



County of Yuba

Community Development & Services Agency

915 8th Street, Suite 123, Marysville, CA 95901

Planning Department

Phone: (530) 749-5470

Fax: (530) 749-5434

Web: <http://www.co.yuba.ca.us>

PLANNING COMMISSION STAFF REPORT

Hearing Date: October 20, 2021

Case Number: Tentative Subdivision Tract Map TSTM 2021-0004 and Change of Zone CZ 2021-0002 (Goldfields Ranch)

Request: A request to subdivide 122.07-acre property into 499 residential parcels, a commercial lot, park, and two semi-public lots and a Change of Zone of 119.44 acres in Single Family Residential "RS".

Location: 2405 Linda Avenue, south of North Beale Road and north of Linda Avenue along both sides of Goldfields Parkway, in the Linda Community (APNs 019-260-058 & 089).

Applicant: LGI Homes, 2251 Douglas Blvd., Suite 110, Roseville, CA 95661

Engineer: MHM, 1204 E Street, P.O. Box B, Marysville, CA 95901

Recommendation: Recommending the Board of Supervisors adopt the attached Mitigated Negative Declaration, Mitigation Monitoring and Reporting Program, and Resolution approving Tentative Subdivision Map TSTM 2021-0004 and Change of Zone CZ 2021-0002

Background: The project consists of a tentative subdivision tract map that would create 499 residential lots on 94.32 acres, a commercial lot on 2.63 acres, a park on 4.2 acres, the major roadways on 9.85 acres, a canal on 10.88 acres, and two semi-public lots on 0.19 acres for a total area of 122.07 acres (See ATT 2). The project also includes a Change of Zone to change 19.9 acres of Medium Density Residential "RM" and 16.87 acres of Neighborhood Mixed Use "NMX" into Single Family Residential "RS", for a total of 119.44 acres zoned "RS" and 2.63 acres zoned "NMX" (See ATT 3). The project area is defined as two Yuba County Assessor's Parcel Numbers: APN 019-260-058 at 102.17-acres and APN 019-260-089 at 19.9-acres. The project site is located along Goldfields Parkway, directly to the south of North Beale Road, and to the north-east of Linda Ave, in the Linda Community. The 2030 General Plan designates the land use as Valley Neighborhood and the zoning is "RS" Single Family Residential, "RM" Medium Density Residential, and "NMX" Neighborhood Mixed Use. The Goldfields Ranch Subdivision proposes 499 residences on roughly 94-acres, of the 122.07 total acres, for a density

of 5.31 dwelling units per acre. The “RS” zoning allows a density on the site of 3 to 8 units per acre.

The property is currently undeveloped and vacant. Access is proposed on North Beale Road, Linda Avenue, and Goldfields Parkway. There are 21 new internal streets proposed: Armour Drive, Gold Strike Drive, Ophir Drive, Pleton Way, Dortmund Drive, Idaho Mine Way, Serpentine Way, Fleishacker Way, Essex Mine Way, Empire Mine Drive, Gold Country Drive, Hallid Way, Ghiradelli Drive, Gold Ranch Way, Sawhill Way, Hock Farm Way, Zellerbach Way, Pilot Hill Drive, Gold Hill Drive, and Pelton Court that will meet the 48 foot residential road width requirements. All roads will be required to be built to County Urban Local Road standards as a Condition of Approval of the map.

All proposed parcels will be required to connect to Linda County Water District (LCWD) for water and sewer services. The property is not currently within the jurisdiction of LCWD and will therefore be required to be annexed into the LCWD prior to Final Map recordation. The annexation process will be processed by the Yuba LAFCo. Moreover, in order to provide water and wastewater needs for the subdivision, the LCWD is requiring the installation of a sewer and water line within the existing right of way of Goldfields Parkway, Linda Avenue, and a portion of North Beale Road. The Linda Fire Protection District will provide fire protection services.

General Plan/Zoning: As previously stated, the site is shown on the General Plan Land Use diagram as Valley Neighborhood and is currently zoned as “RS” Single Family Residential, “RM” Medium Density Residential, and “NMX” Neighborhood Mixed Use. The Valley Neighborhood land use classification is intended to allow a wide variety of residential, commercial, and public and quasi-public uses. As the Valley Neighborhood designation pertains to housing, it is intended to provide for a full range of housing types such as single-family apartments, condominiums, and other types of housing in single-use and mixed-use homes.

The proposed project is consistent with the Valley Neighborhood land use designation and 2030 General Plan policies related to low density single-family residential housing and new innovated housing products. The Valley Neighborhood land use designation allows for both detached and attached single-family residences, small-lot single-family homes, second dwelling units, apartments, condominiums, and other types of housing in single-unit and mixed-use format. The project complies with the following General Plan Policies:

1. *Policy CD2.1: The County will encourage infill development and redevelopment of vacant and underutilized properties within existing unincorporated communities.*

The project is located on a vacant 122.07 acre parcel surrounded by developed land with apartments, single family residential homes, and Yuba College. This project is therefore an infill development as it will utilize the vacant space in this residential and mixed use zoned area.

2. *Policy CD5.3: Valley residential development in existing and planned Valley Neighborhoods should provide for the full range of housing types and densities.*

The project site has the ability to accommodate single-family residences and will have a small portion for commercial uses. The subdivision will allow for 499 new residences to be developed on newly created parcels.

Furthermore, APN 019-260-089 currently has a zoning designation of Medium Density Residential “RM” (19.9 acres) and APN 019-260-058 has two zoning designations of Single Family Residential “RS” (82.67 acres) and Neighborhood Mixed Use “NMX” (19.5 acres). The applicants are requesting a Change of Zone for 19.9 acres of “RM” and 16.87 acres of “NMX” into “RS”, for a total of 119.44 acres zoned “RS” and 2.63 acres zoned “NMX”, of a 122.07 acre property.

The proposed 119.44 acres of “RS” zoning would allow for a mixture of housing types in a low density (up to 8 units per acre) setting where public water and sewage facilities are available. The predominant housing type in the “RS” zoning district consists of single-family residential. The zoning district also allows for a range of uses including single-family residential, accessory structures, home occupations, residential care facilities serving less than six individuals and family day care homes serving less than six children. Moreover, the remaining 2.63 acre “NMX” zoning district will allow for small localized retail, eateries, office, and service businesses serving the immediate surrounding area and allows for a mixture of residential uses and neighborhood services on a single parcel. When residential uses are part of a mixed use project the density range is 3-20 units per acre of portion affected and for residential only projects the density range is 10-20 units per acres.

Moreover, the project is consistent with the proposed zoning districts of “RS” and “NMX”. The project provides residential development at a density of 5 dwelling units per acre, thereby, staying consistent with low density residential (up to 8 dwelling units per acre) called out in the Development Code for the “RS” zoning district. Furthermore, the proposed “RS” density is within the density of the prior “NMX” zoning, which would have required 3-20 units per acre, and the “RM” zoning, which would require 6-17 units per acre.

Surrounding Uses:

	GENERAL PLAN LAND USE DESIGNATION	ZONING	EXISTING LAND USE
North	Valley Neighborhood	NMX & RH	Vacant and Apartments
East	Valley Neighborhood	RS	Single-Family Residential
South	Valley Neighborhood	RS and RM	Single-Family Residential and Vacant
West	Valley Neighborhood	PF	Yuba Community College

Discussion: Projects are evaluated for consistency with the County’s General Plan, conformance with the County’s Zoning Ordinance, and potential for impacts to the health, safety and welfare of persons who reside or work in the area surrounding the project. In the case of addressing project impacts to health, safety, and welfare, specific findings need to be met for each entitlement. Below are the findings for each project entitlement needed for project approval.

Tentative Subdivision Tract Map:

1. *The proposed subdivision, together with the provisions for its design and improvement, is consistent with the General Plan, any applicable specific plan, this Code, and other applicable provisions of the County Code. A proposed subdivision shall be considered consistent with the General Plan or a specific plan only when the proposed subdivision or land use is compatible with the objectives, policies, general land uses, and programs specified in such a plan;*

The project site is designated as Valley Neighborhood on the 2030 General Plan Land Use diagram and is proposed to be within the “RS” and “NMX” Zoning Designation. The proposed project is consistent with the character of the General Plan and Zoning Designation (See General Plan/Zoning Section above for consistency).

2. *The design of the subdivision shall provide, to the extent feasible, for future passive and natural heating and cooling features in accordance with Section 66473.1 of the Subdivision Map Act; and*

The orientation and size of the proposed lots will allow opportunity to align the residence to have a southern exposure and shade/prevaling breezes.

3. *Water will be available and sufficient to serve a proposed subdivision with more than 500 dwelling units in accordance with Section 66473.7 of the Subdivision Map Act.*

The proposed development is proposing 499 single family dwelling units, and therefore does not include more than 500 single family dwelling units.

Change of Zone:

1. *The change in district boundaries is consistent with the General Plan and any applicable adopted community plan or specific plan;*

The proposed project would be consistent with Yuba County 2030 General Plan policies CD 2.1 and CD 5.3 as they pertain to development in the Valley Neighborhood and Reinvestment in the Valley Neighborhood land use designation. Additionally, the proposed Single Family Residential use and existing Neighborhood Mixed Use would be consistent with The Yuba County Zoning Map and Ordinance.

2. *The change in district boundaries is consistent with the purpose of this Code to promote the growth of the County in an orderly manner and to promote and protect the public health, safety, peace, comfort and general welfare; and*

The property has been vacant for many years and is surrounded by developed land. The change of zone to single family residential will make the property easier to develop due to the increase in demand for single family residential lots. The remaining commercial portion of the property is large enough to accommodate future commercial uses. The proposed project will promote both residential and commercial growth on this vacant property.

3. *The change in district boundaries is necessary to achieve the balance of land uses desired by the County, consistent with the General Plan, and to increase the inventory of land within a given zoning district.*

The “NMX” zoning district allows for both commercial and residential uses. The change in zone for a portion of the property to residential is still consistent with the prior zoning and the General Plan. Likewise, the “RM” zoning district is consistent with the “RS” zoning district in that they both allow residential uses.

Environmental Review: Staff has prepared a Mitigated Negative Declaration and Mitigation Monitoring Plan (See ATT 5 and 6) pursuant to the California Environmental Quality Act (CEQA) Section 15070(b)(1).

During the initial study of the project, no potential impacts to the environment were identified that could not be reduced through mitigation measures to a level that is less than significant and therefore a Mitigated Negative Declaration (MND) was prepared. The MND discusses the following project impacts and their respective Mitigation Measures:

- Aesthetics: No light spillage.
- Air Quality: FRAQMD standards, Fugitive Dust Control Plan, Best Available Mitigation Measures, and Grading Plan.
- Cultural Resources: Inadvertent discovery of cultural remains and cultural material.
- Hydrology and Water Quality: National Pollution Discharge Elimination (NPDES) Permit and Drainage Plan.
- Transportation: Fair Share for Long Term Improvements and Conditions
- Tribal Cultural Resources: Inadvertent Discoveries of TCRs.

The environmental document was circulated for the required 20-day review period and comments received to date are listed in the Department and Agency Review section of this staff report.

Departmental and Agency Review: The project was circulated to various agencies and County departments for review and comment during the early consultation phase and the environmental review stages of the project. The following is a summary of comments:

- County Staff: The Public Works Department, Environmental Health Department, and Building Department have reviewed the project and provided comments and/or conditions of approval that are incorporated into the attached Conditions of Approval.

