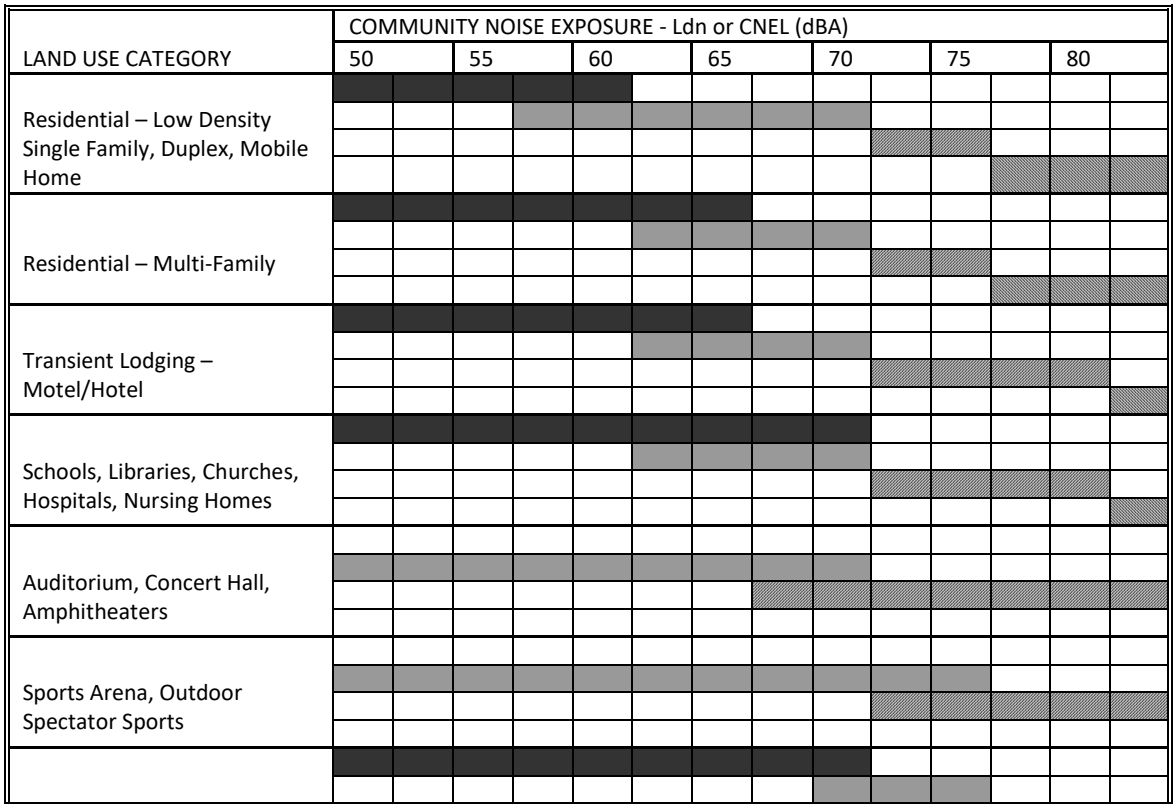
- 9.1-G-1 Strive to achieve an acceptable noise environment for the present and future residences of Yuba City.
- 9.1-G-2 Incorporate noise considerations into land use planning decisions and guide the location and design of transportation facilities to minimize the effects of noise on adjacent land 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,

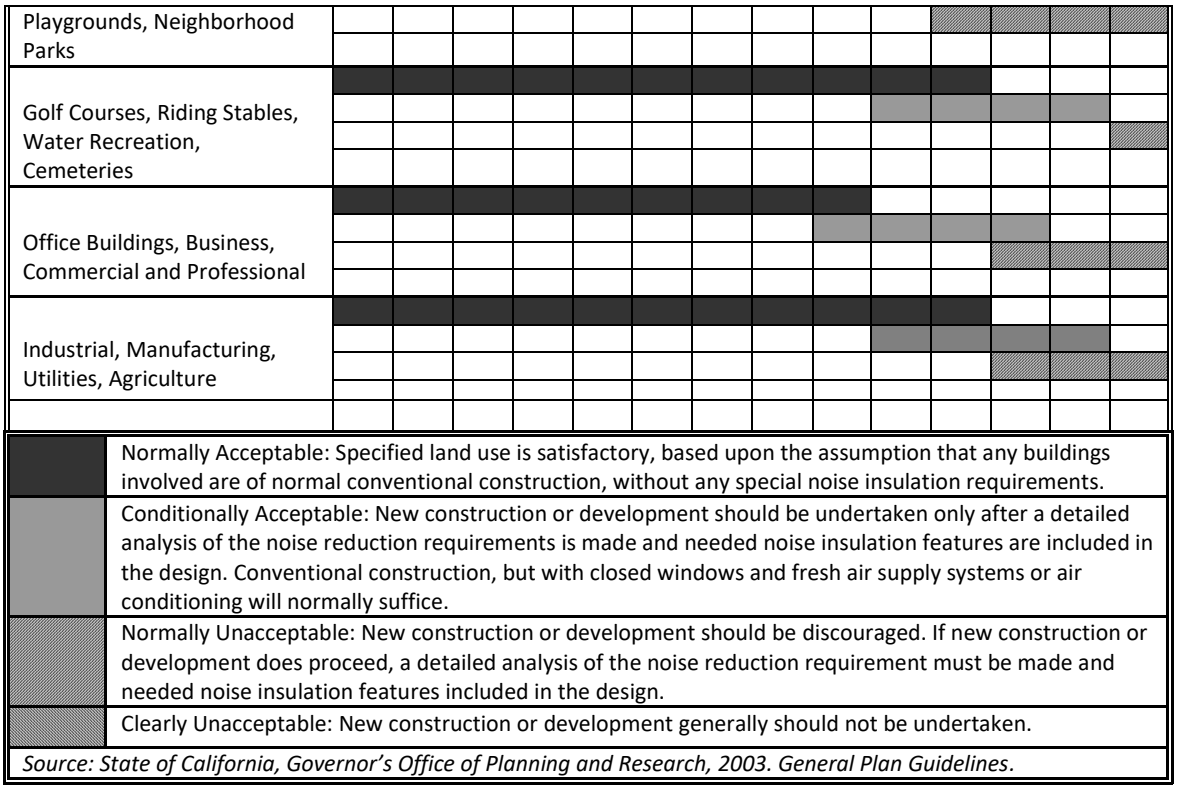
1 City of Yuba, 2004. *City of Yuba General Plan.* April 8, 2004.

- 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.
- 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.

Figure 1: Noise Exposure





3.12.6. 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 Project could result in new development that would result in site disturbance and development. Construction would involve temporary noise sources that are anticipated to last for a short period that could impact the nearby single-family residences located along the southern edge of this property. The noise source would include typical grading and paving equipment and miscellaneous equipment.

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, and the fact that City ordinances limit construction to daylight hours, 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

(1)US Environmental Protection Agency. "Noise from Construction Equipment and Operations, Building Equipment and Home Appliances." Figure IV.H-4. 1971.
(2)Feasible noise control includes the use of intake mufflers, exhaust mufflers and engine shrouds operating in accordance with manufacturers specifications

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
(1) US Environmental Protection Agency. "Noise from Construction Equipment and Operations, Building Equipment and Home Appliances." Figure IV.H-4. 1971.	

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?

Some new construction may result from this policy action. If so, upon completion of construction activities, any new buildings will be devoted to commercial type 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?

The project area lies within the Sutter County Airport Land Use Plan in regard to overflight zones but as the airport does not offer commercial airlines services the noise contours associated with the airport are not near the Project area. Therefore there are no airport noise concerns for these properties.

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?

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.

3.13. 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

3.13.1. 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.

3.13.2. Federal Regulatory Setting

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

3.13.3. 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.

3.13.4. 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]

3.13.5. 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)?

As this is an infill project and properties around it are already developed, the Project 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.

3.14. 3.14 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				

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.

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	

3.14.1. 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 Bridge Street Elementary School part of the Yuba City Unified School District.

3.14.2. 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.

3.14.3. 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.

3.14.4. 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 properties affected by this Central City Specific Plan Amendment. Approval of the Project could result in additional commercial uses. However, 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. Commercial uses typically have a minimal direct impact upon schools

Parks: It is not anticipated that the commercial development associated with the Project will impact the demand for parks beyond that which already exists in this vicinity 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.

3.15. 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	

3.15.1. 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.

3.15.2. Federal Regulatory Setting

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

3.15.3. 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.

3.15.4. 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.

3.15.5. Impact Assessment/Environmental Consequences:

b) 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?

c) 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?

It is not anticipated that the commercial development that could result from this Project will impact the demand for recreation beyond that which already exists in this vicinity and therefore is not considered significant.

3.16. 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,			X	

	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?			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	

3.16.1. 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.

3.16.2. 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".

3.16.3. Impact Assessment/Environmental Consequences:

d) 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?

e) 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 responsible for designated roads or highways?

Amending General Plan and Central City Specific to re-designate these 11.37 acres to Community Commercial and Office land use designations could lead to more development occurring on these properties, which would cause increased traffic, primarily on Bridge Street, B Street, and Shasta Street. A traffic study to analyze the potential impacts was prepared (B Street General Plan Amendment (Feather Mills/KFC Projects), by KD Anderson & Associates, January 31, 2020) which is summarized as follows:

The assumed projects that will likely occur on the properties, and the traffic generated by the new businesses are provided in **Table 1**, below. At full buildout of the project area the proposed land use designations are likely to generate 3,789 daily, 166 a.m. and 303 p.m. peak hour trips.

TABLE 1: TRIP GENERATION SUMMARY

Description	Net Primary Trips		
	Daily	AM Peak Hour	PM Peak Hour
KFC Restaurant	721	6	62
Feather River Mills	2,503	203	200
Commercial overbalance of GPA	1,085	30	121
Subtotal	4,309	239	383
Existing Industrial – 2 acres	-104	-15	-15
Vacant Industrial – 9 acres	-466	-68	-65
Net change in traffic at full build-out	3,789	166	303

With these increases in traffic, the traffic study concludes that:

Existing Plus Project Impacts. The immediate development of the properties under the new designations would have limited impacts on the local streets.

Existing Plus Project Mitigation Measures. Because the City is responsible for monitoring traffic conditions and installing traffic signals when needed, development in the GPA area will contribute its fair share to the cost of a traffic signal or other suitable improvements as determined by the City. With this mitigation the project's impact is not significant.

Cumulative Impacts – No project. Under long term conditions the background traffic volumes on Bridge Street and B Street will increase dramatically. Even with the 5th Street Bridge Replacement Project, the signalized Bridge Street intersections at Plumas Boulevard and Shasta Street will operate

at Level of Service (LOS) F. Similarly, the all-way stop controlled intersections on B Street and Plumas Boulevard, B Street and Shasta Street, and B Street and Boyd Street will operate at LOS F. No additional feasible improvements have been identified for the Bridge Street corridor, and the Yuba City General Plan allows for LOS F on this facility. Traffic signals and auxiliary lanes would be needed at intersections on B Street.

Cumulative Plus Project Impacts. The addition of project traffic will change the length of delays at study intersections but will not change the Level of Service at any location. Conditions at intersections on Bridge Street will continue at LOS F, but because LOS F is accepted by the General Plan, the project's impacts are not considered significant at these locations.

The GPA project will add traffic to the intersections on B Street that are expected to operate at LOS F without improvements. Because the minimum LOS D standard is exceeded, the project's impact is based on the relative change in delay. As the project will cause a delay of more than 5.0 seconds, its cumulative impact is significant at these locations:

- B Street/Plumas Boulevard
- B Street/Shasta Street
- B Street/Boyd Street

Cumulative Plus Project Mitigations. Improvements to each impacted B Street intersection have been identified that will result in LOS D or better conditions when implemented. Identified improvements involve installing traffic signals and various auxiliary turn lanes, although the improvements eventually installed will be determined by the City. These improvements are not included in the City's traffic impact fee program. Development in the GPA area is not responsible for the entire cost of these improvements that are required for cumulative conditions as the new development in the GPA area will generate only a part of the increased traffic. Development in the GPA area will contribute its proportionate fair share cost of improvements based on the trip generation characteristics of each project at the time of building permit.

As discussed above, development in the GPA area will not have significant impacts on existing LOS at nearby Bridge Street intersections and B Street intersections, as the LOS levels will remain within acceptable levels of service. Therefore, no mitigations are needed to reduce impacts.

Regarding longer term (cumulative) impacts, the Bridge Street intersections will lower to LOS F over time regardless of the GPA area developments. This is due to overall long-term growth on both sides of the 5th Street Bridge. The developments in the GPA area brought about by this project will further exacerbate that impact. As the policies in the General Plan recognize this and accept it as a matter of City policy, this is not considered a significant impact and no mitigations are needed. Further, there are no available mitigations that can be utilized as Bridge Street is essentially built-out.

Regarding the cumulative impacts on the B Street intersections, over time the LOS will deteriorate to unacceptable levels. Developments within the GPA area will exacerbate that impact, which would be considered a significant impact. However, there are mitigations available to reduce this impact to less than significant. **Table 2** describes these mitigations.

TABLE 2: CUMULATIVE PLUS PROJECT MITIGATIONS FOR B STREET INTERSECTIONS	
Location	**Description**
B Street/Plumas Street	Traffic signal, auxiliary right turn lanes
B Street/Shasta Street	Traffic signal, auxiliary right turn lanes
B Street/Boyd Street	Traffic Signal, left turn lanes, auxiliary right turn lanes.

As these GPA area developments occur over time, traffic impacts from other growth will also be occurring. As such, the new GPA developments can only be responsible for paying their fair share of the intersection improvements described above. **Table 3** provides the estimated fair share for the properties within the GPA area based on the most recent assumptions of what will be constructed on those properties.

TABLE 3: PROJECT FAIR SHARE CALCULATIONS								
Location	**PM Peak Hour Traffic 9 (VPH)**					**Share**		
	Existing	**Project Only**			**Cumulative Plus Project**	**Percent of Newt New Traffic (B/C-A)**		
	A	**B**			**C**	**KFC Project**	**Feather River Mills[1]**	**Balance of GPA area**
		KFC Project	**Feather River Mills[1]**	**Balance of GPA**				
B St./Plumas Blvd.	1,055	12	67		2,955	0.6%	3.5%	2.0%
B St./Shasta St.	1,077	9	88		3,170	0.4%	4.2%	1.1%
B St./Boyd St.	326	2	23		1,850	0.1%	0.6%	0.2%

[1] Excludes the previously approved hotel project.

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 area is within an overflight zone of the Sutter County Airport Comprehensive Land Use Plan, but that Plan does not contain any policies that would affect local auto traffic patterns nor will it affect any of the height limits prescribed in that Plan, as the zoning height limits are well below that of the ALUP.

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

The plan amendments and rezoning will not create a need for any new streets as the street system is completed in that area. There are no dangerous curves in the vicinity and as the site is in an urbanized area, it is anticipated there will be no conflict with 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 Project could result in new development but there will be no new streets or street improvements as a result of that development as the streets in the vicinity are built-out. Any potential new development is not expected to violate any adopted transportation policies and standards.