- FRAQMD: Requested to update the website link for the Fugitive Dust Control Plan and Standard Construction Phase Mitigation Measures.
- UAIC: AB-52 Consultation was satisfied and closed with the addition of the unanticipated discoveries mitigation measure.
- MJUSD: Has the ability to levy fees on residential and or commercial/industrial construction projects within their school district's boundaries. This discussion was incorporated into the IS/MND.
- LCWD: Requested to include LCWD's sewer and water line that will be installed in the Goldfields Parkway into the IS/MND. The sewer and water line will extend along Linda Avenue and a portion of North Beale Road and will be installed by LCWD prior to construction of the homes for Goldfields Ranch.
- CALTRANS DOT: Submitted a comment letter with comments regarding the Vehicle Miles Traveled (VMT) study submitted by KD Anderson and Associates, Inc. for the transportation section of the IS/MND. Comments included clarification for the VMT Thresholds used in the Forecasting and Modeling analyses and a request to describe the traffic impacts to the SR 70/Feather River Blvd interchange.
 - Ken Anderson with KD Anderson and Associates, Inc, responded on October 11th stating that no additional analysis is required because the project average Per Capita VMT falls within both the SCOG regional 85% reduction goal and the unincorporated Yuba County 85% reduction goal. Moreover, Mr. Anderson states that no additional analysis for impacts to SR 70/Feather River Blvd interchange is required because Yuba County has a regional traffic impact fee program which monitors traffic operating conditions on a county-wide basis and allocates funds collected under the fee program from new development accordingly. Therefore, all comments from Caltrans DOT have been addressed to the satisfaction of Yuba County.

Attachments:

1. Resolution
2. Subdivision Map
3. Rezone Exhibits
4. Draft Conditions of Approval
5. Initial Study/Mitigated Negative Declaration
6. Mitigation Monitoring Plan
7. Comment Letters

Report Prepared By:



Ciara Fisher
Planner II

**BEFORE THE COUNTY OF YUBA
PLANNING COMMISSION**

**RESOLUTION RECCOMENDING THE
BOARD OF SUPERVISORS ADOPT THE
MITIGATED NEGATIVE DECLARATION
AND MITIGATION MONITORING PLAN
AND APPROVE TSTM 2021-0004 AND CZ
2021-0002 SUBJECT TO THE ATTACHED
CONDITIONS OF APPROVAL**

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RESOLUTION NO.: _____

WHEREAS, LGI Homes – California LLC, filed an application for a Tentative Subdivision Tract Map which would create 499 residential lots on 94.06 acres, a commercial lot on 2.63 acres, a park on 4.2 acres, a drainage canal on 10.88 acres, and two semi-public lots on 0.46 acres, for a total area of 122.07 acres located at 2405 Linda Avenue in the Linda Community at Assessor’s Parcel Numbers: 019-260-058 & 089; and a request for a Change of Zone to change 19.9 acres of Medium Density Residential “RM” and 16.87 acres of Neighborhood Mixed Use “NMX” into Single Family Residential “RS”, for a total of 119.44 acres zoned “RS” and 2.63 acres zoned “NMX”; and

WHEREAS, the Community Development and Services Agency of the County of Yuba has conducted an Initial Study for the proposed project and concluded that the project would not result in any significant adverse environmental impacts provided the mitigation measures that are incorporated into the Mitigation Monitoring Plan and Conditions of Approval are implemented; and

WHEREAS, the Community Development and Services Agency of the County of Yuba has provided due notice of a public hearing before the Planning Commission of the County of Yuba and the intent is to recommend adoption of the Mitigated Negative Declaration and Mitigation Monitoring Plan for the proposed project in accordance with the California Environmental Quality Act; and

WHEREAS, a public hearing was held before the Yuba County Planning Commission on October 20, 2021, to allow the public and interested parties to testify and submit evidence in favor of, or against, the adoption of the Mitigated Negative Declaration and Mitigation Monitoring Plan and the approval of the Tentative Subdivision Tract Map.;

NOW, THEREFORE, BE IT RESOLVED AS FOLLOWS:

1. The foregoing recitals are true and correct.
2. The Planning Commission recommends that the Board of Supervisors finds that the proposed project is consistent with the Land Use Element and other applicable elements of the Yuba County 2030 General Plan as well as with the Yuba County Zoning Map and Development Code.
3. The Planning Commission recommends that the Board of Supervisors finds that the

project site is physically suitable for the proposed type of development and the proposed density of development.

4. The Planning Commission recommends that the Board of Supervisors finds that the proposed project and the conditions under which it would be developed or maintained will promote, protect and secure the public health, safety and general welfare and will result in an orderly and beneficial development of the County.
5. The Planning Commission recommends that the Board of Supervisors finds that the project, as conditioned, meets the County design and improvement standards set forth in the Yuba County Development Code.
6. The Planning Commission recommends that the Board of Supervisors finds that the project, as conditioned, is in compliance with the Yuba County Development Code.
7. 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. A Notice of Exemption will be recorded with the County Recorder.
8. The Planning Commission hereby recommends to the Board of Supervisors adoption of the Tentative Subdivision Tract Map TSTM2021-0004 and Change of Zone CZ 2021-0002, incorporated by reference.

The Planning Commission hereby recommends that the Board of Supervisors adopt the Mitigated Negative Declaration and Mitigation Monitoring Plan, incorporated herein by reference, and approves Tentative Subdivision Tract Map TSTM 2021-0002 and Change of Zone CZ 2021-0002; subject to the Mitigation Measures contained within the Mitigation Monitoring Plan and Conditions of Approval.

PASSED AND ADOPTED at a regular meeting of the Planning Commission of the County of Yuba, State of California, on the _____, by the following vote.

AYES:
NOES:
ABSENT:
ABSTAIN:

Yuba County Planning Commission

ATTEST:
Planning Commission Secretary

APPROVED AS TO FORM:
County Counsel

BY: _____

BY:  _____

TENTATIVE SUBDIVISION TRACT MAP TSTM 21-004 (GOLDFIELDS RANCH)

COUNTY OF YUBA, CALIFORNIA
MARCH 12, 2021 REVISED OCTOBER 12, 2021

OWNER
BCH LLC
6394 LARKIN ROAD
LIVE OAK, CA 95953
CONTACT: ROBERTA BUTLER
PHONE: (530) 671-4600

OWNER
MDS REVOCABLE TRUST
140 SOUTH NORTON AVENUE
LOS ANGELES, CA 90004
CONTACT: MICHAEL D SMITH
PHONE: (415) 255-7024

APPLICANT
LGI HOMES
2251 DOUGLAS BLVD., SUITE 110
ROSEVILLE, CA 95661
CONTACT: EVAN LIGHT
PHONE: (310) 560-1487

ENGINEER/SURVEYOR
MHM INCORPORATED
1204 E STREET, P.O. BOX B
MARYSVILLE, CA 95901
CONTACT: SEAN MINARD, P.E., P.L.S.
PHONE: (530) 742-6485

PROJECT NOTES

ASSESSOR'S PARCEL NO.
APN 019-260-058
APN 019-260-089

AREA OF TENTATIVE MAP
122.07 GROSS ACRE

EXISTING USE
VACANT

EXISTING GENERAL PLAN DESIGNATION
VALLEY NEIGHBORHOOD

PROPOSED GENERAL PLAN DESIGNATION
VALLEY NEIGHBORHOOD

EXISTING ZONING
RS- SINGLE FAMILY RESIDENTIAL DISTRICT
RM- MEDIUM DENSITY RESIDENTIAL DISTRICT
NMX- NEIGHBORHOOD MIXED USE DISTRICT

PROPOSED ZONING
RS- SINGLE FAMILY RESIDENTIAL DISTRICT
NMX- NEIGHBORHOOD MIXED USE DISTRICT
(COMMERCIAL WITHIN THE NMX)

LEVEE PROTECTION
RECLAMATION DISTRICT NO. 784

SCHOOL DISTRICT
MARYSVILLE UNIFIED SCHOOL DISTRICT

FIRE PROTECTION
LINDA COUNTY FIRE DISTRICT

SANITARY SEWER
LINDA COUNTY WATER DISTRICT

DOMESTIC WATER
LINDA COUNTY WATER DISTRICT

STORM DRAINAGE
COUNTY OF YUBA

ELECTRICITY
PACIFIC GAS AND ELECTRIC

NATURAL GAS
PACIFIC GAS AND ELECTRIC

TELEPHONE
AT&T

CABLE
COMCAST

GENERAL NOTES:

1. SUBDIVIDER RESERVES THE RIGHT TO PHASE DEVELOPMENT AND FILE MULTIPLE FINAL MAPS PURSUANT TO SECTION 66456.1 (A) OF THE SUBDIVISION MAP ACT.

2. A 12.0 FOOT PUBLIC UTILITY EASEMENT SHALL BE LOCATED ADJACENT TO ALL PUBLIC RIGHT OF WAYS EXCEPT ADJACENT TO CUL-DE-SAC THE PUBLIC UTILITY EASEMENT SHALL BE 10 FEET UNLESS OTHER WAS APPROVED BY CITY ENGINEER.

3. THIS EXHIBIT IS FOR TENTATIVE MAP PURPOSES ONLY, ACTUAL DIMENSIONS, ROAD ALIGNMENTS, ACREAGE, AND YIELDS ARE TO BE VERIFIED PRIOR TO FINAL MAP.

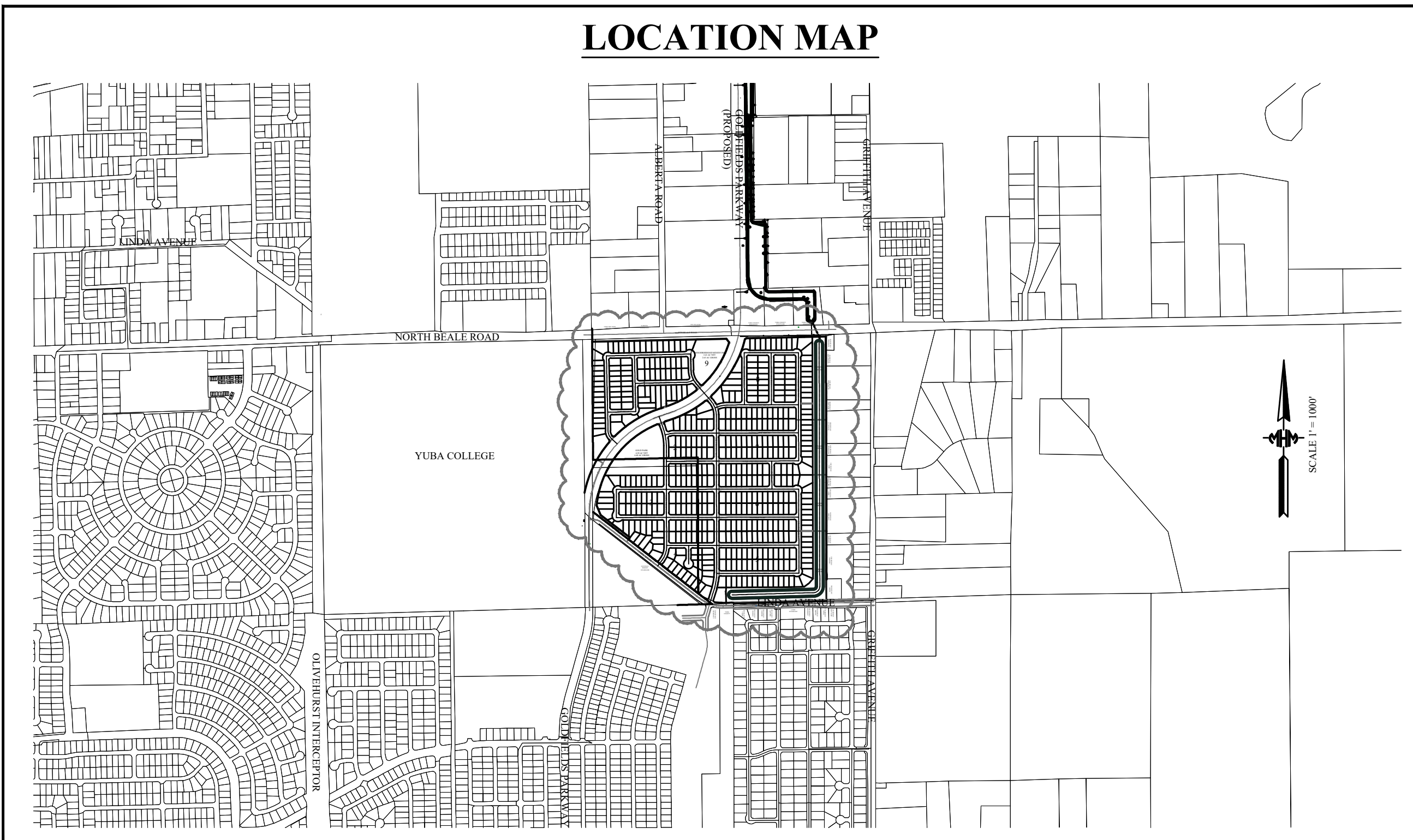
4. THIS IS AN APPLICATION FOR A DEVELOPMENT PERMIT.