Traffic Mitigation 1: Prior to the issuance of a building permit within the GPA area, a fair-share fee shall be established by the Public Works Department for improvements to the following intersections:

- B Street/Plumas Blvd.
- B Street/Shasta Street
- B Street Boyd Street

The fee will be based on the fair share as determined by the traffic study prepared for this project titled "Traffic Impact Study for General Plan Amendment (Feather River Mills/KFC Projects) prepared by KD Anderson & Associates, or as revised based on a different type of project than was assumed in that study.

3.17. 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		

3.17.1. 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 Tribal Cultural Resources (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 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.

"Substantial evidence" is defined in Section 21080 of the Public Resources Code as "fact, a reasonable assumption predicated upon fact, or expert opinion supported by fact." The criteria for inclusion in the California Register of Historical Resources (CRHR) are provided in Section 3.5.

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.

Senate Bill 18: SB 18 was signed into law in September 2004 and became effective in March 2005. SB 18 (Burton, Chapter 905, Statutes of 2004) requires city and county governments to consult with California Native American tribes early in the planning process with the intent of protecting traditional tribal cultural places. The purpose of involving tribes at the early stage of planning efforts is to allow consideration of tribal cultural places in the context of broad local land use policy before project-level land use decisions are made by a local government. As such, SB 18 applies to the adoption or substantial amendment of general or specific plans. The process by which consultation must occur in these cases was published by the Governor's Office of Planning and Research through its Tribal Consultation Guidelines: Supplement to General Plan Guidelines (November 14, 2005). The City carried out tribal consultation under SB 18 for this Project, and no tribes have requested consultation or provided information under SB 18. Because SB 18 is not a CEQA requirement, the consultation record is maintained separately by the City.

3.17.1. Environmental Setting/Affected Environment

On January 14, 2020, the City sent project notification letters to the two culturally affiliated California Native American tribes that previously requested notification by the City: the Ione Band of Miwok Indians and the United Auburn Indian Community of the Auburn Rancheria (UAIC). Each recipient was provided a

description of the project and its location, the lead agency contact information, and a notification that the tribe has 30 days to request consultation to identify TCRs that may be affected by the project. On January 30, 2020, the City mailed supplemental information to both tribes. The 30-day response period concluded on February 15, 2020.

On February 7, 2020, the City received a response from Anna Starkey, Cultural Regulatory Specialist for UAIC, stated that UAIC's Tribal Historic Preservation Department reviewed the project location and determined a moderate sensitivity for the presence of buried tribal cultural resources in the area. She requested that the CEQA document include UAIC's recommended awareness brochure and procedures for inadvertent discoveries but did not request consultation under AB 52. In an effort to both acknowledge receipt and discuss this request with the tribe, the City attempted to reach Ms. Starkey by phone three times at her office and cell numbers but has not received a reply. The Ione Band of Miwok Indians did not respond to the project referral. Therefore, tribal consultation pursuant to AB 52, as summarized above, failed to identify any TCRs within the project area.

3.17.2. Impact Assessment/ Environmental Consequences

AB 52 established that a substantial adverse change to a TCR has a significant effect on the environment. 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 and must take into account the consulting tribe's expert opinion when making this determination.

Would the Project Cause a Significant Adverse Change in the Significance of a Tribal Cultural Resource 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)?

As described above, no known TCRs have been identified (as defined in Section 21074) within the project area. Therefore, the project would not cause a significant adverse change in the significance of a TCR that is either listed in, or eligible for listing in, the CRHR, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k). However, tribal consultation under AB 52 indicated that TCRs may be discovered during ground-disturbing activities associated with project construction. If so, this could adversely affect a presently-unknown TCR. This could result in a potentially significant impact, without mitigation. Implementation of Tribal Cultural Resources Mitigation Measures 1 and 2 would reduce the impact to less than significant.

Would the Project Cause a Significant Adverse Change in the Significance of a Tribal Cultural 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?

As described above, no known TCRs have been identified (as defined in Section 21074) within the project area, and no substantial information has been provided to the City to indicate otherwise. Therefore, the project would not cause a significant adverse change, based on substantial evidence, in the significance of a TCR. However, tribal consultation under AB 52 indicated that TCRs may be discovered during ground-

disturbing activities associated with project construction. If so, this could adversely affect a presently-unknown TCR. This could result in a potentially significant impact, without mitigation. Implementation of Tribal Cultural Resources Mitigation Measures 1 and 2 would reduce the impact to less than significant.

3.17.1. Mitigation Measures

Tribal Cultural Resources Mitigation Measure 1: The Construction Supervisor shall ensure that the UAIC Worker Awareness Training brochure is provided to all equipment operators on the first day of work. All ground-disturbing equipment operators shall be required to receive the brochure and sign a form that acknowledges receipt of the brochure. A copy of the form shall be provided to the City as proof of compliance.

Tribal Cultural Resources Mitigation Measure 2: All operators of ground-disturbing equipment shall be responsible for pausing activity if potentially significant TCRs are discovered during ground disturbing construction activities. All work shall cease within 100 feet of the find. A Native American representative from traditionally and culturally affiliated Native American Tribe that requested consultation on the project shall be immediately contacted and invited to assess the significance of the find and make recommendations for further evaluation and treatment, as necessary. If deemed necessary by the City, a qualified cultural resources specialist meeting the Secretary of Interior's Standards and Qualifications for Archaeology, may also assess the significance of the find in joint consultation with Native American representatives to ensure that tribal values are considered. Work at the discovery location cannot resume until the City, in consultation as appropriate and in good faith, determines that the discovery is either not a TCR, or has been subjected to treatment directed by the City.

3.18. 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			X	

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

3.18.1. 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]

3.18.2. 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.

3.18.3. 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

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

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 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.

3.18.4. Impact Assessment/Environmental Consequences:

f) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

g) 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 area presently has all City services available. The services are designed to accommodate full development of those properties. 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.

h) 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 development that may occur from 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.

i) 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 groundwater water resources to provide water to the project area.

j) 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?

k) 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.

l) 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.

3.19. 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			X	

	effects of other current projects, and the effects of probable future projects)				
c)	Have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?			X	

3.19.1. Impact Assessment/Environmental Consequences:

m) 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 area includes only previously disturbed properties within the urbanized area and there is little plant or animal habitat value. Therefore new development within this 11.37 acre 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.

n) 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.

New development that could result from the Project could generate new traffic onto nearby streets, primarily Bridge Street and B Street. However, new construction 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 for new parking lots may create some minor air quality and greenhouse gas, noise and hazardous material cumulative impacts, however those impacts have been found to be considered less than significant.

o) 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 that could occur as a result of the project 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.

4. 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.

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Traffic Impact Study for B Street General Plan Amendment (Feather River Mills/KFC Projects), prepared by KD Anderson & Associates, January 31, 2020.

Appendix A

Traffic Impact Study for B Street General Plan Amendment (Feather River Mills/KFC Projects)

TRAFFIC IMPACT STUDY

FOR

B STREET GENERAL PLAN AMENDMENT
(FEATHER RIVER MILLS / KFC PROJECTS)

Yuba City, CA

Prepared For:

City of Yuba City
Development Services Department
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January 31, 2020

9550-11

Feather River Mills GPA

TRAFFIC IMPACT STUDY FOR
B STREET GENERAL PLAN AMENDMENT
(FEATHER RIVER MILLS / KFC PROJECTS)
Yuba City, Ca

TABLE OF CONTENTS

KDA

TRAFFIC IMPACT ANALYSIS FOR
(B STREET GENERAL PLAN AMENDMENT)
FEATHER RIVER MILLS / KFC

INTRODUCTION / SUMMARY

Study Purpose and Project Description

Location. This traffic impact study presents an analysis of the traffic-related impacts associated with the proposed B Street General Plan Amendment (GPA). The study also considers the specific impacts of two projects that are proposed within the SPA area: Feather River Mills project and KFC restaurant in Yuba City. Figure 1 presents the regional location of the project site between B Street and Bridge Street in the area between Plumas Street and Boyd Street.

Land Use. The City of Yuba City has initiated a General Plan Amendment, a Specific Plan Amendment to the Central City Specific Plan, and the Rezoning of various properties (refer to Figure 2). The affected properties, totaling approximately 11.4± acres are currently designated for Light Industrial uses. The 6 acres located east of Shasta Street are zoned C-2 (Community Commercial) whereas the remaining 5.33 acres (area west of Shasta Street) are zoned C-M (Heavy Commercial/Light Industrial). The proposed project will:

1. Designate 10.39 acres from Light Industrial to Commercial Land Uses and 0.98 acres as Office.
2. Rezone 5.33 acres (area west of Shasta Street) to the C-2 (Community Commercial) zone district. The remaining 6 acres (area east of Shasta Street) are currently zoned for commercial / office uses, thus no change is anticipated.

The project also includes a specific development proposal (Feather River Mills) for 7.5 acres located east of Shasta Street, and a second development proposal (KFC) for an acre west of Shasta Street for as noted in Figures 3 and 4. The Feather River Mills Site encompasses a parcel that is not subject to the GPA and is approved for a 108 room hotel. While on site uses are to a degree speculative at this time, for the purpose of this analysis Feather River Mills is conservatively assumed to be developed with:

- a 108 room hotel (approved)
- two fast food restaurants with drive thru totaling 8,500 sf
- a separate 8,000 sf retail building
- a 23,936 sf office building / banquet hall
- a 23,936 sf retail / office building

The KFC project site covers about an acre and includes a 3,000 sf fast food restaurant and an ancillary 3,500 sf retail building. The project replaces an existing industrial use with contractor yard and 5,000 sf building.

Access. The Feather River Mills project envisions full access to Shasta Street, B Street and Boyd Street, as well as right-turn-only access to Bridge Street. The KFC restaurant plans access to Bridge Street (right turn in and out only), to Shasta Street (exit only) and to the local A street between Bridge Street and B Street. No specific access concepts have been developed for the balance of the project area, and it is assumed that access decisions will be made based on City of Yuba City policies in effect as development proposal proceeds.

Circulation System Improvements. The land use development contemplated in this report does not involve improvements to the regional circulation system. However, the City of Yuba City's Bridge Street – 5th Street Bridge Replacement Project is under construction and will be completed prior to either development proposal. The 5th Street Bridge Replacement Project is creating a new four-lane crossing over the Feather River, as shown in Figure 5. This project will also modify the local street system adjoining Bridge Street. Completion of the 5th Street Bridge Replacement Project has been assumed under the assessment of current traffic conditions, as well as under cumulative conditions.

Overall Analysis Approach

This traffic impact study presents an analysis of traffic operations under the following five (5) scenarios:

- Current a.m. and p.m. peak hour conditions with 5th Street Bridge Replacement Project
- Current Plus Feather River Mills Project alone (including the approved hotel)
- Current Plus KFC alone
- Current Plus Project Area Build Out
- Year 2035 a.m. and p.m. peak hour conditions with the 5th Street Bridge Replacement Project without the proposed GPA but including the approved hotel
- Year 2035 Plus Project Area Build Out

Study Area Intersections. The quality of traffic flow is typically governed by the operation of intersections along an arterial street system. To quantitatively evaluate traffic conditions and to provide a basis for comparison of operating conditions with and without traffic generated by the proposed project, traffic operations at the following seven (7) study area intersections were evaluated:

- Bridge Street / Plumas Street (signalized),
- Bridge Street / Shasta Street (signalized),
- Bridge Street / Boyd Street (side street stop),
- Bridge Street / Bridge Street EB on ramp (side street stop),
- B Street / Plumas Street (all-way stop),

- B Street / Shasta Street / Wilbur Street (all-way stop)
- B Street / Boyd Street (side street stop)

Summary Conclusions

Existing Conditions. Most study area intersections operate with Levels of Service that satisfy the City's minimum LOS D standard. However, the **B Street / Shasta Street intersection** operates at LOS E in the a.m. peak hour. While that Level of Service does not satisfy the City's minimum LOS D policy, current traffic volumes do not reach the level that satisfies peak hour traffic signal warrants. The City of Yuba City maintains a fund for installing traffic signals that are not already included in the city's traffic impact fee program. The City would expect to continue to monitor traffic conditions citywide and install improvements to this location when justified.

Trip Generation. The GPA project area's three elements will result in the projected trip generation noted below. At full build out the net change from the forecasts with development under the current land use designations is 3,789 daily, 166 a.m. and 303 p.m. peak hour trips.

TABLE E-1
TRIP GENERATION SUMMARY

Description	Net Primary Trips		
	Daily	AM Peak Hour	PM Peak Hour
KFC Restaurant Project	721	6	62
Feather River Mills	2,503	203	200
Commercial over Balance of GPA	1,085	30	121
Subtotal	*4,309*	*239*	*383*
Existing Industrial – 2 acres	-104	-15	-15
Vacant Industrial – 9 acres	-466	-68	-65
Net change in area traffic at full build out	3,789	166	303

Existing Plus Project Impacts. The immediate development of the project elements would have limited impacts.

Developing the ***KFC project alone*** would not result in any significant traffic impact based on City of Yuba City significance criteria.

Developing the ***Feather River Mills project alone*** would result in a significant impact to one intersection. The Feather River Mills project will significantly increase the length of a.m. peak hour delay at the **B Street / Shasta Street intersection** and will result in LOS E conditions in the p.m. peak hour. While a traffic signal is needed to deliver minimum Level of Service, projected traffic volumes do not reach the level that satisfies peak hour traffic signal warrants.

Full buildout of the GPA area results in impacts that are similar to those identified for the Feather River Mills project alone.

Existing Plus Project Mitigation Measures. Because the City of Yuba City is responsible for monitoring traffic conditions and installing traffic signals when needed, development in the GPA area will contribute its fair share to the cost of a traffic signal or other suitable improvement determined by the City. With this mitigation the project's impact is not significant.

Cumulative Impacts – No Project. Under long term conditions the background traffic volumes on Bridge Street and B Street will increase dramatically. Even with the 5th Street Bridge Replacement Project, the signalized intersections at Plumas Street and Shasta Street will operate at LOS F. Similarly, the all-way stop controlled intersections on B Street at Plumas Street and Shasta Street will operate at LOS F. No additional feasible improvements have been identified for the Bridge Street corridor, and City of Yuba City General Policy allows for LOS F on this facility. Traffic signals and auxiliary lanes would be needed at intersections on B Street.

Cumulative Plus Project Impacts. The addition of project traffic will change the length of delays at study intersections but will not change the Level of Service at any location. Conditions at intersections on Bridge Street will continue at LOS F, but as LOS F is accepted by the General Plan, the project's impacts are not significant at these locations.

The GPA project will add traffic to intersections on B Street that are expected to operate at LOS F without improvements. Because the minimum LOS D standard is exceeded, the project's impact is based on the relative change in delay. As the project will cause a delay increase of more than 5.0 seconds, its cumulative impact is significant at these locations:

- B Street / Plumas Street
- B Street /Shasta Street
- B Street / Boyd Street

Cumulative Plus Project Mitigations. Improvements to each impacted intersection have been identified that will result in LOS D or better conditions when implemented. Identified improvements involve installing traffic signal and various auxiliary turn lanes, although the improvements eventually installed will be determined by the City of Yuba City. These improvements are not included in the City of Yuba City traffic impact fee program. Development in the GPA is not responsible for the entire cost of these improvements that are required for cumulative conditions. Development in the GPA will contribute its proportionate fair share to the cost of improvements based on the trip generation characteristics of each project at the time of building permit.

VICINITY MAP

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9880-11 R4 7/13/2017

figure 1

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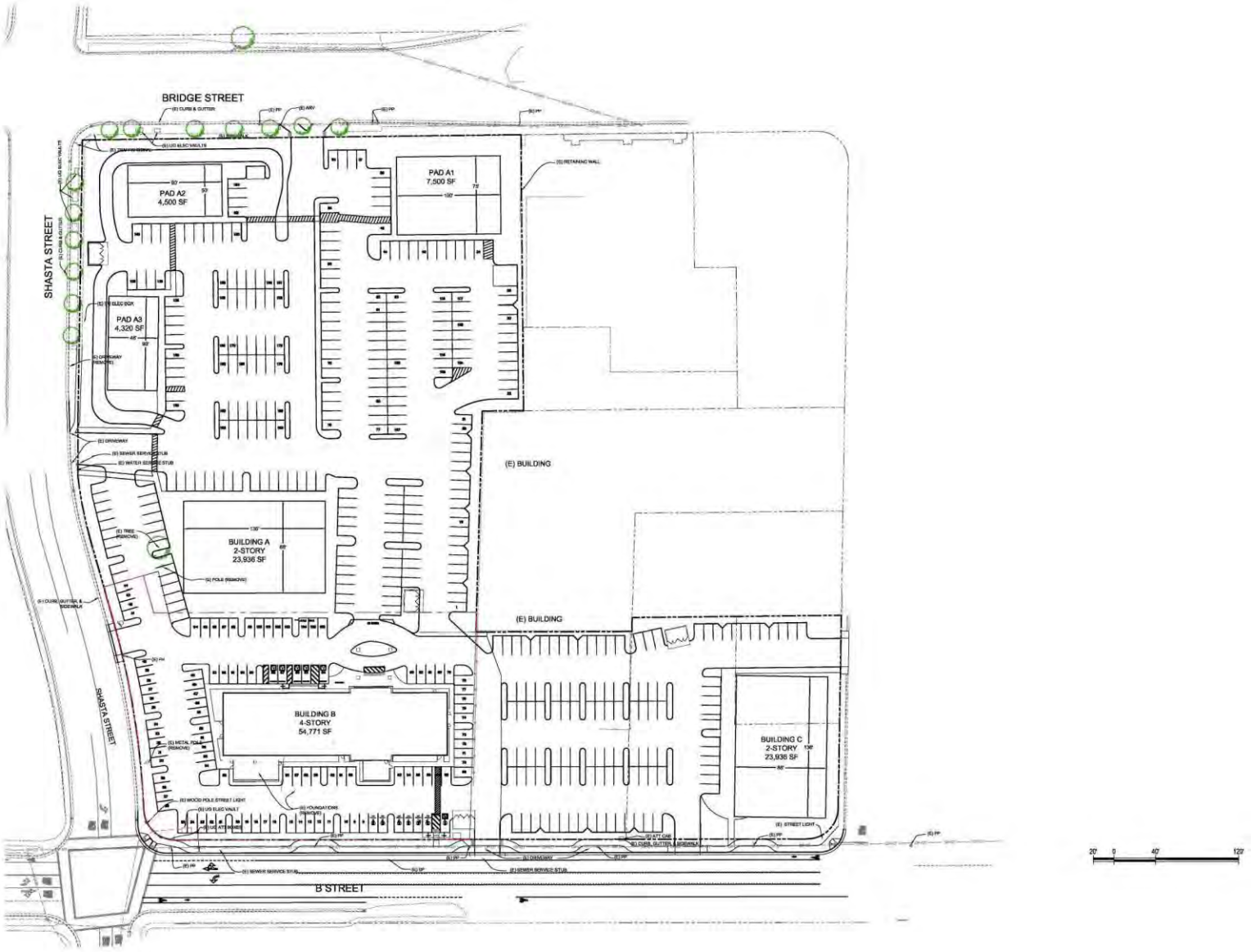
GENERAL PLAN AMENDMENT

figure 2



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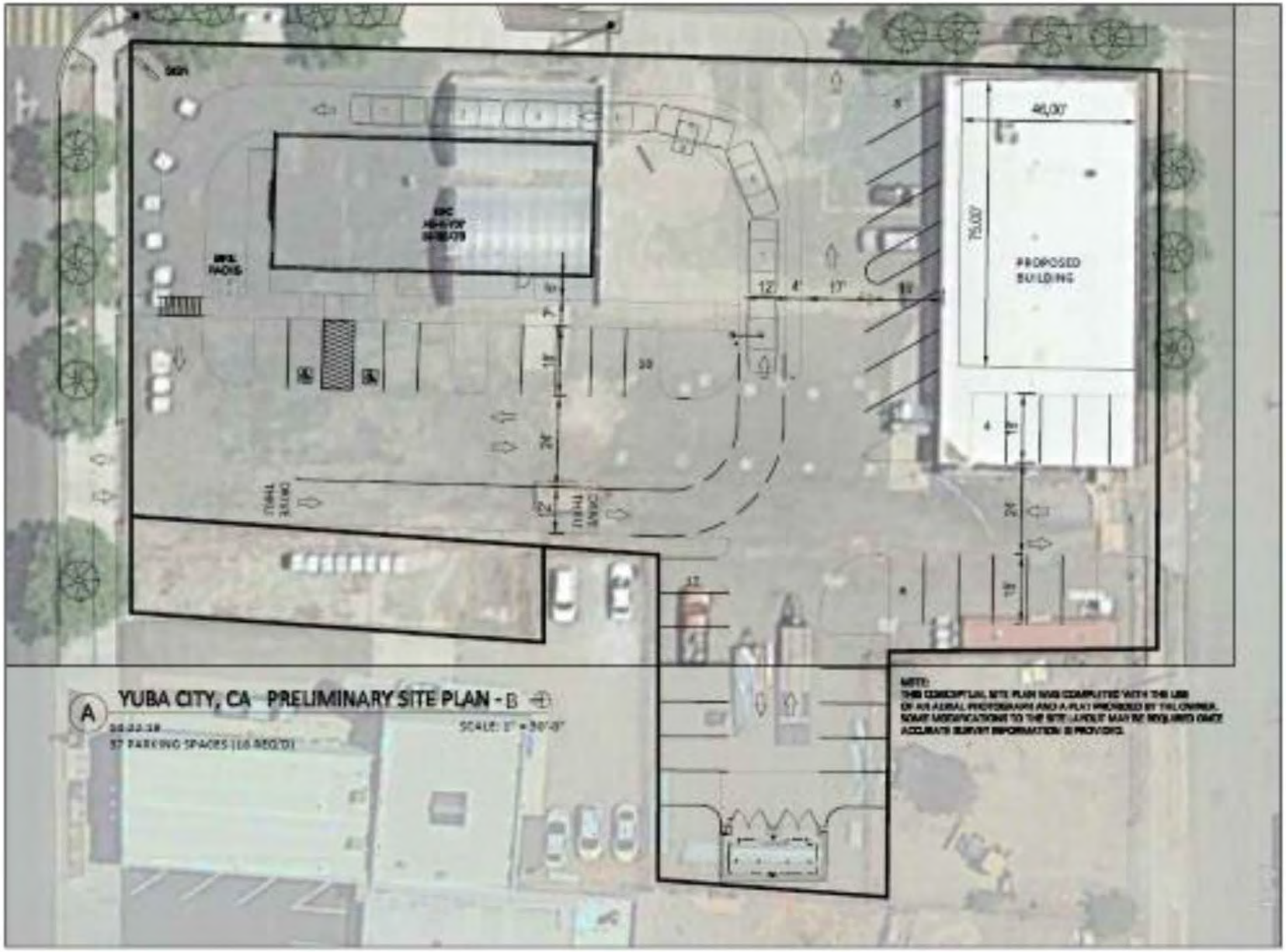
FEATHER RIVER MILLS SITE PLAN

9550-11 RA 2/19/2020

figure 3



KFC SITE PLAN

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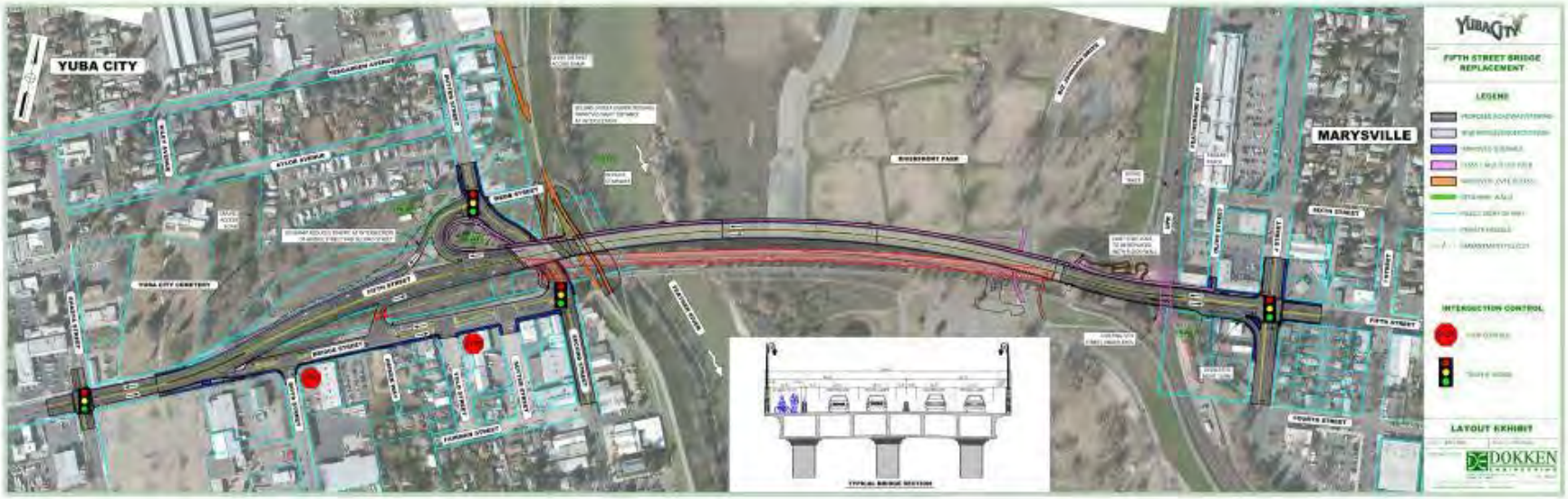
figure 4


YUBA CITY
MARYSVILLE
FIFTH STREET BRIDGE REPLACEMENT
LEGEND
INTERSECTION CONTROL
LAYOUT EXHIBIT
DOKKEN

EXISTING SETTING

Study Area

This traffic impact study presents analyses of traffic operating conditions at seven (7) intersections within the area that may be affected by the proposed project. The limits of the study area were identified through discussions with Yuba City staff based on their knowledge of the community and the results of previous traffic studies conducted for development in central Yuba City.

Roadways. The following information is a description of area roadways that provide vehicular access to the project site. These roadways are shown in Figure 6 (Current Conditions).

- **Bridge Street** is an east-west arterial that extends from an intersection with Tharp Street in western Yuba City, across SR 99 to the area of the project and then across the Feather River into Marysville where the route continues as 5th Street to SR 70. Today Bridge Street is a four-lane facility in the area of SR 99 west of Gray Avenue and in the area from Cooper Avenue easterly through the Shasta Street intersection. With the 5th Street Bridge Replacement Project four lanes continue to Marysville. Bridge Street has separated sidewalks in the study area, and on-street parking is prohibited except for the south side of Bridge Street west of Plumas Street. The posted speed limit on Bridge Street in the study area is 35 mph.

- **B Street** is an east-west collector street that extends from an intersection on Palora Street near SR 99 easterly through the study area to it eastern terminus on 2nd Street near the Feather River. B Street is a two-lane facility with Class II bicycle and sidewalks in most areas. On-street parking is permitted, and a prima facie 25 mph speed limit is in effect.

- **Plumas Street** is a north-south collector street that originates at an intersection with Morton Street / Percy Street in the south and extends northerly across B Street and Bridge Street through SR 20 to its northern terminus on Queens Avenue. Plumas Street is a two-lane roadway, and the City has implemented major streetscape projects in various locations to improve pedestrian access and to enhance the Downtown core area. Sidewalks exist in most areas. A prima facie 25 mph speed limit is in effect.

- **Shasta Street** is a north-south collector street that extends from B Street north across Bridge Street and SR 20. The route extends to the south as Wilbur Avenue to Garden Highway. In the immediate area of the project Shasta Street is a two-lane facility with a continuous center Two-Way Left-Turn (TWLT) lane. Sidewalks exist and on-street parking is permitted. The speed limit is posted at 25 mph.

- **Boyd Street** is a two-lane local street that connects C Street with Bridge Street along the project's eastern boundary. North of the B Street intersection Boyd Street has sidewalks and on-street parking is permitted. It has a posted speed limit of 25 mph.

Bicycle and Pedestrian Facilities, Transit

The study area has facilities for alternative transportation modes.

Pedestrians. Sidewalks are provided in nearly all areas, although no sidewalk exists along the north side of B Street between Shasta Street and Boyd Street. Crosswalks are marked at signalized and all-way stop controlled intersections, and button pedestrian activation is provided at each of the signalized study intersections. A separated Bicycle / Pedestrian path is included in the 5th Street Bridge Replacement Project.

Bicycles. Bike lane facilities are limited along Bridge Street. When the 5th Street Bridge Replacement Project is completed there will be no bike lanes along Bridge Street between Cooper and the 5th Street Bridge. Instead the bicyclists will need to move south to B Street, then utilize the existing bike lanes along B Street. Class II bike lanes are provided along the length of B Street and on Wilbur Avenue south of B Street. At the very easterly end of B Street (about 300' east of Second Street) there is an existing bike ramp to access the levee. Once on the levee, the bicyclist can go north until she/he reaches the 5th Street Bridge. The bridge will be accessible from the levee.

Transit. Yuba-Sutter Transit provides fixed route bus service in the study area. Yuba-Sutter Transit Route 2 (Yuba City Loop) provides service on thirty minute headways in both directions along Plumas Street. Route 2 has timed transfers to Routes 1 and 5 at the Walton terminal.

Evaluation Methodology

The following text is a description of the methods used in this impact study to analyze intersection operations.