5. VILLAGE NUMBERING IS FOR IDENTIFICATION PURPOSES ONLY AND DOES NOT INDICATE PHASING ORDER OF DEVELOPMENT. ULTIMATE DEVELOPMENT PHASING WILL BE ORDERLY AND WILL BE DETERMINED AT FINAL MAP AND/OR IMPROVEMENT PLAN STAGE.

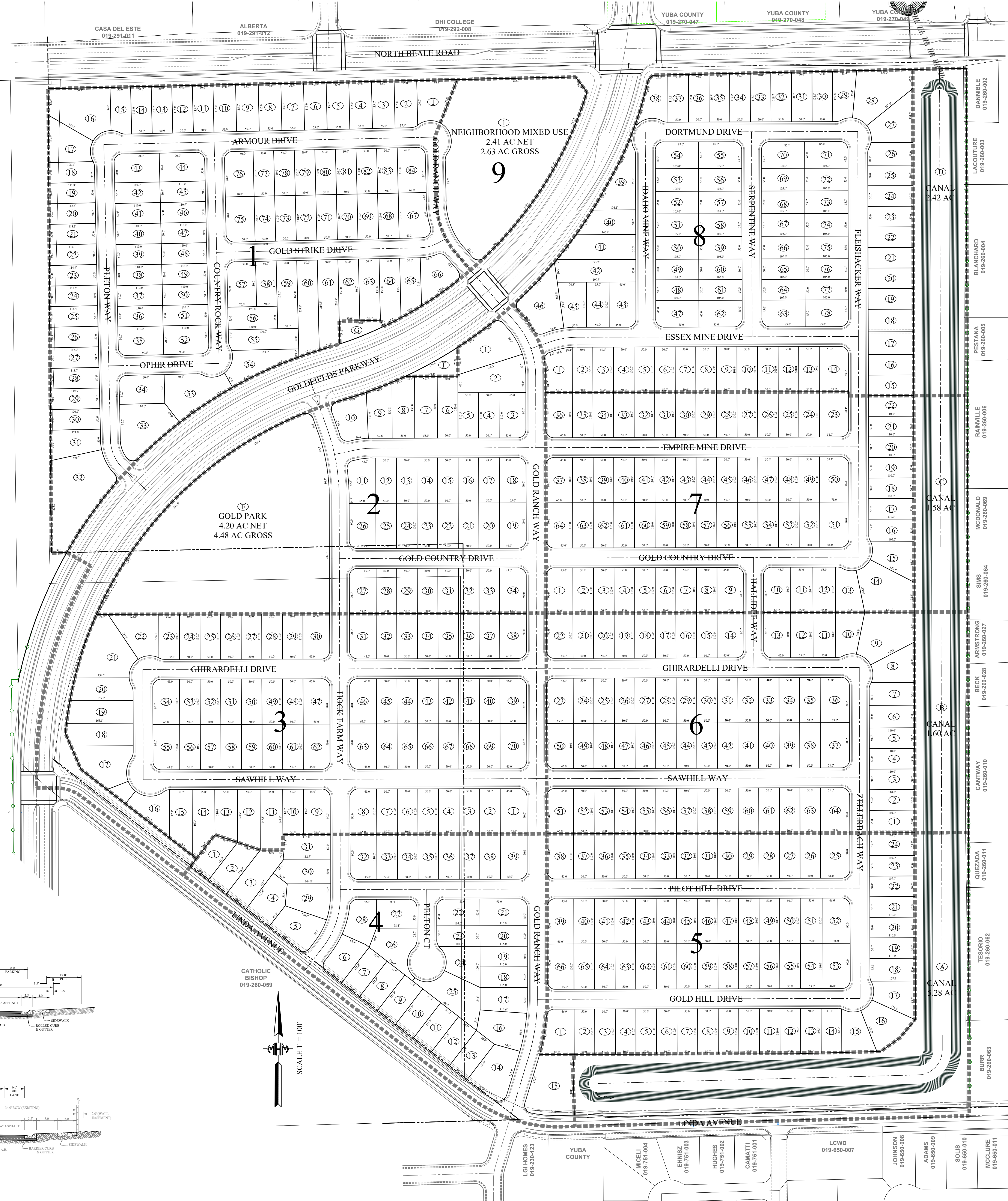
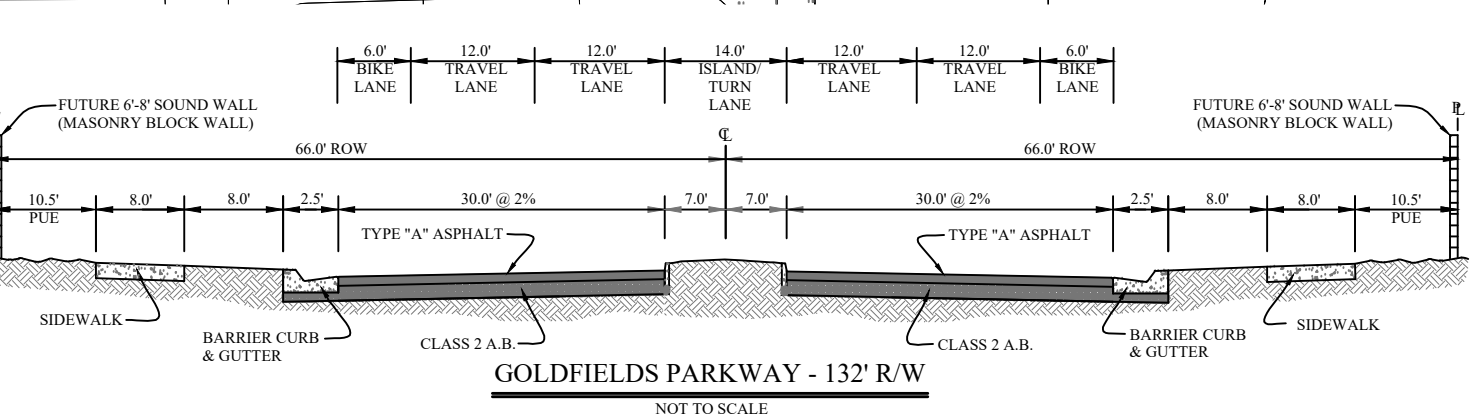
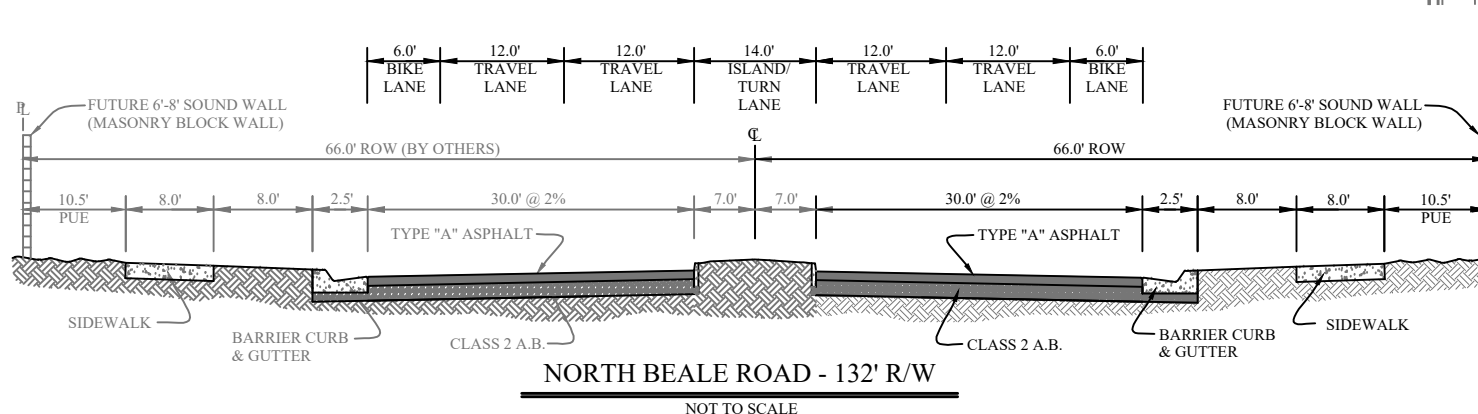
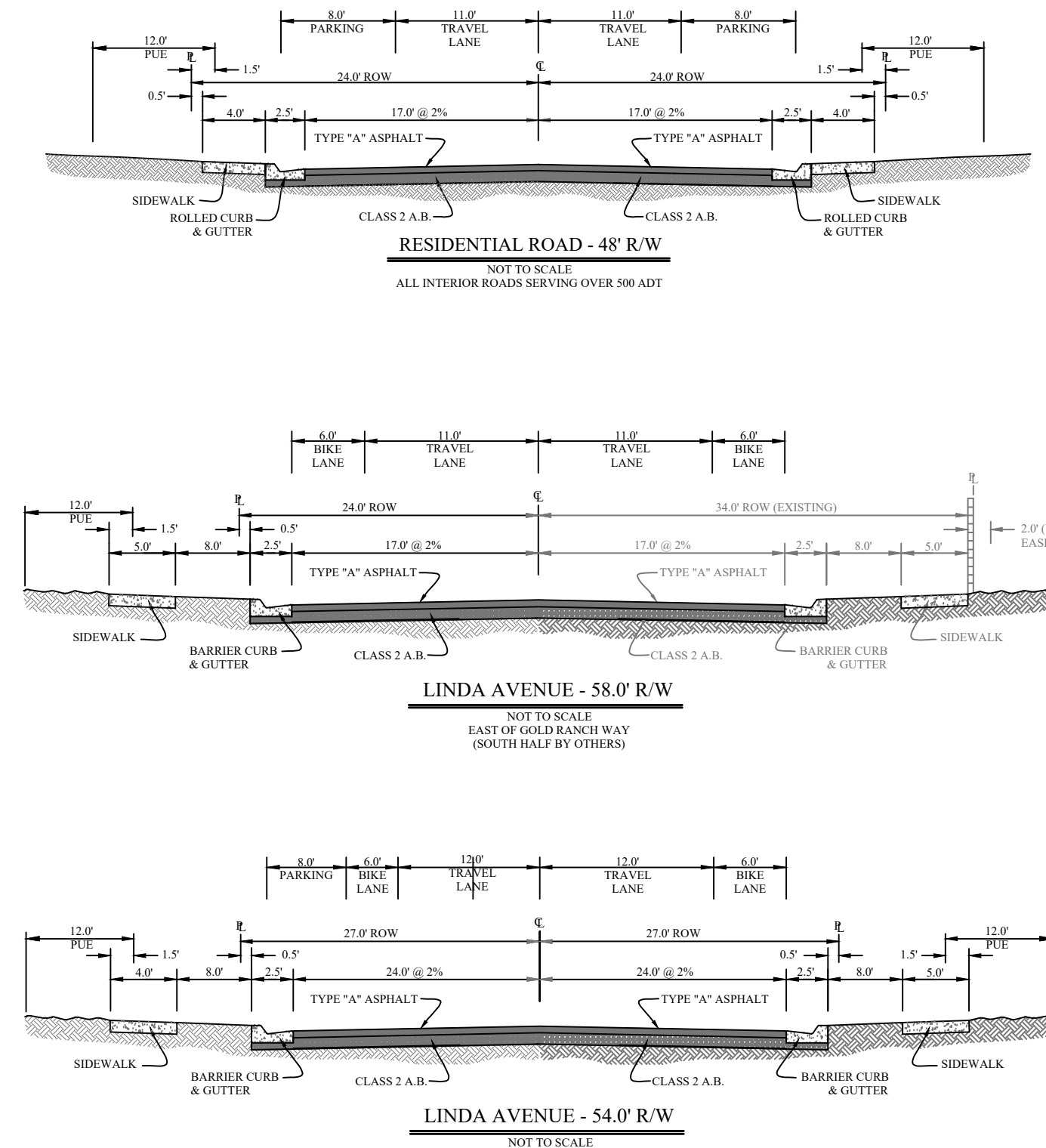
6. ALL EXISTING STRUCTURES AND WELLS TO BE REMOVED PRIOR TO CONSTRUCTION.