Level of Service Analysis Procedures. Level of Service (LOS) analysis provides a basis for describing existing traffic conditions and for evaluating the significance of project-related traffic impacts. Level of Service measures the quality of traffic flow and is represented by letter designations from A to F, with a grade of A referring to the best conditions, and F representing the worst conditions. The characteristics associated with the various LOS for intersections are presented in Table 1 and further discussed below.

Both signalized intersections and un-signalized stop sign controlled intersections have been analyzed using methods presented in the *Highway Capacity Manual, 6th Edition (HCM).* The analysis of Current conditions utilizes observed cycle length timing at the signalized study intersections. These cycle time parameters have also been held constant for analysis of Current plus Project conditions. The calculations utilize a 2% heavy vehicle percentage and observed peak hour factors (PHF).

Un-signalized intersections with side street stop sign control have also been evaluated using *HCM* procedures. At side street stop-sign-controlled intersections, the LOS is presented for turning movements experiencing the most delay. This is typically a left turn made from the minor street stop-sign-controlled approach onto the major street.

TABLE 1
LEVEL OF SERVICE DEFINITIONS

Level of Service	Signalized Intersections	Unsignalized Intersection
"A"	Uncongested operations, all queues clear in a single-signal cycle. Delay ≤ 10.0 sec	Little or no delay. Delay ≤ 10 sec/veh
"B"	Uncongested operations, all queues clear in a single cycle. Delay > 10.0 sec and ≤ 20.0 sec	Short traffic delays. Delay > 10 sec/veh and ≤ 15 sec/veh
"C"	Light congestion, occasional backups on critical approaches. Delay > 20.0 sec and ≤ 35.0 sec	Average traffic delays. Delay > 15 sec/veh and ≤ 25 sec/veh
"D"	Significant congestions of critical approaches but intersection functional. Cars required to wait through more than one cycle during short peaks. No long queues formed. Delay > 35.0 sec and ≤ 55.0 sec	Long traffic delays. Delay > 25 sec/veh and ≤ 35 sec/veh
"E"	Severe congestion with some long standing queues on critical approaches. Blockage of intersection may occur if traffic signal does not provide for protected turning movements. Traffic queue may block nearby intersection(s) upstream of critical approach(es). Delay > 55.0 sec and ≤ 80.0 sec	Very long traffic delays, failure, extreme congestion. Delay > 35 sec/veh and ≤ 50 sec/veh
"F"	Total breakdown, stop-and-go operation. Delay > 80.0 sec	Intersection blocked by external causes. Delay > 50 sec/veh

Source: *Highway Capacity Manual, 6th Edition*

Standards of Significance / Level of Service Thresholds. In this traffic impact study, the significance of the proposed projects impact on traffic operating conditions is based on a determination of whether project generated traffic results in roadway or intersection operating conditions below acceptable standards as defined by the governing agency. A project's impact on traffic conditions is considered significant if implementation of the project would result in LOS changing from levels considered acceptable to levels considered unacceptable, or if the project would significantly worsen an already unacceptable LOS without the project. Relevant policies for the study area consist of the following.

Yuba City General Plan (Adopted April 2004)

Implementing Policy 5.2-1-12 *(Traffic Level of Service)* of the General Plan's Transportation section states the following:

Develop and manage the roadway system to obtain LOS D or better for all major roadways and intersections in the City. This policy does not extend to residential streets (i.e., streets with direct driveway access to homes) or bridges across the Feather River nor does the policy apply to state highways and their intersections, where Caltrans policies apply. Exceptions to LOS D policy may be allowed by the City Council in areas, such as downtown, where allowing a lower LOS would result in clear public benefits. Specific exceptions granted by the Council shall be added to the list of exceptions below:

- SR 20 (SR 99 to Feather River Bridge) – LOS F is acceptable;
- SR 20 (Feather River Bridge) – LOS F is acceptable;
- Bridge Street (Twin Cities Bridge) – LOS F is acceptable;
- Lincoln Road (New Bridge across the Feather River) – LOS F is acceptable;
- Bridge Street from Palora Avenue to Second Street – LOS F is acceptable.

No new development will be approved unless it can be shown that the required level of service can be maintained on the affected roadways.

Based upon the above, the following standards and significance criteria have been used for this analysis to identify a significant impact.

- Cause level of service at a study intersection to degrade from an acceptable LOS D or better to LOS E or F.

- Exacerbate the no project level of service at a study intersection operating at an unacceptable LOS. Based upon direction provided by City staff for past studies in this area, exacerbation of unacceptable operations at a City signalized intersection is considered an impact if the proposed project causes an increase in the average vehicle delay of 5 seconds or more.

Signal Warrants. Traffic signal warrants are a series of standards which provide guidelines for determining if a traffic signal is an appropriate control. Signal warrant analyses are typically conducted at intersections of uncontrolled major streets and stop sign-controlled minor streets. If one or more signal warrants are met, signalization of the intersection may be appropriate. However, a signal should typically not be installed if none of the warrants are met, since the installation of signals would increase delays on the previously uncontrolled major street, and may increase the occurrence of particular types of accidents.

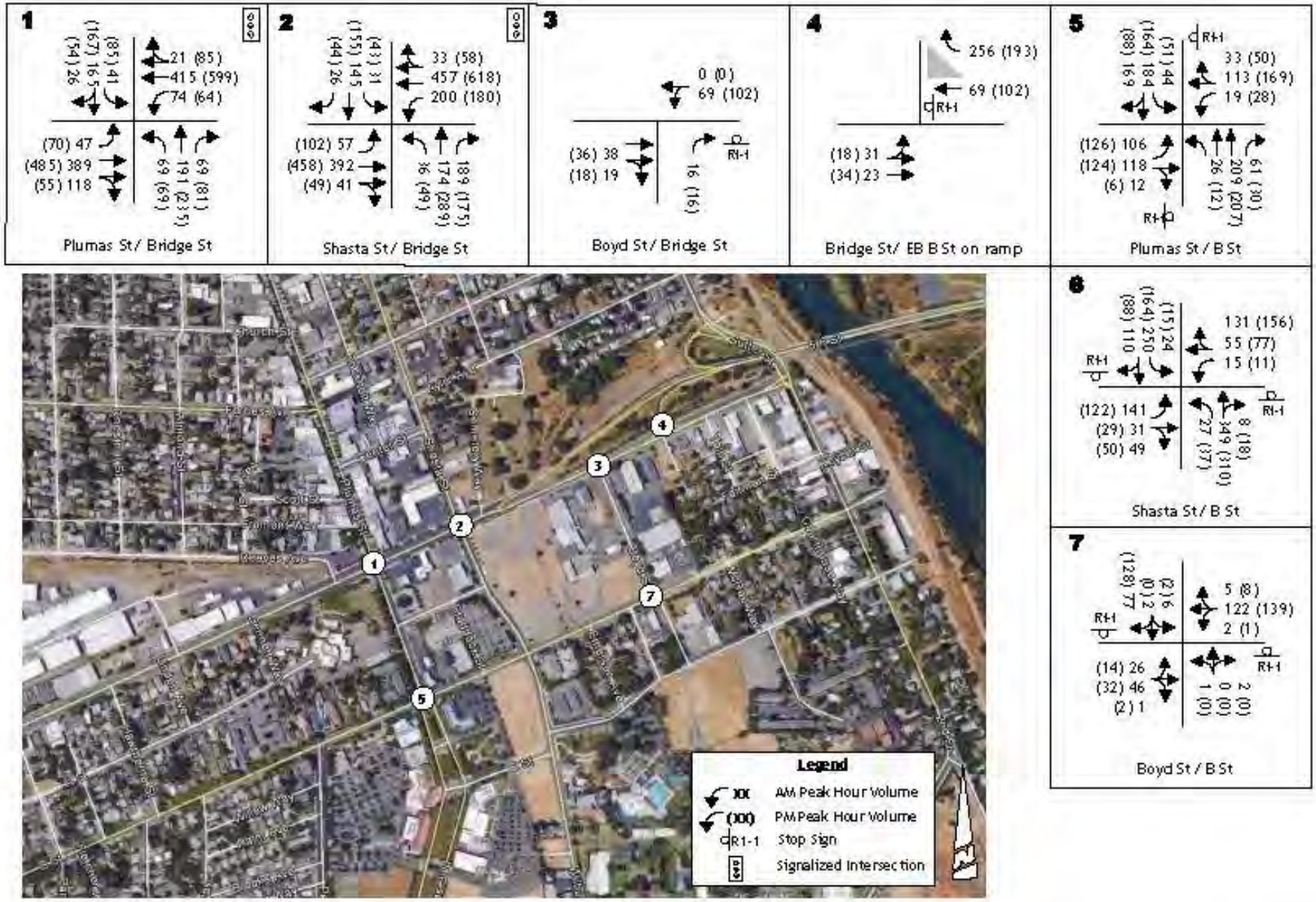
For this traffic impact study, available data is limited to peak hour volumes. Therefore, un-signalized intersections were evaluated using the Peak Hour Warrant (Warrant Number 3) from the *California Manual on Uniform Traffic Control Devices (2012)*. This warrant was applied where the minor street experiences long delays in entering or crossing the major street for at least one hour of the day. It should also be noted that even if the Peak Hour Warrant is met, a more detailed signal warrant study is typically recommended before a signal is installed. The more detailed study should consider volumes during the eight highest hours of the day, pedestrian traffic, and accident histories.

Intersection Queue Lengths. At signalized intersections, the relationship between peak period traffic queues and the available turn lane storage is a factor in evaluating the quality of traffic flow. While not a significance criterion under current General Plan policy, because queue lengths can increase as Level of Service deteriorate, understanding queue length is a safety consideration.

Current Traffic Conditions and Levels of Service

The following is a description of existing traffic operating conditions in the study area.

Existing Traffic Volumes. The traffic volume data used for this report makes use of Bridge Street area traffic counts conducted for the City in April 2019, as well as other data collected later in 2019. Data was collected in 15-minute increments from 7:00 – 9:00 a.m. and 4:00 – 6:00 p.m. The contiguous one-hour periods with the highest volumes within the two-hour data collection period were used in this traffic impact study as the a.m. and p.m. peak hour. These volumes were adjusted to reflect the final configuration of the area street system with the 5th Street Bridge Replacement Project. Figure 6 presents resulting volumes, lane configurations and traffic controls that will be available with completion of the 5th Street Bridge Replacement Project at the seven study intersections.



EXISTING TRAFFIC VOLUMES AND LANE CONFIGURATIONS

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9550-11 R4 1/31/2020

figure 6

Existing Intersection Levels of Service. Table 2 presents a summary of existing peak hour LOS at the seven (7) study intersections. Level of Service calculations are provided in the Appendix. As shown in Table 2, with two exceptions, all study intersections currently operate satisfactorily within the minimum standards for Level of Service established by the City of Yuba City. The Bridge Street / Boyd Street intersection operates at LOS E in the a.m. peak hour.

Traffic Signal Warrants. Current peak hour traffic volumes were compared to MUTCD peak hour warrants requirements to determine whether traffic signals may already be justified. None of the study intersections carry volumes that satisfy peak hour warrants.

TABLE 2
EXISTING CONDITIONS
INTERSECTION LEVELS OF SERVICE

Intersection	Control	Existing				
		AM Peak Hour		PM Peak Hour		
		LOS	Average Delay (veh/sec)	LOS	Average Delay (veh/sec)	Traffic Signal Warrants Satisfied?
1. Bridge Street / Plumas Street	Signal	B	18	C	21	n.a.
2. Bridge Street / Shasta Street	Signal	B	19	C	23	n.a.
3. Bridge Street / Boyd Street NB Left + Right Turn	NB Stop	A	9	A	9	No
4. Bridge Street / EB on-ramp EB left	uncontrolled	A	8	A	8	No
5. B Street / Plumas Street	All-Way Stop	C	21	C	17	No
6. B Street / Shasta Street / Wilbur Ave	All-Way Stop	**E**	**46**	D	32	No
7. B Street / Boyd Street SB Stop	NB/SB Stop	A	10	B	10	No

BOLD values exceed the minimum LOS D standard

Queue Lengths. Projected peak period queue lengths at signalized intersections are estimated as a byproduct of Level of Service analysis, and current peak period queues are noted in Table 3. The projected 95th percentile queue length exceeds available storage at the one location noted. However, while the peak queue reaches beyond the striped left turn lane it is not necessarily an issue due to the presence of an adjoining TWLT lane.

TABLE 3
EXISTING CONDITIONS
INTERSECTION QUEUE LENGTHS

Intersection	Lane	Storage (feet)	Existing				
			AM Peak Hour		PM Peak Hour		
			Volume	95th % Queue (feet)	Volume	95th % Queue	Storage Exceeded?
Bridge Street / Plumas Street	NB left	100	69	65	69	85	No
	SB left	140	41	45	85	95	No
	EB left	100[1]	47	50	70	85	No
	WB left	100[1]	74	70	64	65	No
Bridge Street / Shasta Street	NB left	100	36	45	49	55	No
	SB left	100	31	40	43	50	No
	EB left	100[1]	57	60	102	120	No[1]
	WB left	275	200	195	180	205	No

[1] lane continues a TWLT lane
At **HIGHLIGHTED** location queue is at least 25 feet longer than available storage

PROJECT TRAFFIC IMPACTS

Development of the proposed project would attract additional traffic to the site as trips made by patrons of commercial uses or as employee trips. This section of the traffic impact study identifies the assumptions made regarding the travel characteristics of the project and describes the impacts of project-related traffic relative to existing traffic conditions in the study area.

Project Characteristics

Trip Generation. Development of the project would generate new vehicle trips and potentially affect traffic operations at the study intersections. The number of vehicle trips that are expected to be generated by development of the proposed project has been estimated using published trip generation data. The Institute of Transportation Engineers (ITE) publication *Trip Generation Manual, 9th Edition*, has been used.

The Trip Generation Manual was reviewed to identify the land use categories that are most similar to the use planned in the proposed project. As indicated in Table 4, standard ITE rates for single family residential units have been employed for detached homes and the ITE rates for apartments have been used for the residences anticipated with the mixed use and live/work areas. Because no specific businesses are known in the commercial areas, average ITE rates for Specialty Retail use have been employed. It has been assumed that ½ of the live/work areas identified as commercial will also be retail, while the other ½ will be office space, and the average ITE rates for office building have been employed.

TABLE 4
TRIP GENERATION RATES

Land Use / ITE Code	Unit	Trips per Unit						
		Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
General Light Industrial (110)	ksf	4.96	83%	17%	0.70	22%	78%	0.63
	acre	51.80	83%	17%	7.51	22%	78%	7.26
Hotel (310)	room	8.36	59%	41%	0.47	51%	49%	0.60
General Office Building (710)	ksf	9.74	86%	14%	1.16	16%	84%	1.15
Medical / Dental Office (720)	ksf	34.00	78%	22%	2.78	28%	72%	3.46
General Retail <60 ksf (820)	ksf	70.80	62%	38%	3.03	48%	52%	6.20
General Retail (820)	acre	411.00	62%	38%	10.23	48%	52%	41.49
Fast Food Restaurant with Drive-thru (945)	ksf	470.95	51%	49%	40.19	52%	48%	32.67

[1]while a.m. peak hour ITE data is available for typical restaurants, the KFC will not be open in the a.m. peak hour and is assumed to generate no traffic at that time.

The identified trip generation rates have been applied to the project area's assumed land use quantities, and the resulting trip generation estimates are presented in Table 5. As shown, the proposed Feather River Mills project alone is projected to generate a gross total of 6,700 daily trips with 497 trips in the a.m. peak hour and 510 trips in the p.m. peak hour. Of that total 903 daily trips are associated with the approved hotel. The KFC project could generate 1,391 daily trips with 11 trips in the a.m. peak hour and 120 trips in the p.m. peak hour. Potential retail commercial development over the remaining 4.4 acres would result in a gross total of 1,808 daily trips with 45 trips generated in the a.m. peak hour and 183 trips occurring in the p.m. peak hour.

The extent to which a portion of the trips attracted to the commercial retail uses may be drawn from the stream of traffic already passing the site (i.e., "pass-by trips") on adjoining streets has also been considered. Information in the ITE *Trip Generation Handbook* suggests high pass-by rates for small retail uses including fast food restaurants, pharmacies and small shopping centers. After accounting for these pass-by trips, we forecast that the area addressed by the GPA could generate 5,014 primary ("new") daily trips, with 280 new trips occurring in the a.m. peak hour and 440 trips generated in the p.m. peak hour.

These totals with retail uses can be compared to the projection for build out of the area with General Light industrial uses under current zoning. As shown, if developed with industrial uses the area of the GPA could generate 570 daily trips with 83 trips in the a.m. peak hour and 80 trips in the p.m. peak hour. A portion of these trips are already being generated by existing active industrial uses on roughly two acres, including the KFC site.

TABLE 5
TRIP GENERATION FORECASTS

Land Use / ITE Code	Unit	Trips per Unit						
			AM Peak Hour			PM Peak Hour		
		Daily	In	Out	Total	In	Out	Total
Feather River Mills								
Hotel (310) - Approved	108 room	903	30	21	51	33	32	65
General Office Building (710)	35.9 ksf	350	36	6	42	7	34	41
General Retail <60 ksf (820)	20.4 ksf	1,444	38	24	62	61	65	126
Fast Food with Drive-thru (945)	8.5 ksf	4,003	174	168	342	144	134	278
Gross Subtotal		6,700	278	219	497	245	265	510
Less Fast Food Pass-by (50%)		2,012	86	866	172	69	69	138
Less Retail Pass-by (40%)		577	15	15	30	25	25	50
Net Primary Trips		*4,111*	*177*	*118*	*295*	*151*	*171*	*322*
Net Primary Trips without Approved Hotel		*3,208*	*147*	*97*	*244*	*118*	*139*	*257*
KFC Restaurant								
Fast Food Restaurant (945)	3.0 ksf	1,143	0	0	0	51	47	98
General Retail	3.5 ksf	248	7	4	11	11	11	22
Gross Subtotal		1,391	7	4	11	62	58	120
Less Fast Food Pass-by (50%)		571	0	0	0	25	24	49
Less Retail Pass-by (40%)		99	3	2	5	5	4	9
Net Primary Trips		*721*	*4*	*2*	*6*	*32*	*30*	*62*
Balance of Commercial Rezone								
Balance of project area - Retail	4.4 acres	1,808	28	17	45	88	95	183
Less Retail Pass-by (34%)		723	8	7	15	30	32	62
Net Primary Trips		*1,085*	*20*	*10*	*30*	*58*	*63*	*121*
Total All Net Primary Trips under GPA		***5,014***	***171***	***109***	***280***	***208***	***232***	***440***
Existing Industrial Designation								
Existing Development	2.0 acres	104	12	3	15	3	12	15
Vacant Property	9 acres	466	56	12	68	14	51	65
Total	***11 acres***	***570***	***68***	***15***	***83***	***17***	***63***	***80***
Change in Total New Trip Generation with Retail Commercial / Office Uses								
Commercial Total Less Existing Industrial Trips		***3,739***	***85***	***71***	***156***	***162***	***141***	***303***

Trip Distribution. The geographic distribution of vehicle trips associated with the proposed development has been based on existing traffic patterns, the location of probable trip destinations within the typical trade areas of identified uses. Table 6 presents the geographic trip distribution percentages for the project's new trips used for this analysis.

TABLE 6
TRIP DISTRIBUTION ASSUMPTIONS

Direction	Route	Percentage of Total New Trips
North	Plumas Street	15%
	Shasta Street	10%
East	5th Street Bridge	20%
	B Street and Bridge Street	5%
South	Plumas Street	10%
	Shasta Street	5%
West	Bridge Street	20%
	B Street	15%
Total		100%

Trip Assignment. The trips associated with the project were directed to the study area circulation system via the identified and assumed driveways. Figure 7 displays the "project only" traffic volumes for each study intersection for the KFC project alone during the a.m. and p.m. peak hours. Figure 8 illustrates the Feather River Mills area traffic alone, and these forecasts include the trips from the approved hotel. Figure 9 presents the total trip generation associated with all the uses included in the GPA area.

PROJECT ONLY - KFC

TRAFFIC VOLUMES AND LANE CONFIGURATIONS

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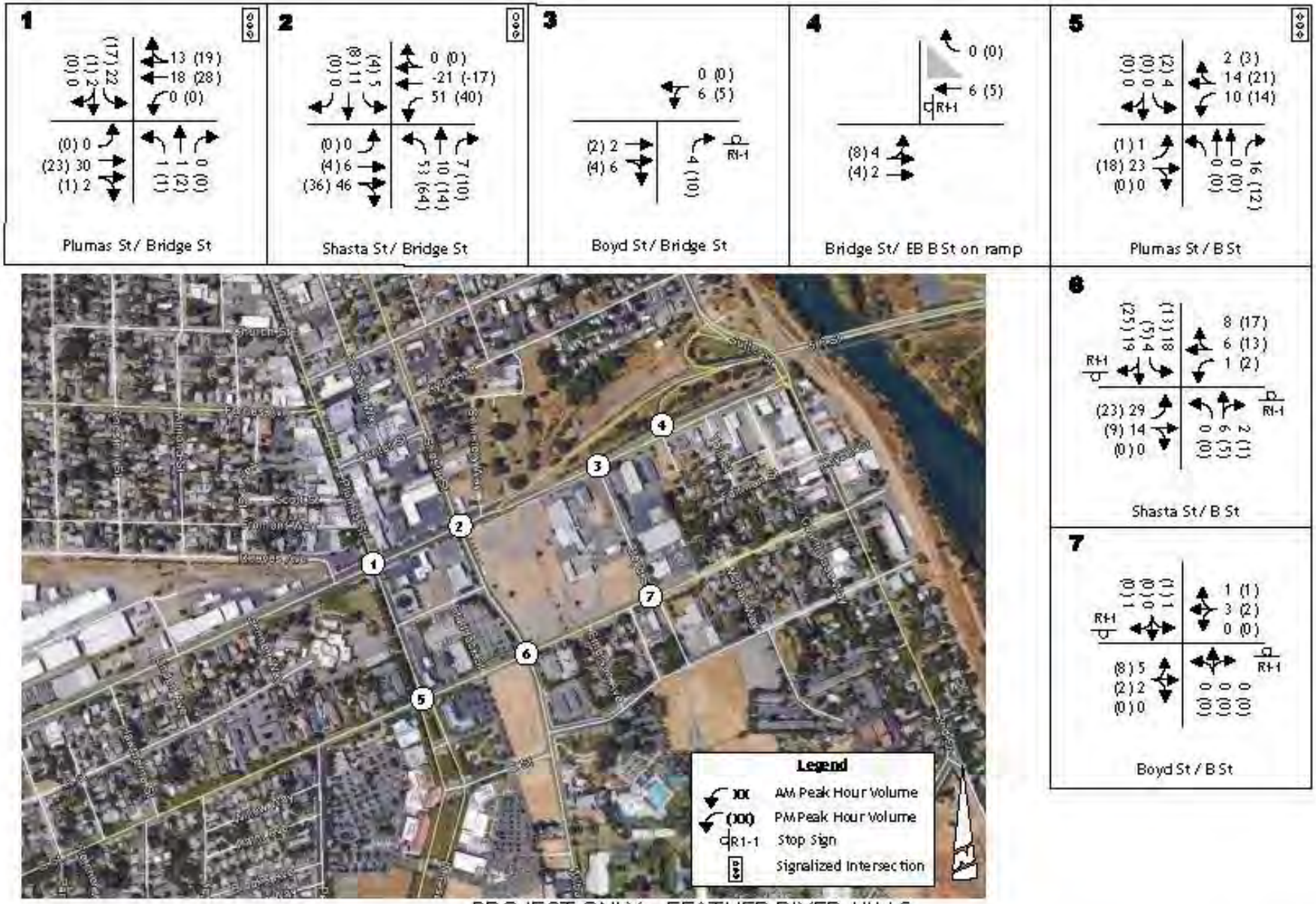
9SS0-11 R4 9/20/2017

figure 7



PROJECT ONLY - FEATHER RIVER MILLS
TRAFFIC VOLUMES AND LANE CONFIGURATIONS

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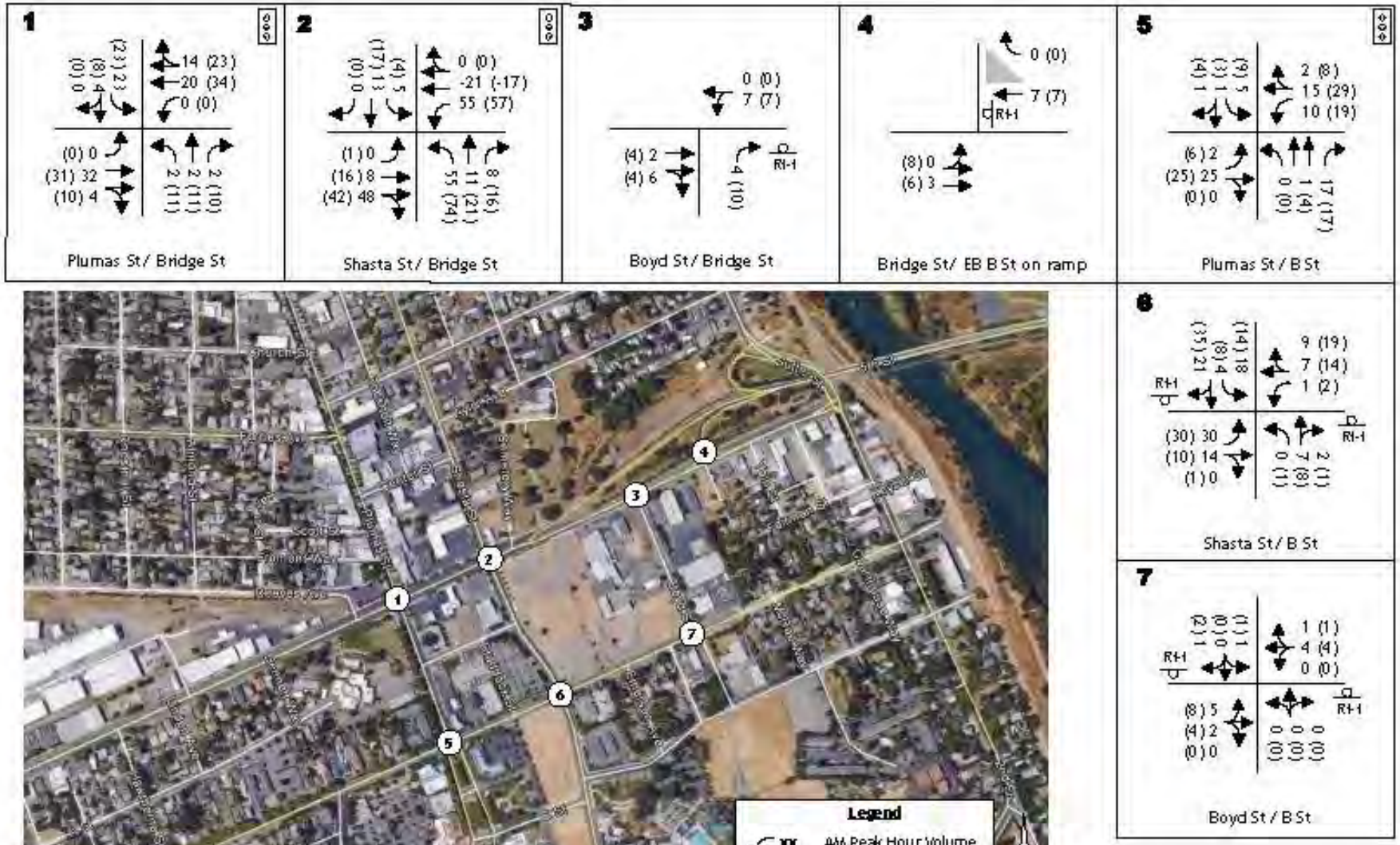


PROJECT ONLY - GPA BUILDOUT
TRAFFIC VOLUMES AND LANE CONFIGURATIONS

Existing plus Project Impacts

Intersection Levels of Service. To evaluate traffic impact the project's trips were superimposed onto current background traffic volumes. Figure 10 displays the resulting "Current Plus KFC Project" traffic volumes anticipated at each study intersection during the peak hours. Figure 11 presents similar totals for the Feather River Mills area, and Figure 12 is the Current plus GPA Area Buildout condition. These volumes were then employed to calculate operating Levels of Service.