7. OWNERS, APPLICANT, ENGINEER, AND SURVEYOR SHALL RECEIVE ANY COMMUNICATIONS AND/OR NOTICES RELATED TO THIS PROJECT.

8. STREET TREES SHALL BE PLANTED PURSUANT TO COUNTY OF YUBA STANDARDS. ADDITIONAL DETAIL SHALL BE PROVIDED ON THE IMPROVEMENT PLANS.



LAND USE SUMMARY			
LOT SUMMARY*			
VILLAGE NO. 1 =	84 LOTS	16.78 AC	5.01 DU/AC
VILLAGE NO. 2 =	34 LOTS	07.49 AC	4.54 DU/AC
VILLAGE NO. 3 =	70 LOTS	13.82 AC	5.07 DU/AC
VILLAGE NO. 4 =	39 LOTS	08.90 AC	4.38 DU/AC
VILLAGE NO. 5 =	66 LOTS	10.91 AC	6.05 DU/AC
VILLAGE NO. 6 =	64 LOTS	11.00 AC	5.82 DU/AC
VILLAGE NO. 7 =	64 LOTS	10.96 AC	5.84 DU/AC
VILLAGE NO. 8 =	78 LOTS	14.46 AC	5.39 DU/AC
SUBTOTAL =	499 LOTS	94.32 AC	5.29 DU/AC
COMMERCIAL			
MAJOR ROADWAY		02.63 AC	
LOT A - EASTSIDE CANAL		09.85 AC	
LOT B - EASTSIDE CANAL		05.28 AC	
LOT C - EASTSIDE CANAL		01.60 AC	
LOT D - EASTSIDE CANAL		01.58 AC	
LOT E - GOLD PARK		02.42 AC	
LOT F - SEMI-PUBLIC		04.20 AC	
LOT G - SEMI-PUBLIC		00.09 AC	
SUBTOTAL =		27.75 AC	
TOTAL =		122.07 AC	
*ALL ACREAGES AND DENSITIES EXCLUDE NORTH BEALE ROAD AND GOLDFIELD PARKWAY. ACRES INCLUDES IN MAJOR ROADWAY.			
**LOT F AND LOT G CAN BE INCORPORATED INTO LOTS. ASSUMED TO BE RESERVED FOR WELL SITE, UTILITIES, OR OPEN SPACE.			



COUNTY OF YUBA APPROVAL:
THE COUNTY OF YUBA PLANNING COMMISSION HAS CONSIDERED AND APPROVED RESOLUTION 21-00X APPROVING TENTATIVE PARCEL MAP NO. 2021-00XX DURING THE PLANNING COMMISSION MEETING ON _____, 2021.

COUNTY OF YUBA _____ DATE: _____

LEGAL DESCRIPTION:

PARCEL 1 (APN 019-260-058):
PORTION OF THE NORTHEAST QUARTER OF SECTION 28, TOWNSHIP 15 NORTH, RANGE 4 EAST, M.D.B. & M.

EXCEPTING THEREFROM THE EAST 452.5 FEET AND EXCEPTING THERE FROM ALSO THE COUNTY ROAD, SUBJECT TO THE RIGHT OF WAY AND EASEMENT OF HIGHWAY PURPOSES GRANTED TO THE STATE OF CALIFORNIA, AS APPEARS OF RECORD.

EXCEPTING THEREFROM THAT PORTION OF THE NORTHEAST QUARTER OF SECTION 28, TOWNSHIP 15 NORTH, RANGE 4 EAST, M.D.B. & M., BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTH ONE-QUARTER OF SAID SECTION 28; THENCE SOUTH 00 DEGREE 06'54" EAST, ALONG THE LINE RUNNING NORTHERLY AND SOUTHERLY THROUGH THE CENTER OF SAID SECTION 28, A DISTANCE OF 1,297.12 FEET TO THE POINT OF BEGINNING OF THE PARCEL TO BE DESCRIBED HEREIN; THENCE FROM SAID TRUE POINT OF BEGINNING NORTH 88 DEGREE 59' 39" EAST, PARALLEL WITH THE NORTH LINE OF THE NORTHEAST QUARTER OF SECTION 18, A DISTANCE OF 1,000.00 FEET; THENCE SOUTH 00 DEGREE 05' 39" WEST, PARALLEL WITH THE EAST LINE OF SAID SECTION 28, A DISTANCE OF 1,297.12 FEET TO THE NORTHERLY RIGHT OF WAY OF A COUNTY ROAD, KNOWN LOCALLY AS LINDA ROAD; THENCE NORTH 51 DEGREE 58' 11" WEST, ALONG THE SAID NORTHERLY RIGHT OF WAY LINE, A DISTANCE OF 1,265.38 FEET TO THE LINE RUNNING NORTHERLY AND SOUTHERLY THROUGH THE CENTER OF SAID SECTION 28; THENCE NORTH 00 DEGREE 06' 54" WEST ALONG SAID LINE, A DISTANCE OF 500.00 FEET TO THE POINT OF BEGINNING.

PARCEL 2 (APN 019-260-089):
PORTION OF THE NORTHEAST QUARTER OF SECTION 28, TOWNSHIP 15 NORTH, RANGE 4 EAST, M.D.B. & M., BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTH ONE-QUARTER CORNER OF SAID SECTION 28; THENCE SOUTH 00 DEGREE 06'54" EAST, ALONG THE LINE RUNNING NORTHERLY AND SOUTHERLY THROUGH THE CENTER OF SAID SECTION 28, A DISTANCE OF 1,297.12 FEET TO THE POINT OF BEGINNING OF THE PARCEL TO BE DESCRIBED HEREIN; THENCE FROM SAID TRUE POINT OF BEGINNING NORTH 88 DEGREE 59'39" EAST, PARALLEL WITH THE NORTH LINE OF THE NORTHWEST QUARTER OF SAID SECTION 28, A DISTANCE OF 1,000.00 FEET; THENCE SOUTH 00 DEGREE 05'39" WEST, PARALLEL WITH THE EAST LINE OF SAID SECTION 28, A DISTANCE OF 1,297.12 FEET TO THE NORTHERLY RIGHT OF WAY LINE OF A COUNTY ROAD, KNOWN LOCALLY AS LINDA ROAD; THENCE NORTH 51 DEGREE 58'11" WEST, ALONG THE SAID NORTHERLY RIGHT OF WAY LINE, A DISTANCE OF 1,265.38 FEET TO THE LINE RUNNING NORTHERLY AND SOUTHERLY THROUGH A CENTER OF SAID SECTION 28; THENCE NORTH 00 DEGREE 06'54" WEST, ALONG SAID LINE, A DISTANCE OF 500.00 FEET TO THE POINT OF BEGINNING.

2 INDICATES PROPOSED PHASE

SURVEYORS STATEMENT:
I HEREBY STATE THAT ALL EASEMENTS OF RECORD ARE SHOWN AND LABELED PER PRELIMINARY TITLE REPORT BY PLACE TITLE COMPANY ORDER NUMBER 1201-31091 DATED MARCH XX, 20XX.

SEAN MINARD, P.E. 52593, P.L.S. 8397

TENTATIVE SUBDIVISION TRACT MAP TSTM 21-004 (GOLDFIELDS RANCH)

COUNTY OF YUBA, CALIFORNIA
MARCH 12, 2021 REVISED OCTOBER 12, 2021

OWNER
BGH, L.P.
6394 LARKIN ROAD
LIVE OAK, CA 95953
CONTACT: ROBERTA BUTLER
PHONE: (530) 671-4600

OWNER
MDS REVOCABLE TRUST
140 SOUTH NORTON AVENUE
LOS ANGELES, CA 90004
CONTACT: MICHAEL D SMITH
PHONE: (415) 255-7024

APPLICANT
LGI HOMES
2251 DOUGLAS BLVD., SUITE 110
ROSEVILLE, CA 95661
CONTACT: EVAN LIGHT
PHONE: (310) 560-1487

ENGINEER/SURVEYOR
MHM INCORPORATED
1204 E STREET, P.O. BOX B
MARYSVILLE, CA 95901
CONTACT: SEAN MINARD, P.E., P.L.S.
PHONE: (530) 742-6485

PROJECT NOTES

ASSESSOR'S PARCEL NO.
APN 019-260-058
APN 019-260-059

AREA OF TENTATIVE MAP
122.07 GROSS ACRE

EXISTING USE
VACANT

EXISTING GENERAL PLAN DESIGNATION
VALLEY NEIGHBORHOOD

PROPOSED GENERAL PLAN DESIGNATION
VALLEY NEIGHBORHOOD

EXISTING ZONING
RS- SINGLE FAMILY RESIDENTIAL DISTRICT
RM- MEDIUM DENSITY RESIDENTIAL DISTRICT
NMX- NEIGHBORHOOD MIXED USE DISTRICT

PROPOSED ZONING
RS- SINGLE FAMILY RESIDENTIAL DISTRICT
NMX- NEIGHBORHOOD MIXED USE DISTRICT
(COMMERCIAL WITHIN THE NMX)