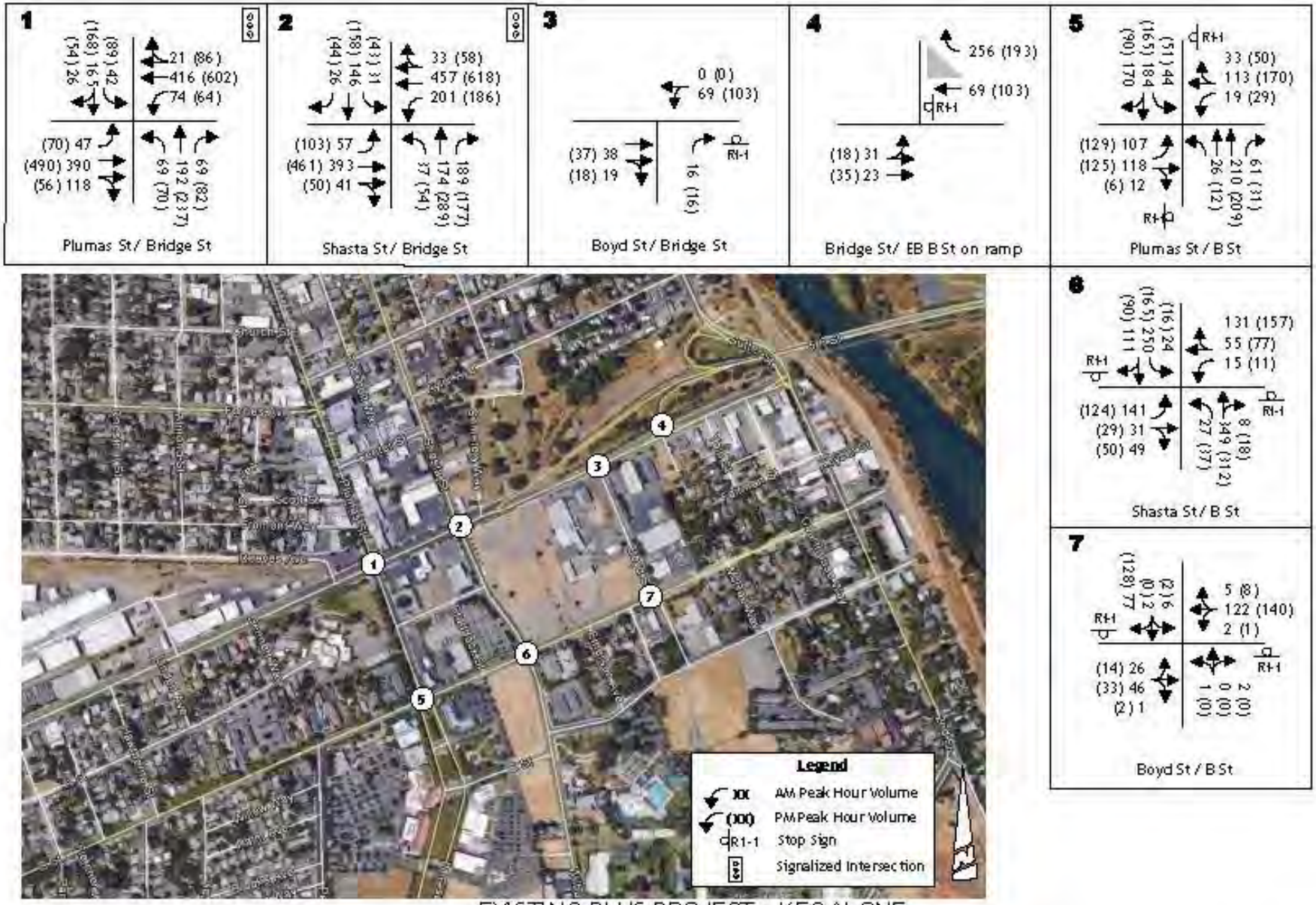
Tables 7 and 8 display the peak hour LOS at each study intersection under the Current plus Project conditions. As shown, because the ***KFC*** project's trip generation is relatively small, the addition of project generated traffic is projected to result in relatively minor increases in delay at each of the existing intersections. While the B Street / Shasta Street intersection will continue to operate at LOS E in the a.m. peak hour, the incremental change in delay associated with this project is less than the 5.0 second increment allowed by the City of Yuba City. All other study area intersections will operate at LOS D or better. These impacts are considered less than significant based upon Yuba City and Caltrans standards of significance.

Full occupancy of the ***Feather River Mills*** project alone will exacerbate the LOS E conditions already occurring at the B Street / Shasta Street intersection in the a.m. peak hour and will result in Level of Service in excess of the LOS D standard in the p.m. peak hour. The incremental change in delay in the a.m. peak hour caused by the project exceeds the 5.0 second threshold employed by the City, and causing the intersection to operate at LOS E is also a significant impact.

Build Out of the GPA project area will result in conditions in excess of the minimum LOS D standard at the B Street / Shasta Street intersection. Resulting Levels of Service will be the same as those forecast with Feather River Mills project alone, but the length of delays will be greater.

Traffic Signal Warrants. Projected volumes were compared to MUTCD peak hour warrants to determine whether project traffic would result in the need for traffic signals. None of the un-signalized intersection will carry traffic volumes that justify signalization based on peak hour warrants.

Queues. Tables 9 and 10 identify peak hour volumes in left turn lanes and summarize resulting 95th percentile queues. As indicated full development of the study area results in the length of queues exceeding the available storage in the westbound left turn lane at the Bridge Street / Shasta Street intersection. To address this issue it will be necessary for the City and Caltrans to monitor conditions at this location as the area develops and re-time the traffic signal as appropriate to reflect turn lane queuing during the p.m. peak hour.



EXISTING PLUS PROJECT - KFC ALONE
TRAFFIC VOLUMES AND LANE CONFIGURATIONS

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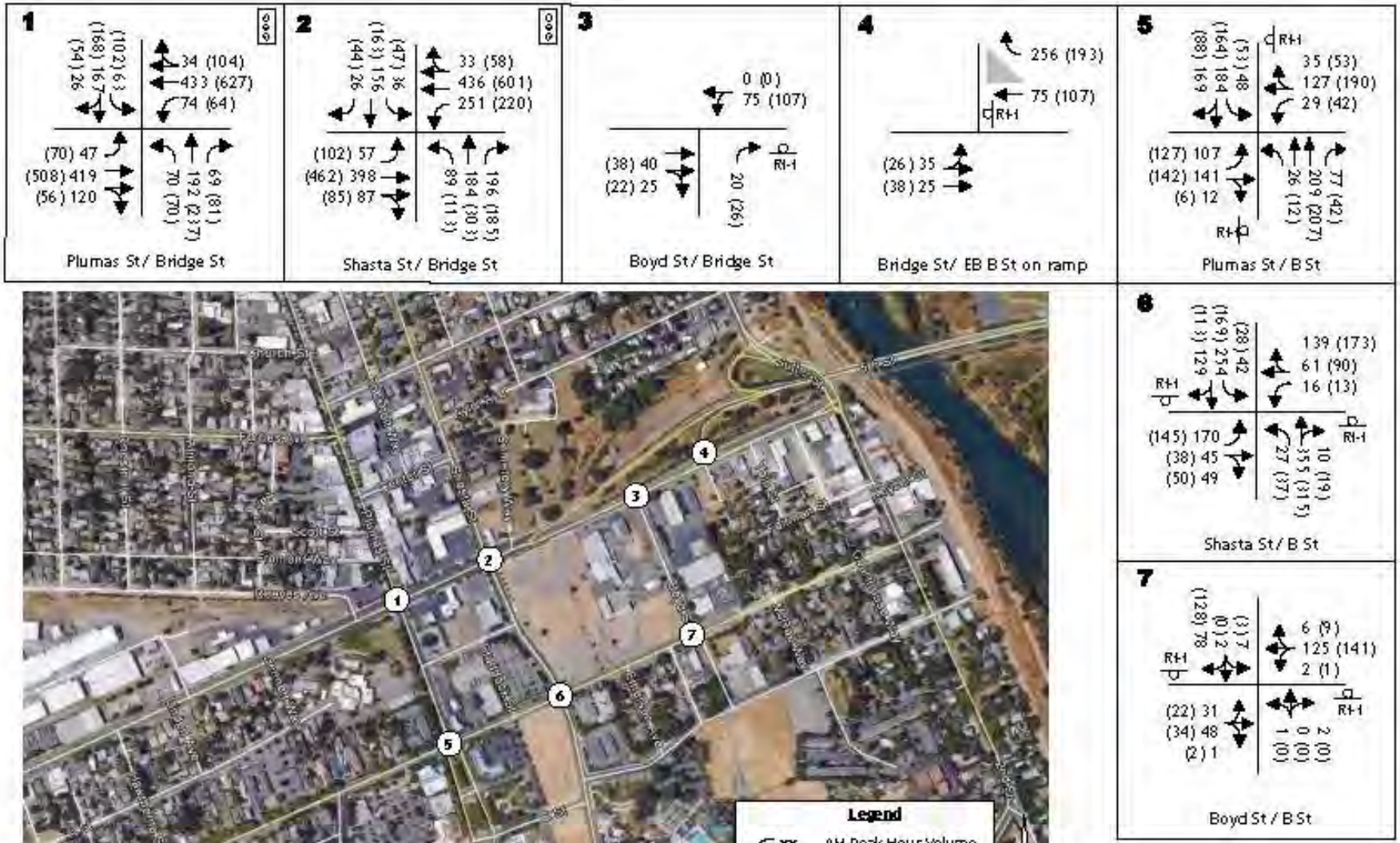
9550-11 R4 1/31/2020

figure 10



EXISTING PLUS PROJECT - FEATHER MILLS ALONE
TRAFFIC VOLUMES AND LANE CONFIGURATIONS

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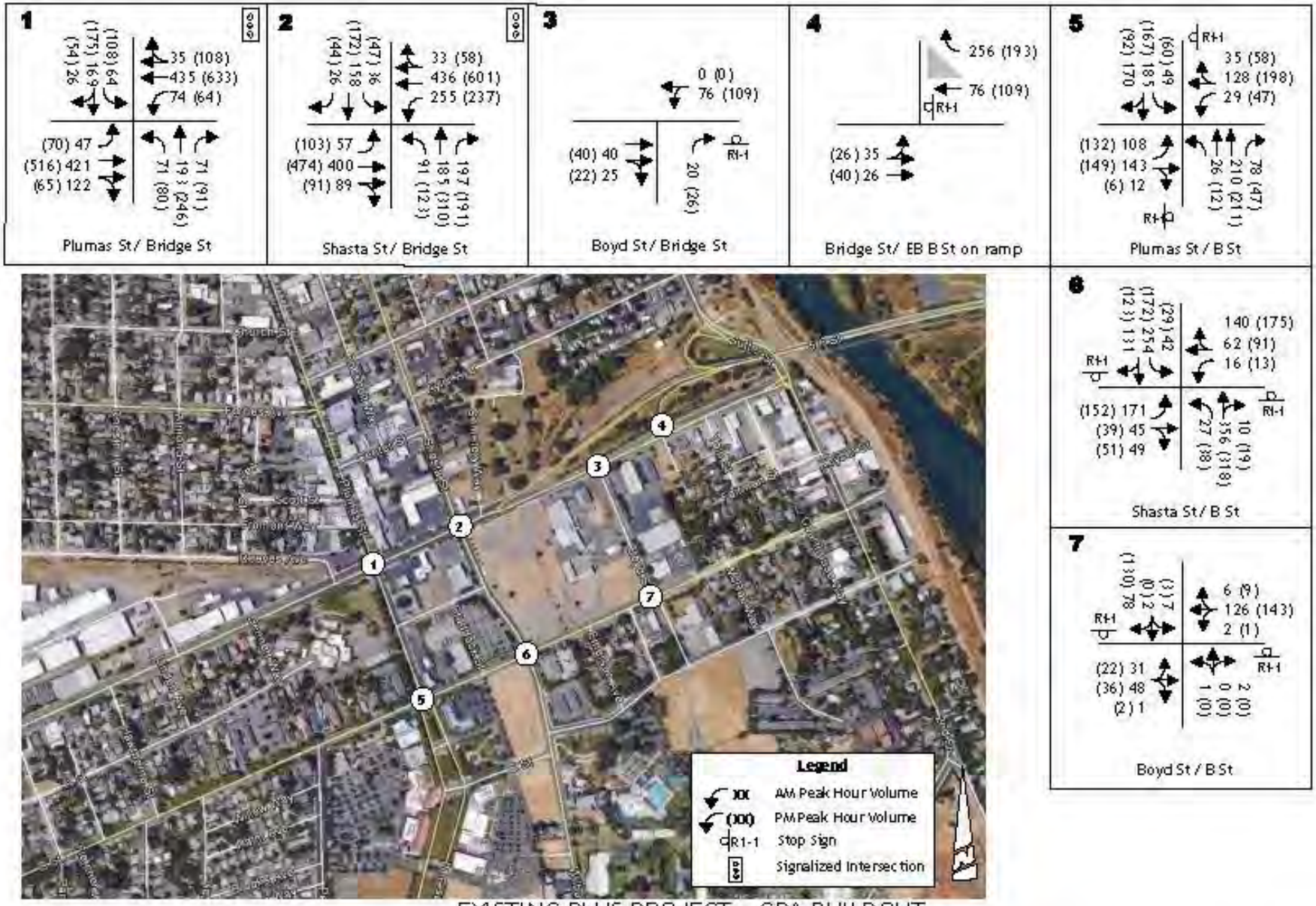
9880-11 R4 1/31/2020

figure 11



EXISTING PLUS PROJECT - GPA BUILDOUT
TRAFFIC VOLUMES AND LANE CONFIGURATIONS

TABLE 7
EXISTING PLUS PROJECT CONDITIONS
AM PEAK HOUR INTERSECTION LEVELS OF SERVICE

Intersection	Control	AM Peak Hour								
		Existing Conditions		Existing Plus Project with						
				Feather River Mills Alone		KFC Alone		Project Area Build Out		
		LOS	Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	Traffic Signal Warrants Satisfied?
1. Bridge Street / Plumas Street	Signal	B	18	B	19	B	18	B	19	n.a.
2. Bridge Street / Shasta Street	Signal	B	19	C	24	B	19	C	24	n.a.
3. Bridge Street / Boyd Street NB Left + Right Turn	NB Stop	A	9	A	9	A	9	A	9	No
4. Bridge Street / EB on ramp WB through	WB Stop	A	8	A	8	A	8	A	8	No
5. B Street / Plumas Street	All-Way Stop	C	21	D	26	C	22	D	26	
6. B Street / Shasta St / Wilbur Ave	All-Way Stop	**E**	**46**	**F**	**62**	**E**	**46**	**F**	**63**	
7. B Street / Boyd Street SB Stop	NB/SB Stop	A	10	A	10	A	10	A	10	

BOLD values exceed LOS D. **HIGHLIGHTED** values are a significant impact.

TABLE 8
EXISTING PLUS PROJECT CONDITIONS
PM PEAK HOUR INTERSECTION LEVELS OF SERVICE

Intersection	Control	PM Peak Hour								
		Existing Conditions		Existing Plus Project with						
				Feather River Mills Alone		KFC Alone		Project Area Build Out		
		LOS	Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	Traffic Signal Warrants Satisfied?
1. Bridge Street / Plumas Street	Signal	C	21	C	23	C	21	C	24	n.a.
2. Bridge Street / Shasta Street	Signal	C	23	C	30	C	23	C	35	n.a.
3. Bridge Street / Boyd Street NB Left + Right Turn	Signal	A	9	A	9	A	9	A	9	No
4. Bridge Street / EB on ramp WB through	WB Stop	A	8	A	8	A	8	A	8	No
5. B Street / Plumas Street	All-Way Stop	C	17	C	20	C	18	C	22	No
6. B Street / Shasta St / Wilbur Ave	All-Way Stop	D	32	**E**	**45**	D	33	**E**	**49**	No
7. B Street / Boyd Street SB Stop	NB/SB Stop	B	10	B	10	B	10	B	10	No

BOLD values exceed LOS D. **HIGHLIGHTED** values are a significant impact.