LEVEE PROTECTION
RECLAMATION DISTRICT NO. 784

SCHOOL DISTRICT
MARYSVILLE UNIFIED SCHOOL DISTRICT

FIRE PROTECTION
LINDA COUNTY FIRE DISTRICT

SANITARY SEWER
LINDA COUNTY WATER DISTRICT

DOMESTIC WATER
LINDA COUNTY WATER DISTRICT

STORM DRAINAGE
COUNTY OF YUBA

ELECTRICITY
PACIFIC GAS AND ELECTRIC

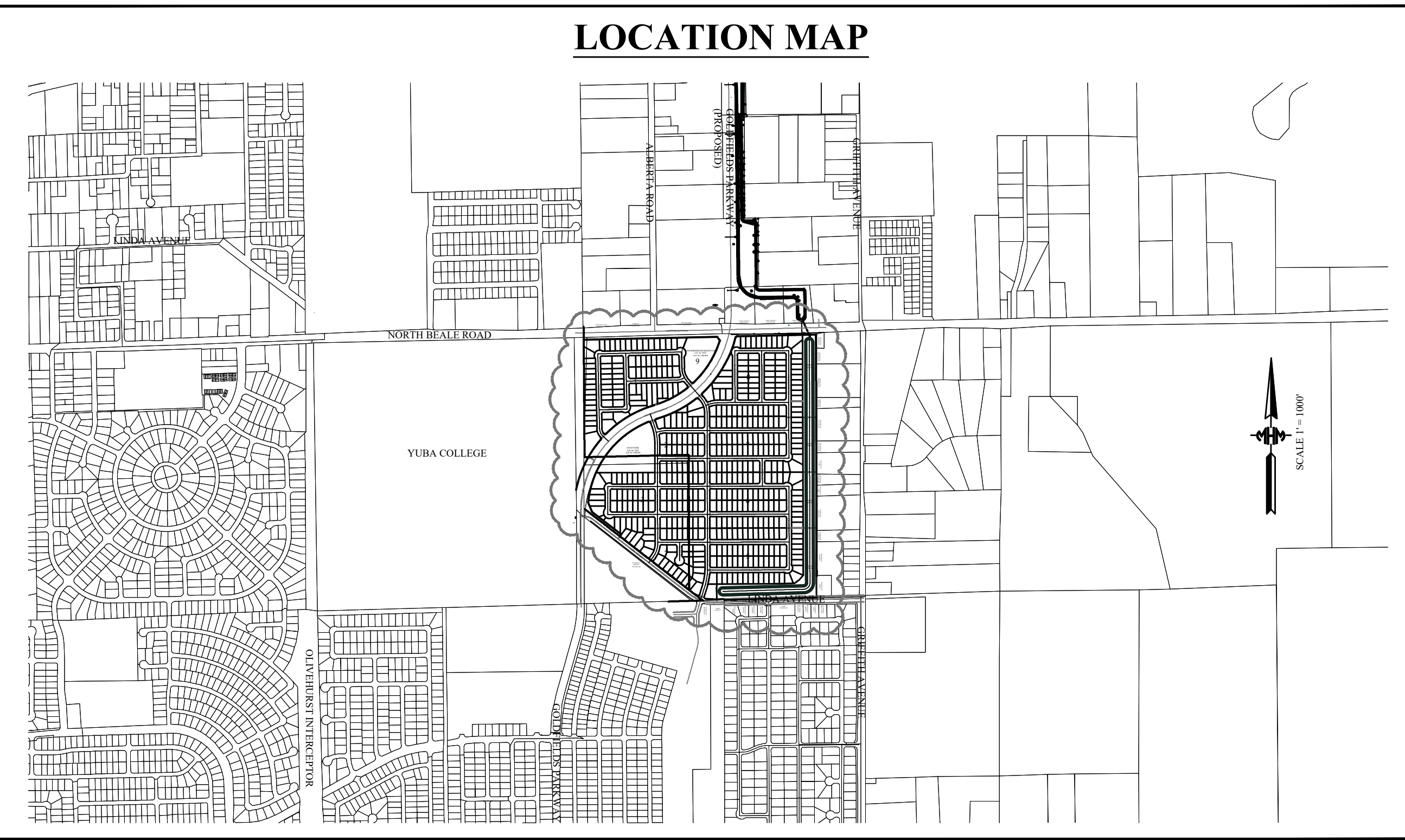
NATURAL GAS
PACIFIC GAS AND ELECTRIC

TELEPHONE
AT&T

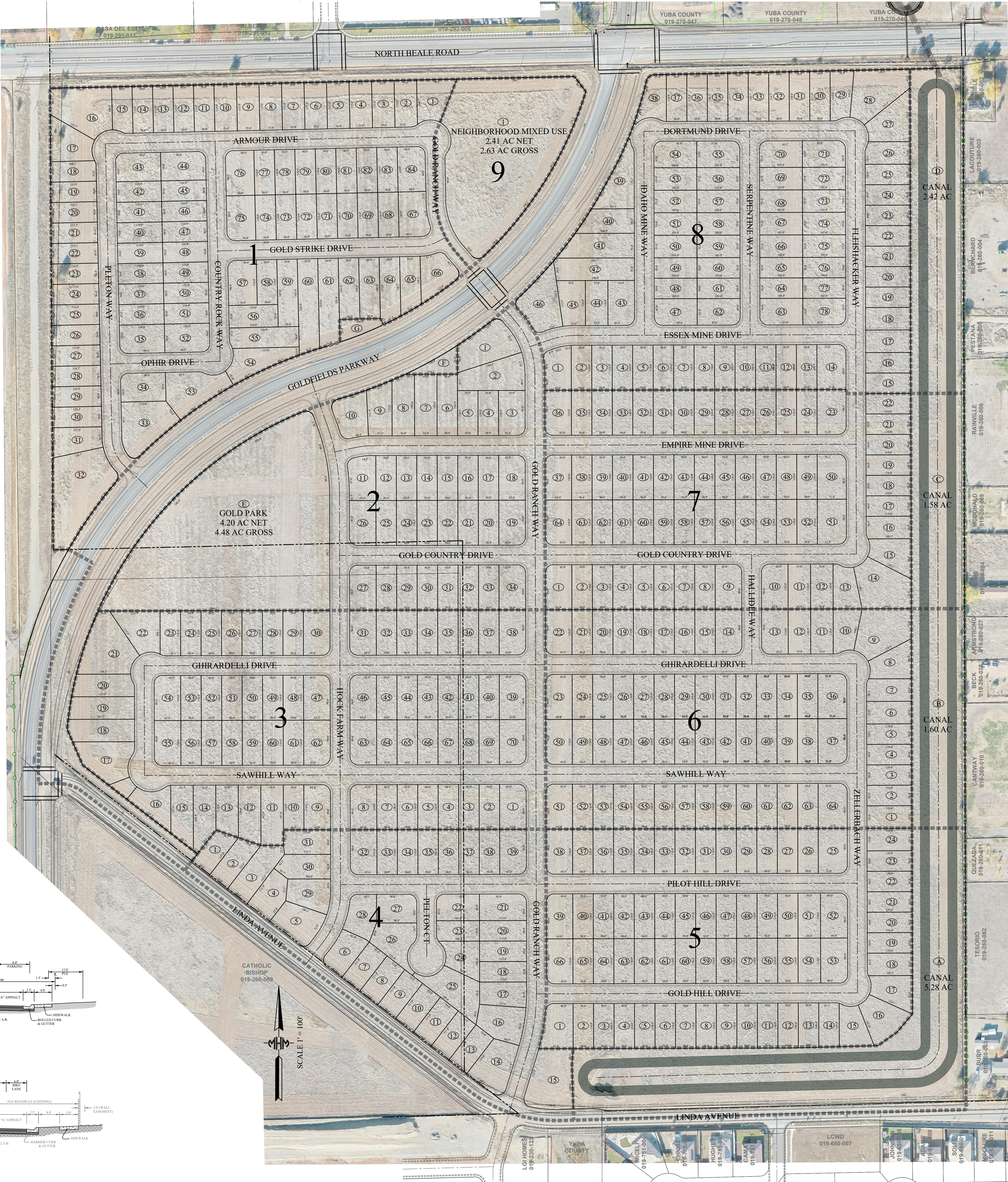
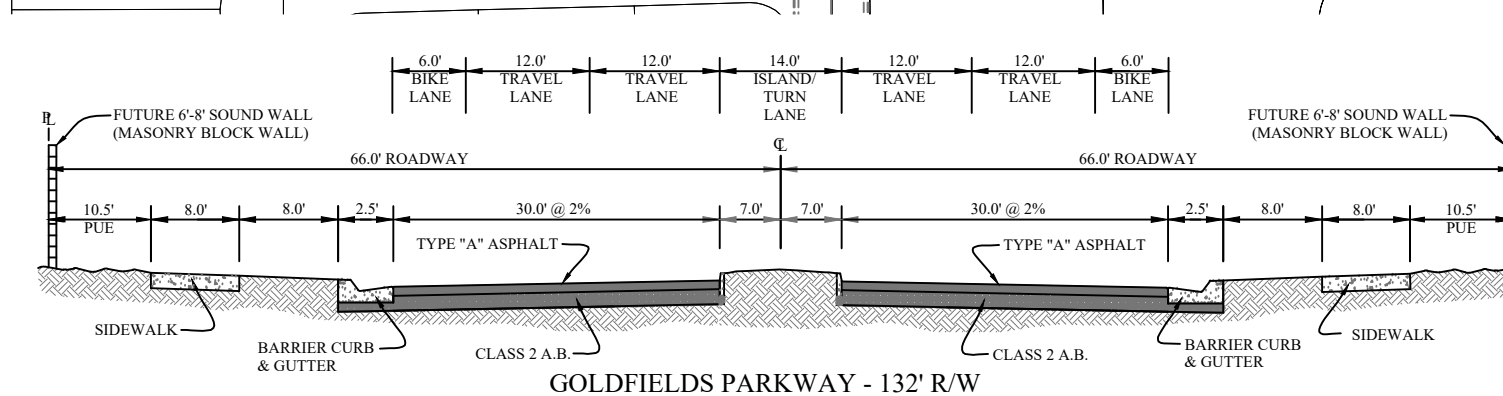
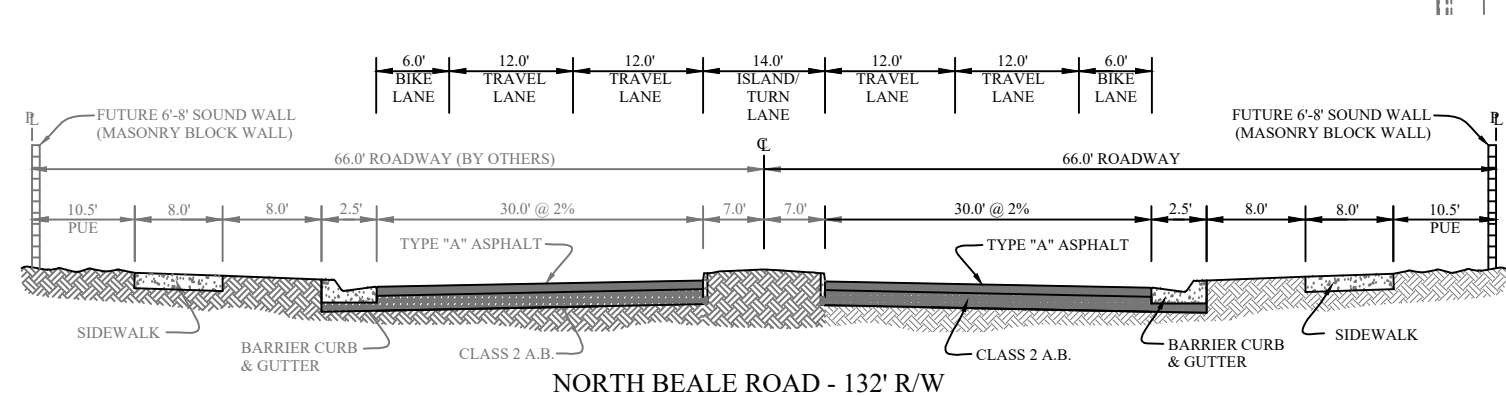
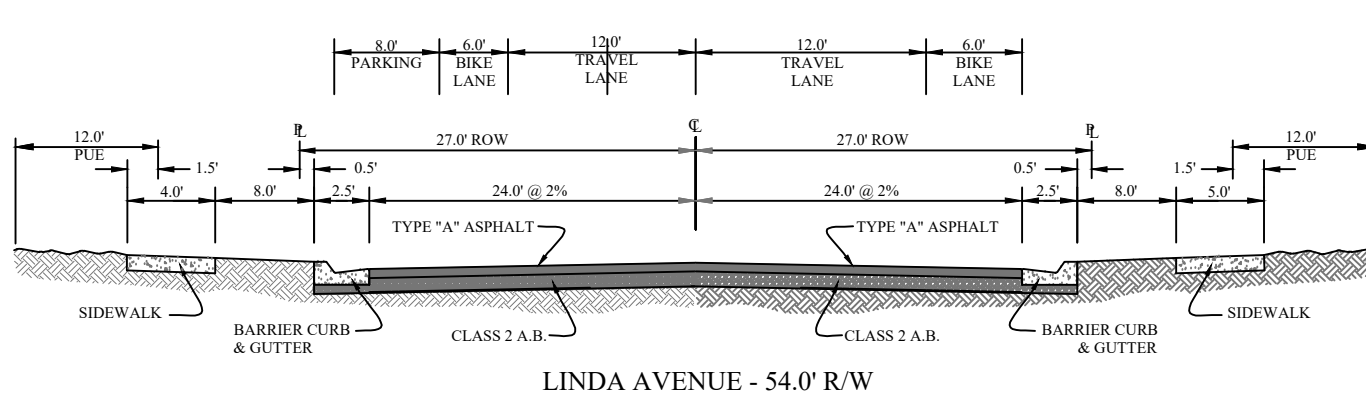
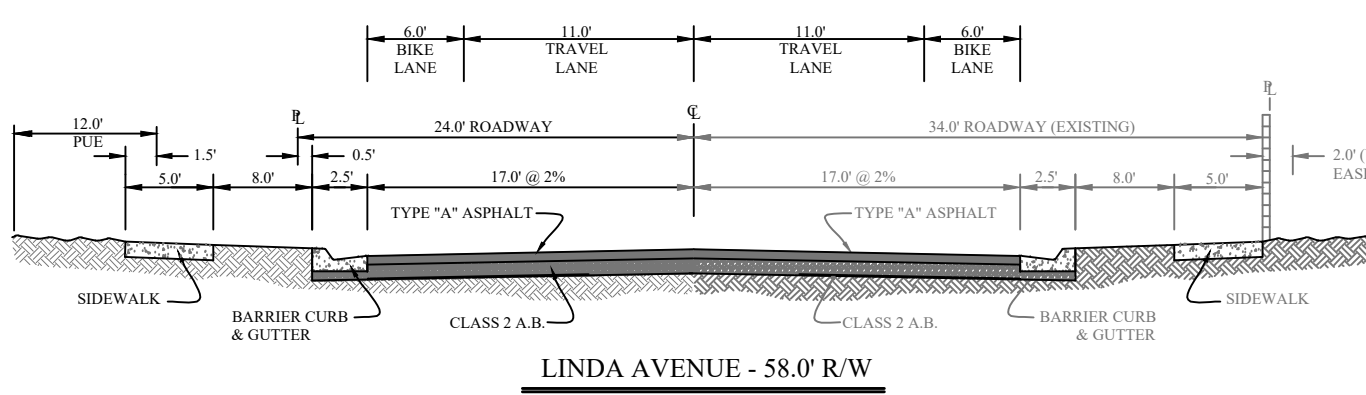
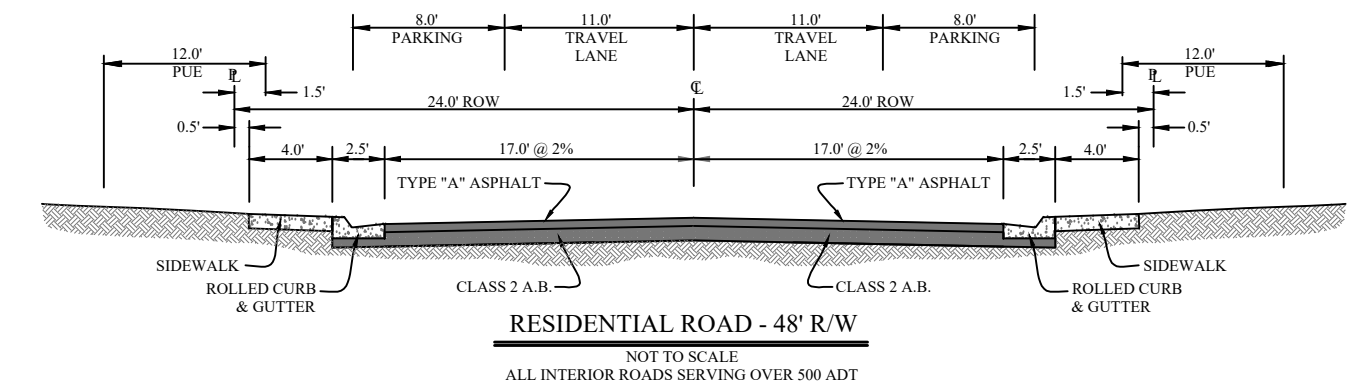
CABLE
COMCAST

GENERAL NOTES:

- SUBDIVIDER RESERVES THE RIGHT TO PHASE DEVELOPMENT AND FILE MULTIPLE FINAL MAPS PURSUANT TO SECTION 66456.1 (A) OF THE SUBDIVISION MAP ACT.
- A 12.0 FOOT PUBLIC UTILITY EASEMENT SHALL BE LOCATED ADJACENT TO ALL PUBLIC RIGHT OF WAYS EXCEPT ADJACENT TO CUL-DE-SAC THE PUBLIC UTILITY EASEMENT SHALL BE 10 FEET UNLESS OTHER WAS APPROVED BY CITY ENGINEER.
- THIS EXHIBIT IS FOR TENTATIVE MAP PURPOSES ONLY, ACTUAL DIMENSIONS, ROAD ALIGNMENTS, ACREAGE, AND YIELDS ARE TO BE VERIFIED PRIOR TO FINAL MAP.
- THIS IS AN APPLICATION FOR A DEVELOPMENT PERMIT.
- VILLAGE NUMBERING IS FOR IDENTIFICATION PURPOSES ONLY AND DOES NOT INDICATE PHASING ORDER OF DEVELOPMENT. ULTIMATE DEVELOPMENT PHASING WILL BE ORDERLY AND WILL BE DETERMINED AT FINAL MAP AND/OR IMPROVEMENT PLAN STAGE.
- ALL EXISTING STRUCTURES AND WELLS TO BE REMOVED PRIOR TO CONSTRUCTION.
- OWNERS, APPLICANT, ENGINEER, AND SURVEYOR SHALL RECEIVE ANY COMMUNICATIONS AND/OR NOTICES RELATED TO THIS PROJECT.
- STREET TREES SHALL BE PLANTED PURSUANT TO COUNTY OF YUBA STANDARDS. ADDITIONAL DETAIL SHALL BE PROVIDED ON THE IMPROVEMENT PLANS.



LAND USE SUMMARY			
LOT SUMMARY*			
VILLAGE NO. 1 =	84 LOTS	16.78 AC	5.01 DU/AC
VILLAGE NO. 2 =	34 LOTS	07.49 AC	4.54 DU/AC
VILLAGE NO. 3 =	70 LOTS	13.82 AC	5.07 DU/AC
VILLAGE NO. 4 =	39 LOTS	08.90 AC	4.38 DU/AC
VILLAGE NO. 5 =	66 LOTS	10.91 AC	6.05 DU/AC
VILLAGE NO. 6 =	64 LOTS	11.00 AC	5.82 DU/AC
VILLAGE NO. 7 =	64 LOTS	10.96 AC	5.84 DU/AC
VILLAGE NO. 8 =	78 LOTS	14.46 AC	5.39 DU/AC
SUBTOTAL =	499 LOTS	94.32 AC	5.29 DU/AC
COMMERCIAL			
MAJOR ROADWAY		02.63 AC	
LOT A - EASTSIDE CANAL		09.85 AC	
LOT B - EASTSIDE CANAL		05.28 AC	
LOT C - EASTSIDE CANAL		01.60 AC	
LOT D - EASTSIDE CANAL		01.58 AC	
LOT E - GOLD PARK		02.42 AC	
LOT F - SEMI-PUBLIC		04.20 AC	
LOT G - SEMI-PUBLIC		00.10 AC	
		00.09 AC	
SUBTOTAL =		27.75 AC	
TOTAL =		122.07 AC	
*ALL ACREAGES AND DENSITIES EXCLUDE NORTH BEALE ROAD AND GOLDFIELD PARKWAY. ACRES INCLUDES IN MAJOR ROADWAY.			
**LOT F AND LOT G CAN BE INCORPORATED INTO LOTS. ASSUMED TO BE RESERVED FOR WELL SITE, UTILITIES, OR OPEN SPACE.			



COUNTY OF YUBA APPROVAL:
THE COUNTY OF YUBA PLANNING COMMISSION HAS CONSIDERED AND APPROVED RESOLUTION 21-00X APPROVING TENTATIVE PARCEL MAP NO. 2021-00XX DURING THE PLANNING COMMISSION MEETING ON _____, 2021.

COUNTY OF YUBA _____ DATE: _____

LEGAL DESCRIPTION:

PARCEL 1 (APN 019-260-058):
PORTION OF THE NORTHEAST QUARTER OF SECTION 28, TOWNSHIP 15 NORTH, RANGE 4 EAST, M.D.B. & M.

EXCEPTING THEREFROM THE EAST 452.5 FEET AND EXCEPTING THERE FROM ALSO THE COUNTY ROAD, SUBJECT TO THE RIGHT OF WAY AND EASEMENT OF HIGHWAY PURPOSES GRANTED TO THE STATE OF CALIFORNIA, AS APPEARS OF RECORD.

EXCEPTING THEREFROM THAT PORTION OF THE NORTHEAST QUARTER OF SECTION 28, TOWNSHIP 15 NORTH, RANGE 4 EAST, M.D.B. & M. BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTH ONE-QUARTER OF SAID SECTION 28; THENCE SOUTH 00 DEGREE 06'54" EAST, ALONG THE LINE RUNNING NORTHERLY AND SOUTHERLY THROUGH THE CENTER OF SAID SECTION 28, A DISTANCE OR 1,253.54 FEET TO THE POINT OF BEGINNING OF PARCEL TO BE DESCRIBED HEREIN; THENCE FROM SAID TRUE POINT OF BEGINNING NORTH 88 DEGREE 59' 39" EAST, PARALLEL WITH THE NORTH LINE OF THE NORTHEAST QUARTER OF SECTION 18, A DISTANCE OF 1,000.00 FEET; THENCE SOUTH 00 DEGREE 05' 39" WEST, PARALLEL WITH THE EAST LINE OF SAID SECTION 28, A DISTANCE OF 1,297.12 FEET TO THE NORTHERLY RIGHT OF WAY OF A COUNTY ROAD, KNOWN LOCALLY AS LINDA ROAD; THENCE NORTH 51 DEGREE 58' 11" WEST, ALONG THE SAID NORTHERLY RIGHT OF WAY LINE, A DISTANCE OF 1,265.38 FEET TO THE LINE RUNNING NORTHERLY AND SOUTHERLY THROUGH THE CENTER OF SAID SECTION 28; THENCE NORTH 00 DEGREE 06' 54" WEST ALONG SAID LINE, A DISTANCE OF 500.00 FEET TO THE POINT OF BEGINNING.