TABLE 9
CURRENT PLUS PROJECT CONDITIONS
AM PEAK HOUR INTERSECTION QUEUE LENGTHS

Intersection	Lane	Storage (feet)	AM Peak Hour										
			Existing Conditions		Existing Plus Project with								
					Feather River Mills Alone			KFC Alone			Project Area Build Out		
			Volume (vph)	95th % Queue (feet)	Volume (vph)		95th % Queue (feet)	Volume (vph)		95th % Queue (feet)	Volume (vph)	95th % Queue (feet)	Storage Exceeded?
					Project	Total		Project	Total				
Bridge Street / Plumas Street	NB left	100	69	65	1	70	65	0	69	65	71	70	No
	SB left	140	41	45	25	66	75	1	42	45	67	75	No
	EB left	100[1]	47	50	0	47	50	0	47	50	47	50	No
	WB left	100[1]	74	70	0	74	70	0	74	70	74	70	No
Bridge Street / Shasta Street	NB left	100	36	45	60	96	100	1	37	45	98	105	No
	SB left	100	31	40	6	37	45	0	31	40	37	45	No
	EB left	100[1]	57	60	0	57	60	0	57	60	57	60	No[1]
	WB left	275	200	195	60	270	260	1	201	195	264	275	No

[1] lane continues a TWLT lane
At **HIGHLIGHTED** location queue is at least 25 feet longer than available storage

TABLE 10
CURRENT PLUS PROJECT CONDITIONS
PM PEAK HOUR INTERSECTION QUEUE LENGTHS

Intersection	Lane	Storage (feet)	PM Peak Hour										
			Existing Conditions		Existing Plus Project with								
					Feather River Mills alone			KFC alone			Project Area Build Out		
			Volume (vph)	95th % Queue (feet)	Volume (vph)		95th % Queue (feet)	Volume (vph)		95th % Queue (feet)	Volume (vph)	95th % Queue (feet)	Storage Exceeded?
					Project	Total		Project	Total				
Bridge Street / Plumas Street	NB left	100	69	85	1	70	85	1	70	85	80	105	No
	SB left	140	85	95	21	106	125	4	89	105	112	135	No
	EB left	100[1]	70	85	0	70	85	0	70	85	70	90	No
	WB left	100[1]	64	65	0	64	65	0	64	65	64	65	No
Bridge Street / Shasta Street	NB left	100	49	55	81	130	170	5	54	60	139	185	No
	SB left	100	43	50	5	48	55	0	43	50	48	55	No
	EB left	100[1]	102	120	0	102	120	1	103	125	103	125	No[1]
	WB left	275	180	205	53	233	270	6	186	215	250	290	No

[1] lane continues a TWLT lane
At **HIGHLIGHTED** location queue is at least 25 feet longer than available storage

Impact to Alternative Transportation Modes

Development of the project area will result in additional pedestrians, bicyclists and transit riders.

Pedestrians. As noted earlier, sidewalks and other ancillary pedestrian facilities are for the most part already available in the study area. Standard frontage improvements will be required as the project area develops, and the Feather River Mills Project will provide sidewalk along the north side of B Street, eliminating the gap in the current system.

Bicycles. As noted earlier, Class II bike lanes are available along B Street, and with completion of the 5th Street Bridge Replacement Project the area will be connected to facilities crossing the river. This incremental increase in bicycle use caused by the project can be accommodated safely. Development in the project area will also provide on-site bicycle storage facilities as typically required by the City.

Transit. Current Yuba-Sutter transit routes on Plumas Street will be available to the area's employees and customer. The incremental increase in demand created by the project would, however, be too small to justify changes to current routes or service.

The project's impact to alternative transportation modes is not significant.

CUMULATIVE IMPACTS

Long Term Cumulative Conditions

Basis for Long Term Projections. The long term cumulative analysis compares two conditions:

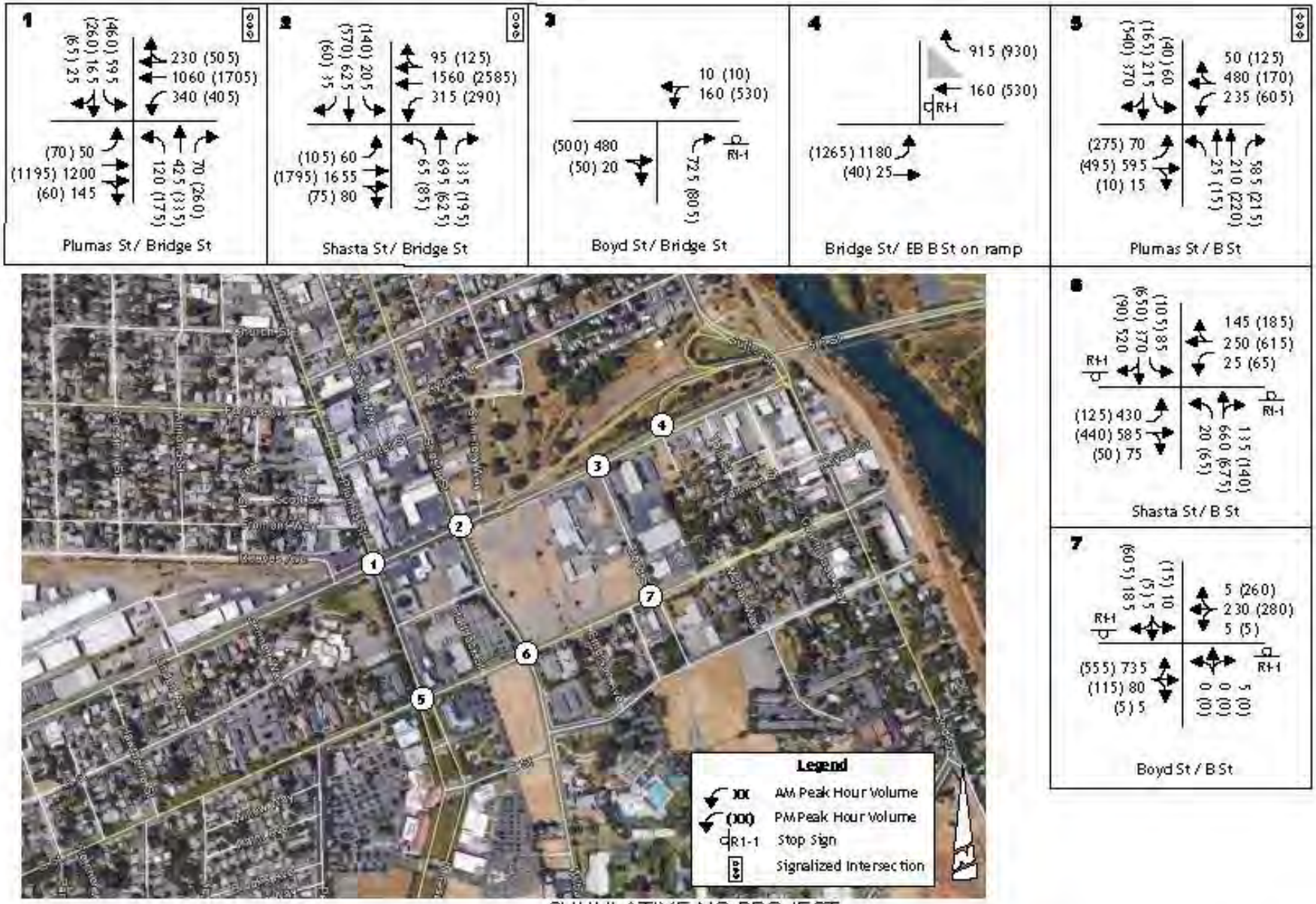
- Future with current industrial land use designations on the project site
- Future with proposed retail commercial designations on the project site

The Year 2030 travel demand forecasting model used for the City of Yuba City General Plan Update EIR and subsequently updated for various traffic studies was the basis for the cumulative impacts analysis. This tool was employed in the 5th Street Bridge Replacement Project report traffic study to produce future traffic volume forecasts for intersections on Bridge Street. The Citywide traffic model was subsequently modified to reflect the 5th Street Bridge Replacement Project and other regional circulation system changes and used to produce traffic volume forecasts for study intersections.

The technical approach employed to use model results to create intersection turning movements for study area intersections mimics the approach used for the GPU EIR. Future Year 2035 traffic model runs were made with and without the overall GPA project as the basis for estimating peak hour traffic. The resulting a.m. and p.m. forecasts were compared to the traffic model's baseline Year 2004 forecasts, and the net difference in intersection turning movement forecasts volume was determined. These net changes were then applied to current peak hour volumes to create the long-term conditions. These initial results were then reviewed for reasonable ness and adjusted as necessarily. For this assessment it was assumed that no future intersection turning movement volume would be less than the current volume, as applicable adjustments were made.

Circulation System Assumptions. The traffic volume forecasts made for this analysis include those city-wide circulation system improvements incorporated into the General Plan traffic model and CIP. In addition to the 5th Street Bridge Replacement Project, these include completion of the City's programmed Bridge Street Corridor Project, which will deliver a four-lane facility from SR 99 to Shasta Street. In addition, SR 99 was assumed to remain a four-lane facility and Lincoln Road was assumed as a 4-lane facility between SR 99 and Garden Highway.

Traffic Volume Forecasts. Peak hour intersection turning movements were created for No Project and Plus Project Cumulative conditions. Figure 13 identifies cumulative traffic volumes at study intersections without the GPA (i.e., industrial uses), while Figure 14 identifies volumes occurring with the commercial GPA.

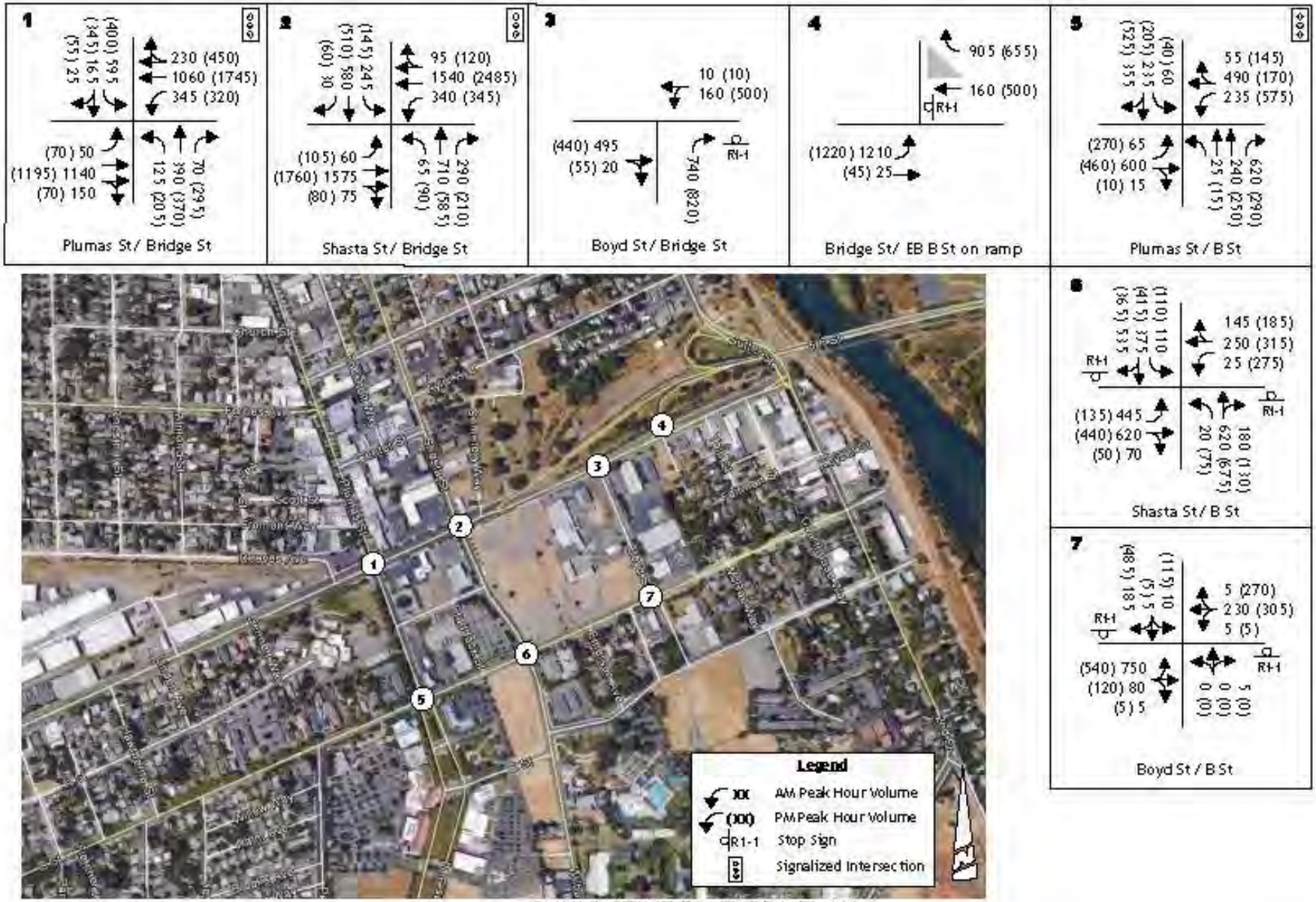


CUMULATIVE NO PROJECT
TRAFFIC VOLUMES AND LANE CONFIGURATIONS

KD Anderson & Associates, Inc.
Transportation Engineers

9SS0-11 R4 9/20/2017

figure 13



CUMULATIVE PLUS GPA PLAN
TRAFFIC VOLUMES AND LANE CONFIGURATIONS

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Cumulative No Project Levels of Service. Table 11 identifies a.m. and p.m. peak hour Levels of Service under future conditions assuming the two analysis scenarios.

If no changes are made to current land use designations and the anticipated circulation system is available, then intersections on Bridge Street and B Street will operate at LOS F. The conditions projected on Bridge Street are consistent with the results of the 5th Street Bridge Replacement Project traffic study which concluded that LOS F would remain in the future after the four lane bridge is in place. No additional improvements are judged to be feasible in this area, and LOS F is accepted in this area under General Plan policy. Improvements would be needed at intersections on B Street to improve the anticipated Level of Service. However, improvements are not included in the City's current traffic impacts fee program.