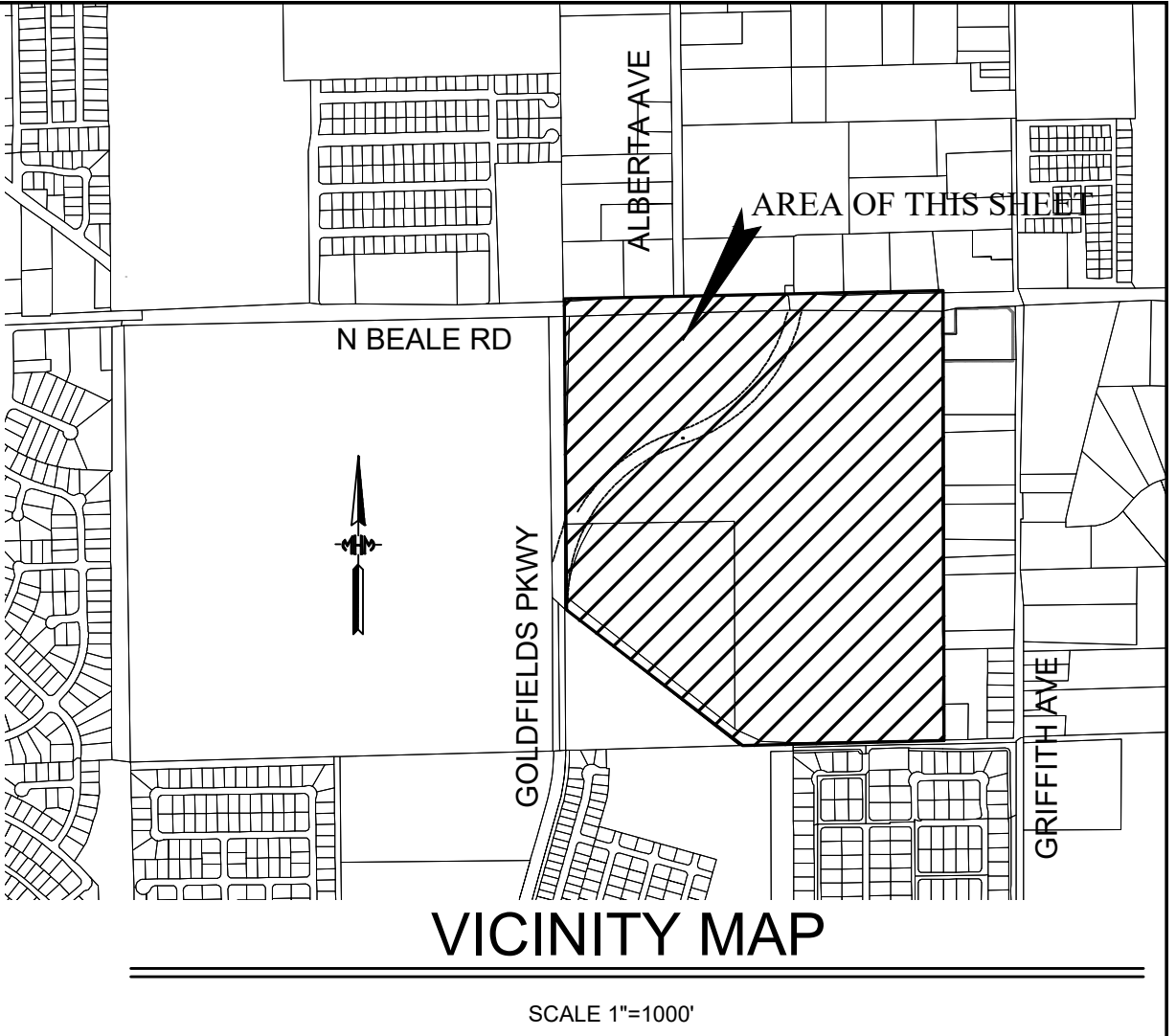
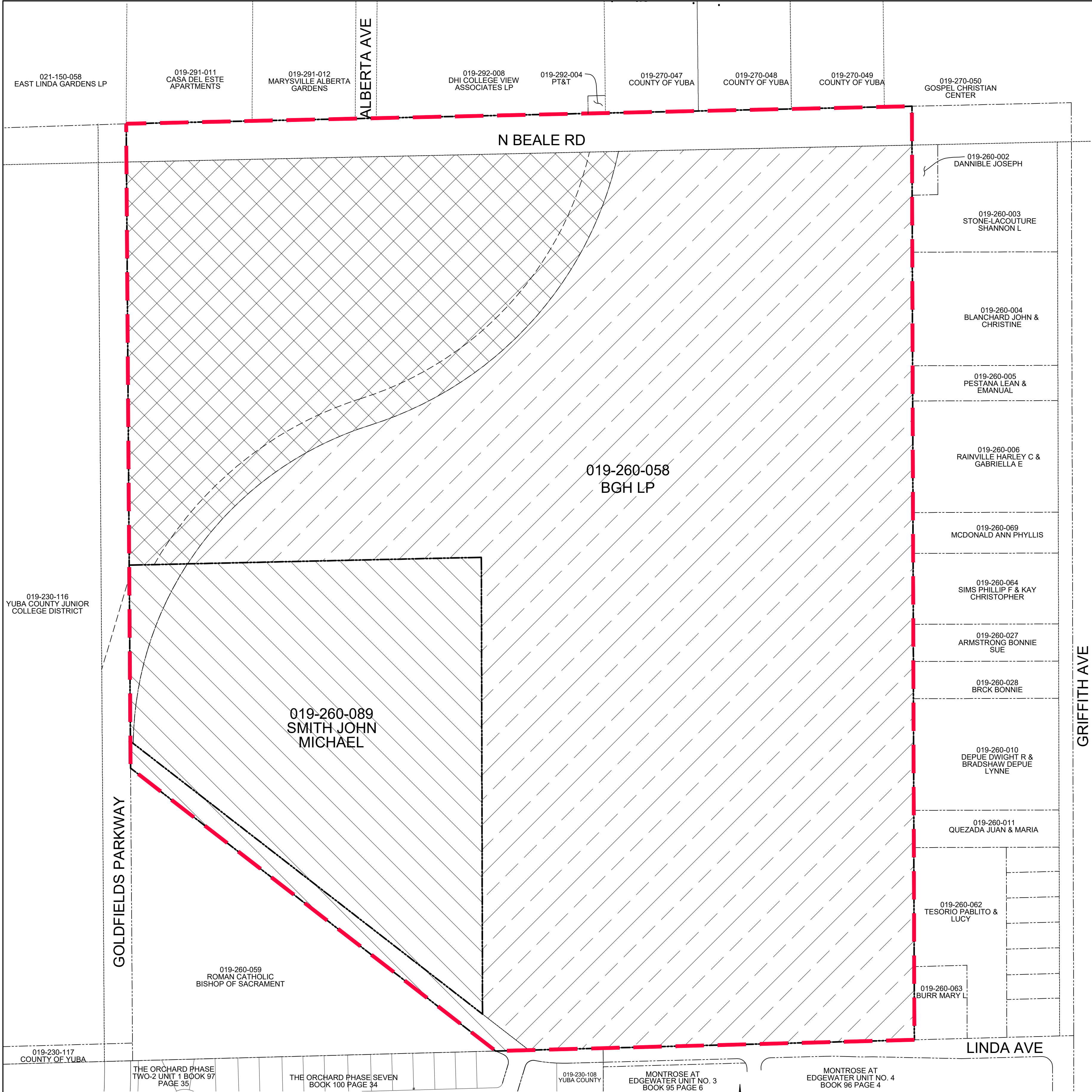
PARCEL 2 (APN 019-260-059):
PORTION OF THE NORTHEAST QUARTER OF SECTION 28, TOWNSHIP 15 NORTH, RANGE 4 EAST, M.D.B. & M., BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTH ONE-QUARTER CORNER OF SAID SECTION 28; THENCE SOUTH 00 DEGREE 06'54" EAST, ALONG THE LINE RUNNING NORTHERLY AND SOUTHERLY THROUGH THE CENTER OF SAID SECTION 28, A DISTANCE OF 1,253.54 FEET TO THE POINT OF BEGINNING OF THE PARCEL TO BE DESCRIBED HEREIN; THENCE FROM SAID TRUE POINT OF BEGINNING NORTH 88 DEGREE 59'39" EAST, PARALLEL WITH THE NORTH LINE OF THE NORTHWEST QUARTER OF SAID SECTION 28, A DISTANCE OF 1,000.00 FEET; THENCE SOUTH 00 DEGREE 05'39" WEST, PARALLEL WITH THE EAST LINE OF SAID SECTION 28, A DISTANCE OF 1,297.12 FEET TO THE NORTHERLY RIGHT OF WAY LINE OF A COUNTY ROAD, KNOWN LOCALLY AS LINDA ROAD; THENCE NORTH 51 DEGREE 58'11" WEST, ALONG THE SAID NORTHERLY RIGHT OF WAY LINE, A DISTANCE OF 1,265.38 FEET TO THE LINE RUNNING NORTHERLY AND SOUTHERLY THROUGH A CENTER OF SAID SECTION 28; THENCE NORTH 00 DEGREE 06'54" WEST, ALONG SAID LINE, A DISTANCE OF 500.00 FEET TO THE POINT OF BEGINNING.

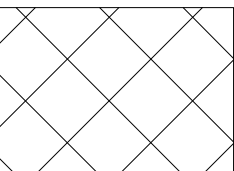
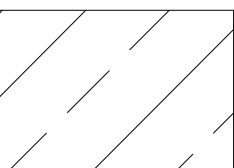
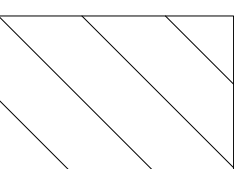
2 INDICATES PROPOSED PHASE

SURVEYORS STATEMENT:
I HEREBY STATE THAT ALL EASEMENTS OF RECORD ARE SHOWN AND LABELED PER PRELIMINARY TITLE REPORT BY PLACE TITLE COMPANY ORDER NUMBER 1201-31091 DATED MARCH XX, 20XX.

SEAN MINARD, P.E. 52593, P.L.S. 8397



LEGEND

-  EXISTING NEIGHBORHOOD MIXED USE DISTRICT (NMX) ZONE.
-  EXISTING SINGLE FAMILY RESIDENTIAL DISTRICT (RS) ZONE.
-  EXISTING MEDIUM DENSITY RESIDENTIAL DISTRICT (RM) ZONE.

EXISTING ZONING - GOLDFIELDS RANCH
FOR
LGI HOMES

BEING A PORTION OF THE NE QUARTER LYING NORTH AND EAST OF THE COUNTY ROAD IN SECTION 28, TOWNSHIP 15 NORTH, RANGE 4 EAST M.D.B. & M.