TABLE 11
CUMULATIVE PLUS PROJECT CONDITIONS
PEAK HOUR INTERSECTION LEVELS OF SERVICE

Intersection	Control	AM Peak Hour				PM Peak Hour			
		No Project		With Feather River Mills GPA		No Project		With Feather River Mills GPA	
		LOS	Average Delay (veh/sec)	LOS	Average Delay (veh/sec)	LOS	Average Delay (sec/veh)	LOS	Average Delay (veh/sec0
1. Bridge Street / Plumas Street	Signal	**F**	**482**	**F**	**453**	**F**	**460**	**F**	**432**
2. Bridge Street / Shasta Street	Signal	**F**	**351**	**F**	**337**	**F**	**484**	**F**	**462**
3. Bridge Street / Boyd Street NB Left + Right Turn	NB Stop	**F**	**176**	**F**	**196**	**F**	**269**	**F**	**247**
4. Bridge Street / EB on ramp WB through	None	**F**	**537**	**F**	**553**	**F**	**622**	**F**	**580**
5. B Street / Plumas Street	All-Way Stop	**F**	**313**	**F**	**331**	**F**	**306**	**F**	**323**
	Signal & auxiliary lanes			C	32			D	45
6. B Street / Shasta Street / Wilbur Ave	All-Way Stop	**F**	**415**	**F**	**425**	**F**	**544**	**F**	**377**
	Signal & auxiliary lanes			D	55			D	55
7. B Street / Boyd Street SB Stop	NB/SB Stop	**E**	**40**	**E**	**45**	**F**	**280**	**F**	**>999**
	Signal & auxiliary lanes			B	20			C	25

(*) 5th Street Bridge Replacement Traffic Study
BOLD values exceed the LOS C minimum standard. **HIGHLIGHTED** values are a significant impact.

Cumulative Plus Project Conditions. Figure 14 presents cumulative traffic volumes assuming the proposed project proceeds and resulting Levels of Service were also presented in Table 11. As shown significant traffic impacts are anticipated at the B Street intersection. Because all are deficient with and without the project, the significance of project impacts is related to the relative increase in delay caused by the project.

The project would have a significant impact at the **Bridge Street / Plumas Street intersection** as the increase in delay is 18 seconds in the a.m. peak hour and 17 seconds in the p.m. peak hour.

The project's impact is significant at the **Bridge Street / Shasta Street** as the increase in delay is 10 seconds in the a.m. peak hour.

The project would have a significant impact at the **B Street / Boyd Street intersection** as the increase in delay in the p.m. peak hour would exceed the 5.0 second standard.

Cumulative Plus Project Mitigations. The extent of improvements needed to deliver LOS D under Cumulative plus Project conditions at each location has been determined. It is important to note, however that the improvements to be installed will be determined by the City of Yuba and alternative approaches may be possible.

TABLE 12
CUMULATIVE PLUS PROJECT MITIGATIONS

Location	Description
B Street / Plumas Street	Traffic Signal, auxiliary right turn lanes
B Street / Shasta Street	Traffic Signal, auxiliary right turn lanes
B Street / Boyd Street	Traffic Signal, left turn lanes, auxiliary right turn lanes

Fair Share contribution. Table 13 identifies the derivation of potential fair share based on project trips as a percentage of the p.m. peak hour traffic at each intersection. Under Caltrans guideline typical employed by the City the calculation eliminates existing traffic from the total volume under the assumption that this traffic can be accommodated without improvements. This calculation yields the share based on Net New Traffic.

If alternative projects are developed, then it could be necessary to reassess the fair share at the time of building permit. For example, the mix of uses assumed for development in the Feather River Mills Project is expected to generate 257 net new primary trips in the pm peak hour. These trips are responsible for 4.2% of the future traffic at B Street / Shasta Avenue. If alternative uses generating less trips come forward, then that percentage would be reduced proportionately.

TABLE 13
PROJECT FAIR SHARE CALCULATIONS

Location	PM Peak Hour Traffic (VPH)					Share		
	Existing	Project Only			Cumulative Plus Project	Percent of Net New Traffic (B / (C-A))		
		B						
	A	KFC Project	Feather River Mills[1]	Balance of GPA	C	KFC Project	Feather River Mills[1]	Balance of GPA
B St / Plumas Street	1,055	12	67	38	2,955	0.6%	3.5%	2.0%
B St / Shasta Street	1,077	9	88	23	3,170	0.4%	4.2%	1.1%
B St / Boyd Street	326	2	9	3	1,850	0.1%	0.6%	0.2%

[1] excludes approved hotel project

SITE ACCESS EVALUATIONS

Feather River Mills Site

Layout. The proposed site plan for the Feather River Mills project identifies probable access locations on the street adjoining the project. Two driveways near the Shasta Street / B Street intersection are already part of the approved hotel project. Four additional driveways are proposed:

1. A single right turn in-and-out-only driveway on Bridge Street,
2. A second full access driveway on Shasta Street opposite A Street,
3. An additional full access driveway on B Street near the Boyd Street intersection, and
4. And a full access driveway on Boyd Street north of B Street.

These key issues have been considered with regards to site design:

- Adequacy of driveway throat
- Relative need for acceleration / deceleration treatments
- Need for left turn lane channelization
- Drive thru-queueing
- Internal traffic controls adjoining public street access

Driveway Throats. The preliminary site plan for Feather River Mills identifies the throat depth that would be expected at each driveway. In general, all the driveways provide limited throats (40 to 60 feet) that would accommodate 2 waiting vehicles before blocking inbound traffic. This concept is a problem for the higher volume locations, including the Bridge Street access and the Shasta Street driveway opposite A Street. At these locations the driveways should be re-configured to provide at least 100 feet of throat depth.

TABLE 14
FEATHER RIVER MILLS PROJECT DRIVEWAY THROAT DEPTH ASSESSMENT

Location	Throat depth (feet)	Peak Hour Volume (vph)				Adequate?
		AM Peak Hour		PM Peak Hour		
		in	out	in	out	
Bridge Street Access	50	58	68	51	63	No
Shasta Street – A Street	50	70	67	102	97	No
Shasta Street – Hotel	50	52	38	56	50	Approved
B Street – Hotel	40	18	9	13	18	Approved
B Street – East	40	16	10	11	21	Yes
Boyd Street Access	60	15	3	11	4	Yes

Deceleration / Acceleration. The need for auxiliary treatments to accommodate traffic entering or exiting the site has also been evaluated based on the volume of traffic and speed involved. In general, the speed of travel on Bridge Street could justify some treatment, but the other driveways do not. The Bridge Street access is at a location where most through traffic will be accelerating as they veer left towards the 5th Street Bridge, but some traffic will continue straight to the continuation of old Bridge Street. In this area a deceleration treatment will help entering motorists differentiate between vehicles headed to Feather River Mills, those continuing to Bridge Street and traffic onto the bridge. At a minimum, a deceleration taper (i.e., 100 feet by 12 feet) in advance of a 25 foot radius curb return is recommended at the Bridge Street access.

Left Turn Lanes. With the volume of traffic forecast on adjoining streets separate left turn lanes or continuous Two-way Left-turn lane at the access on Shasta Street and on B Street.

Drive-thru Queues. The length of peak period queues in fast food drive-thru lanes is dependent on the nature of the restaurant. Coffee-based businesses can experience appreciable queuing, particularly in the morning, while some food services do not lend themselves to appreciable drive-thru use. Since the actual users are unknown, the layout of fast food restaurant drive-thru's will need to be reviewed by the City when actual users come forward. At a minimum, each drive-thru should provide space for 10 vehicles, and the drive-thru entrance should be located at least 100 feet from any public street access.

Internal Traffic Controls. Review of the site plan does not reveal any location where internal conflict would require an all-way stop to distribute the right of way between circulating motorists.

KFC Project Site

The proposed site plan for the KFC project identifies probable access locations on the street adjoining the project. Three driveways are proposed:

- A single right turn in-and-out-only driveway on Bridge Street about 100 feet west of the crosswalk at Shasta Street,
- An exit only driveway on Shasta Street about 100 feet north of A Street, and
- A full access driveway on A Street west of Shasta Street.

The site has a drive-thru aisle that circles the KFC building. Its entry is in towards the middle of the site, and the exit is immediately adjacent to the Bridge Street driveway.

These key issues have been considered with regards to site design:

- Adequacy of driveway throat
- Relative need for acceleration / deceleration treatments
- Drive-thru queueing
- Internal traffic controls adjoining public street access

Driveway Throats. The site plan for the KFC project identifies the throat depth that would be expected at each driveway. In general, the Bridge Street driveway has about 40 feet of throat which will accommodate 2 waiting vehicles before blocking access to the first parking stall. Because exiting traffic is all turning right the anticipated queue is one vehicle or less, and this throat is adequate. The driveway throats at the other locations are adequate, either because the background traffic is very low (i.e., A Street) or because only exiting traffic is involved (i.e., Shasta Street).

TABLE 15
KFC PROJECT DRIVEWAY THROAT DEPTH ASSESSMENT

Location	Throat depth (feet)	Peak Hour Volume (vph)				Adequate?
		AM Peak Hour		PM Peak Hour		
		in	Out	in	out	
Bridge Street Access	40	2	1	35	28	Yes
Shasta Street	100	0	2	0	9	Yes
Boyd Street Access	60	5	2	11	4	Yes

Deceleration / Acceleration. The need for auxiliary treatments to accommodate traffic entering or exiting the site has also been evaluated based on the volume of traffic and speed involved. In general, the speed of travel on Bridge Street could justify some treatment, however, the presence of multiple existing driveways along the south side of this portion of Bridge Street suggest that the creation of a single isolated deceleration feature on this block is not justified. Background traffic will be used to accommodating traffic that is slowing to turn into the driveways in this area. If a feature was to be installed, a curb return type corner would allow motorists to leave Bridge Street at a slightly higher speed than the conventional driveway.

Drive-thru Queues. The length of peak period queues in fast food drive-thru lanes is dependent on the nature of the restaurant. Coffee based on business can experience appreciable queuing, particularly in the morning, while some food services do not lend themselves to appreciable drive-thru use. We have observed that KFC restaurants have relatively low drive-thru lane use. In 2017 we monitored use of the drive-thru at an existing KFC in Pleasanton, CA that was to be remodeled. Those observations revealed a maximum of 4 vehicles in queue during the peak business hours. The site plan indicates that eight vehicles can be accommodated without that queue extending beyond the drive-thru aisle itself. Additional space can be marked on the site without interfering with the use of on-site parking.

Internal Traffic Controls. Review of the site plan does not reveal any location where internal conflict would require an all-way stop to distribute the right of way between circulating motorists.

APPENDIX

(under separate cover)

City of Yuba City
MITIGATION MEASURES AND MONITORING PLAN
Central City Specific Plan Amendment
Initial Study and Mitigated Negative Declaration EA 19-13
General Plan Amendment 19-04, Specific Plan Amendment 19-02, and Rezoning 19-04

Impact	Mitigation Measure	Responsible Party	Timing
3.5. Cultural Resources	**Cultural Resources Mitigation Measure 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, ground disturbing activities within 100 feet of the discovery shall be halted or diverted until a qualified archaeologist that meets the Secretary of the Interior's Professional Qualifications Standards in prehistoric or historic archaeology inspects and evaluates the significance of the find. Work may not resume within the no-work radius until the City, through consultation as appropriate, determines that the find either: 1) is not a Historical Resource under CEQA, as defined in Section 15064.5(a) of the CEQA Guidelines; or 2) that the treatment measures have been completed to the City's satisfaction. **Cultural Resources Mitigation Measure 2:** In the event that evidence of human remains is discovered, or remains that are potentially human, ground disturbing activities within 100 feet of the discovery shall be halted or diverted and immediately reported to the County Coroner (Section 7050.5 of the Health and Safety Code). The construction supervisor shall ensure that reasonable protection measures be taken during construction to protect the discovery from disturbance (AB 2641). If the Coroner determines the remains are Native American, the Coroner will notify the Native American Heritage Commission, which then designates a Native American Most Likely Descendant (MLD) for the project	Developer, Public Works Dept., Community Development Dept.	During construction phase.

	(Section 5097.98 of the Public Resources Code). The designated MLD then has 48 hours from the time access to the property is granted to make recommendations concerning treatment of the remains (AB 2641). If the landowner does not agree with the recommendations of the MLD, the NAHC can mediate (Section 5097.94 of the Public Resources Code). If no agreement is reached, the landowner must rebury the remains where they will not be further disturbed (Section 5097.98 of the Public Resources Code). This will also include either recording the site with the NAHC or the appropriate Information Center; using an open space or conservation zoning designation or easement; or recording a re-interment document with the county in which the property is located (AB 2641). **Paleontological Resources Mitigation Measure 1:** Should paleontological resources be identified at a particular site during project excavation activities both on- and off-site, the construction manager shall cease operation until a qualified professional can provide an evaluation. Mitigation shall be conducted as follows: 1. Identify and evaluate paleontological resources by intense field survey where impacts are considered high; 2. Assess effects on identified sites; 3. Consult with the institutional/academic paleontologists conducting research investigations within the geological formations that are slated to be impacted; 4. Obtain comments from the researchers; 5. Comply with researchers' recommendations to address any significant adverse effects where determined by the City to be feasible. In considering any suggested mitigation proposed by the consulting paleontologist, the City's Community		

	Development Department Staff shall determine whether avoidance is necessary and feasible in light of factors such as the nature of the find, project design, costs, Specific or General Plan policies and land use assumptions, and other considerations. If avoidance is unnecessary or infeasible, other appropriate measures (e.g., data recovery) shall be instituted. Work may proceed on other parts of the project site while mitigation for paleontological resources is carried out.		
3.7. Greenhouse Gases	**Greenhouse Gas Mitigation 1**: The site grading and construction for any new development within the GPA area shall comply with the GHG Reduction Measures provided in the adopted Yuba City Resource Efficiency Plan.	Development Services Dept.	Prior to issuance of building permits.
3.16. Transportation and Traffic	**Traffic Mitigation 1**: Prior to the issuance of a building permit within the GPA area, a fair-share fee shall be established by the Public Works Department for improvements to the following intersections: • B Street/Plumas Boulevard • B Street/Shasta Street • B Street Boyd Street The fee will be based on the fair share as determined by the traffic study prepared for this project titled "Traffic Impact Study for General Plan Amendment (Feather River Mills/KFC Projects) prepared by KD Anderson & .	Public Works Department	Traffic Impact Fees to be paid prior to issuance of building permits.

	Associates, or as revised based on a different type of project than was assumed in that study.		
3.17 Tribal Cultural Resources	**Tribal Cultural Resources Mitigation Measure 1:** The Construction Supervisor shall ensure that the UAIC Worker Awareness Training brochure is provided to all equipment operators on the first day of work. All ground-disturbing equipment operators shall be required to receive the brochure and sign a form that acknowledges receipt of the brochure. A copy of the form shall be provided to the City as proof of compliance. **Tribal Cultural Resources Mitigation Measure 2:** All operators of ground-disturbing equipment shall be responsible for pausing activity if potentially significant TCRs are discovered during ground disturbing construction activities. All work shall cease within 100 feet of the find. A Native American representative from traditionally and culturally affiliated Native American Tribe that requested consultation on the project shall be immediately contacted and invited to assess the significance of the find and make recommendations for further evaluation and treatment, as necessary. If deemed necessary by the City, a qualified cultural resources specialist meeting the Secretary of Interior's Standards and Qualifications for Archaeology, may also assess the significance of the find in joint consultation with Native American representatives to ensure that tribal values are considered. Work at the discovery location cannot resume until the City, in consultation as appropriate and in good faith, determines that the		

	discovery is either not a TCR, or has been subjected to treatment directed by the City.		