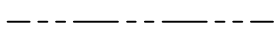
COUNTY OF YUBA
CALIFORNIA

SEPTEMBER 2021
SCALE: 1" = 150'

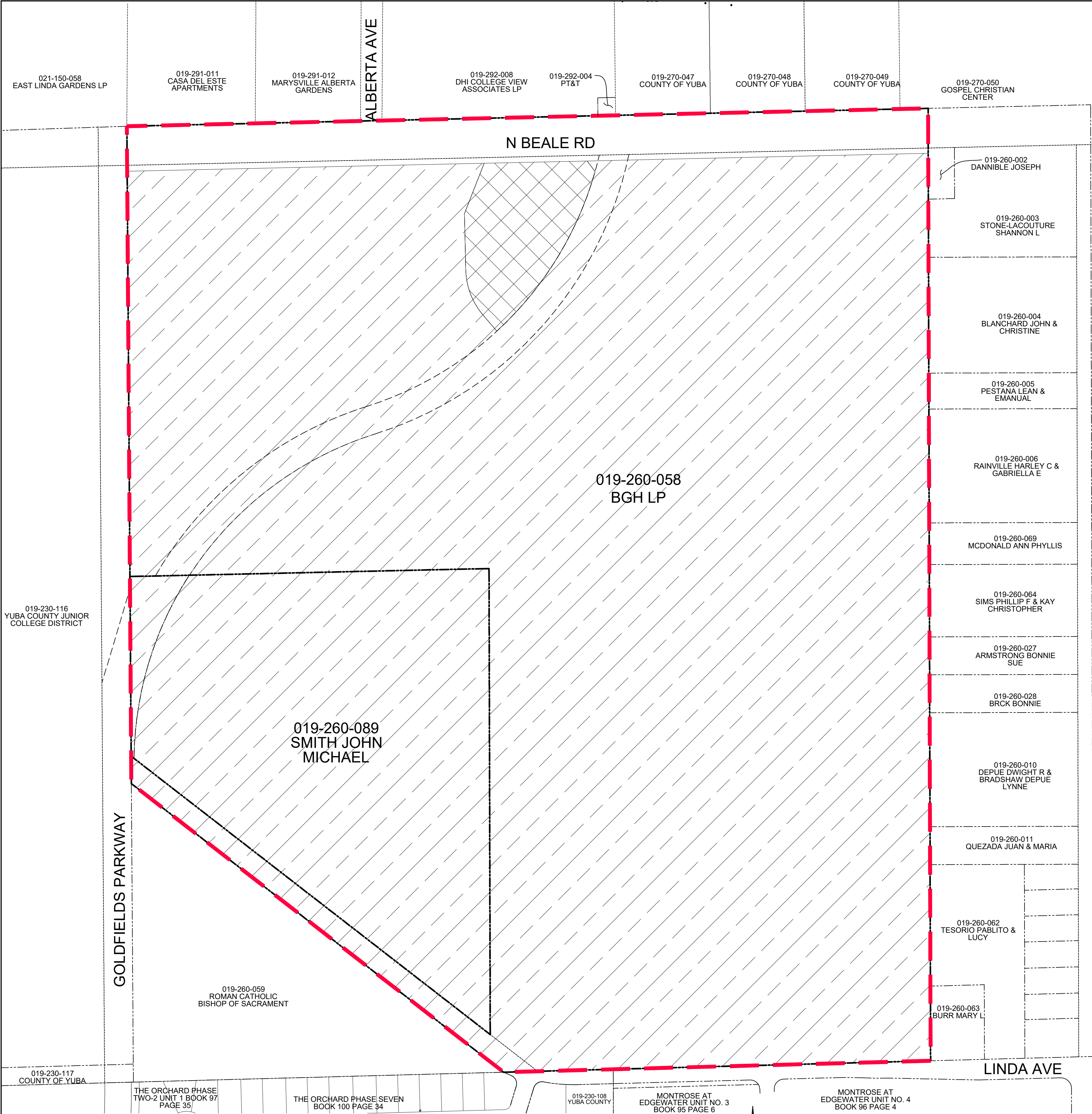
M.H.M.
ENGINEERS & SURVEYORS SINCE 1892

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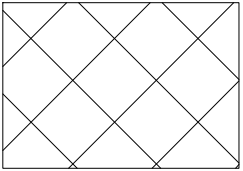
LINE TABLE

-  REZONING BOUNDARY
-  PROJECT PROPERTY LINES
-  EXISTING PROPERTY LINES

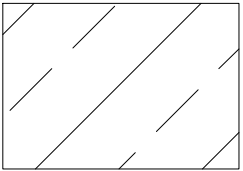




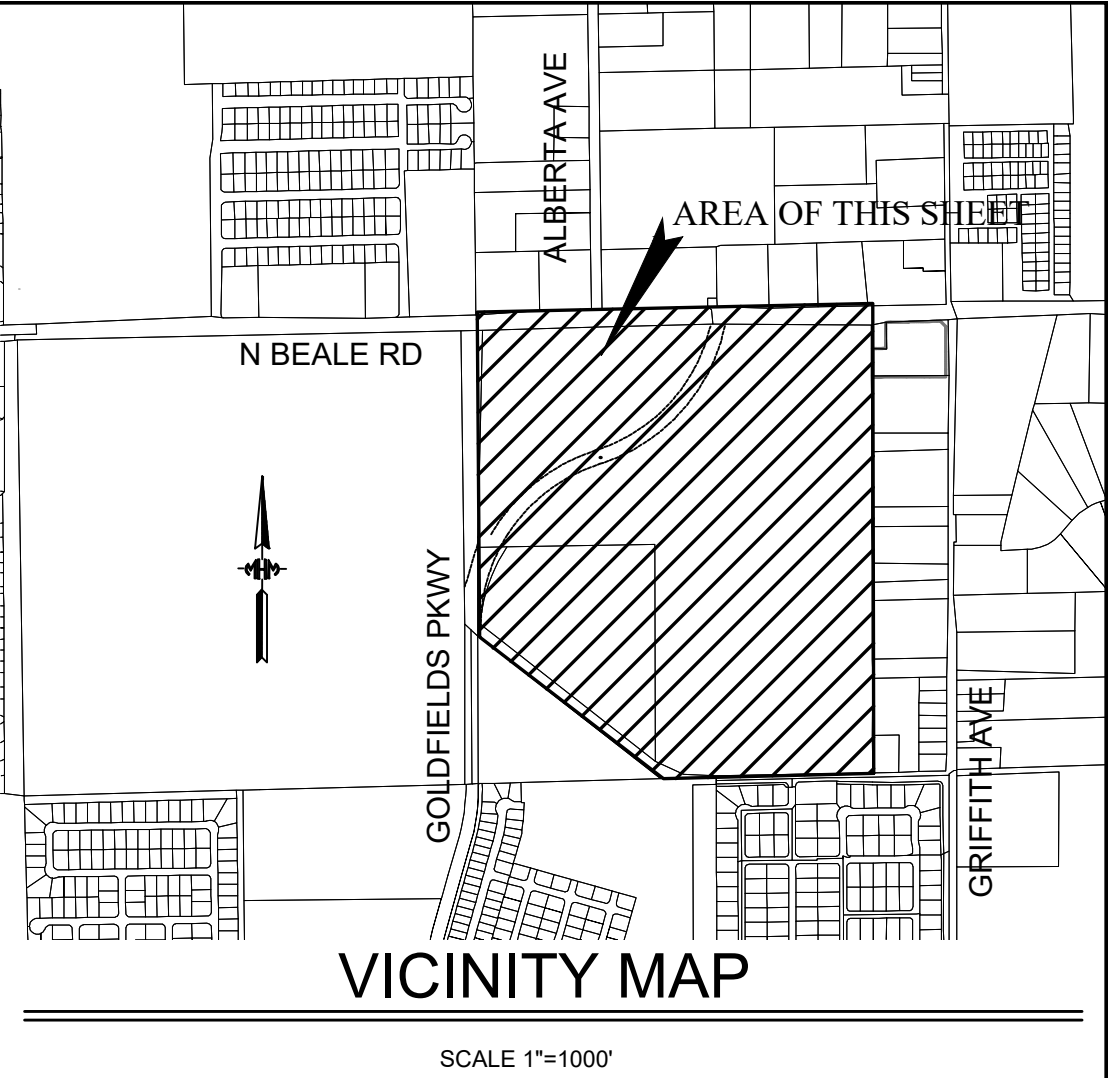
LEGEND



PROPOSED NEIGHBORHOOD MIXED USE
DISTRICT (NMX) ZONE.



PROPOSED SINGLE FAMILY RESIDENTIAL
DISTRICT (RS) ZONE.



SINGLE FAMILY RESIDENTIAL DISTRICT (RS)
YUBA COUNTY DEVELOPMENT CODE TABLE 11.07.030

- MINIMUM LOT AREA: 4,500 SF
- MINIMUM LOT WIDTH: 50 FEET
- *THE LOT WIDTH AT THE PRIMARY STREET FRONTAGE FOR CUL-DE-SAC, KNUCKLES, AND IRREGULAR SHAPED LOTS MAY BE REDUCED TO NO LESS THAN 35 FEET PROVIDED THE MINIMUM LOT WIDTH FOR THE ZONE DISTRICT IS MET AT THE FRONT YARD SETBACK LINE. FLAG LOTS SHALL ALSO MEET THE MINIMUM LOT WIDTH AT THE FRONT YARD SETBACK LINE.
- DENSITY MIN. (UNITS/ACRE) 3
- DENSITY MAX. (UNITS/ACRE) 8
- MAX. BUILDING HEIGHT (PRIMARY): 30 FEET
- MAX. BUILDING HEIGHT (ACCESSORY): 15 FEET
- FRONT SETBACK MIN.:
 - DETACHED SIDEWALK: 10 FEET FROM EDGE OF SIDEWALK
 - ATTACHED SIDEWALK: 15 FEET FROM EDGE OF SIDEWALK
 - NO SIDEWALK: 15 FEET FROM EDGE OF ULTIMATE RIGHT OF WAY AND 10 FEET FROM EDGE OF DRAINAGE DITCH IF PRESENT
- INTERIOR SIDE SETBACK MIN.: 5 FEET
- *INTERIOR SIDE YARDS, ATTACHED SINGLE-FAMILY DWELLINGS. REQUIRED SETBACKS APPLY TO THE ENDS OF ROWS OF ATTACHED SINGLE-FAMILY DWELLINGS.
- REAR PRIMARY SETBACK MIN.: 5 FEET
- REAR ACCESSORY SETBACK MIN.: 5 FEET
- GARAGE SETBACK MIN.: A MINIMUM 20 FT DRIVEWAY APRON SHALL BE PROVIDED FOR FRONT LOADED GARAGES

NEIGHBORHOOD MIXED USE DISTRICT (NMX)
YUBA COUNTY DEVELOPMENT CODE TABLE 11.08.030

- MINIMUM LOT AREA: 6,000 SF
- MINIMUM LOT WIDTH: 60 FEET
- MAX. FLOOR AREA RATIO (FAR): 1.0
- DENSITY: 3-20 OR 10-20
- *WHEN RESIDENTIAL USES ARE PART OF A MIXED USE PROJECT THE DENSITY RANGE IS 3-20 UNITS PER ACRE OF PORTION AFFECTED. RESIDENTIAL ONLY PROJECTS THE DENSITY RANGE IS 10-20 UNITS PER ACRE.
- MAX. BUILDING HEIGHT (PRIMARY) : 35 FEET
- FRONT SETBACK MIN.: 5 FEET, 10 FEET IF THERE IS NO SIDEWALK (C)
- INTERIOR SIDE SETBACK MIN. : 0 FEET, 5 FEET IF ADJACENT TO R DISTRICT (B)
- REAR SETBACK MIN.: 5 FEET, 10 FEET ADJACENT TO R DISTRICT (B)
- PARKING SETBACK FROM STREET PROPERTY LINE: 10 FEET (D)
- ACCESS LOCATION: SIDE STREET OR ALLEY WHEREVER POSSIBLE
- CURB CUTS: MINIMIZED AND IN AREA LEAST LIKELY TO IMPEDE PEDESTRIAN CIRCULATION
- LOADING/SERVICE AREA: SIDE OR REAR OF LOT
- MINIMUM RESIDENTIAL OPEN SPACES (SQUAREFEET PER UNIT): 100 (E)
- MINIMUM PUBLIC OPEN SPACE (% OF SITE): 10; APPLICABLE ONLY TO MIXED-USE AND NON-RESIDENTIAL DEVELOPMENT ON LOTS GREATER THAN 15,000 SQUARE FEET

NOTE: FOR LETTER REFERENCES SEE YUBA COUNTY DEVELOPMENT CODE TABLE 11.08.030 FOR NOTES

PROPOSED ZONING - GOLDFIELDS RANCH
FOR
LGI HOMES

BEING A PORTION OF THE NE QUARTER LYING NORTH AND EAST OF THE COUNTY
ROAD IN SECTION 28, TOWNSHIP 15 NORTH, RANGE 4 EAST M.D.B. & M.

COUNTY OF YUBA
CALIFORNIA

SEPTEMBER 2021
SCALE: 1" = 150'

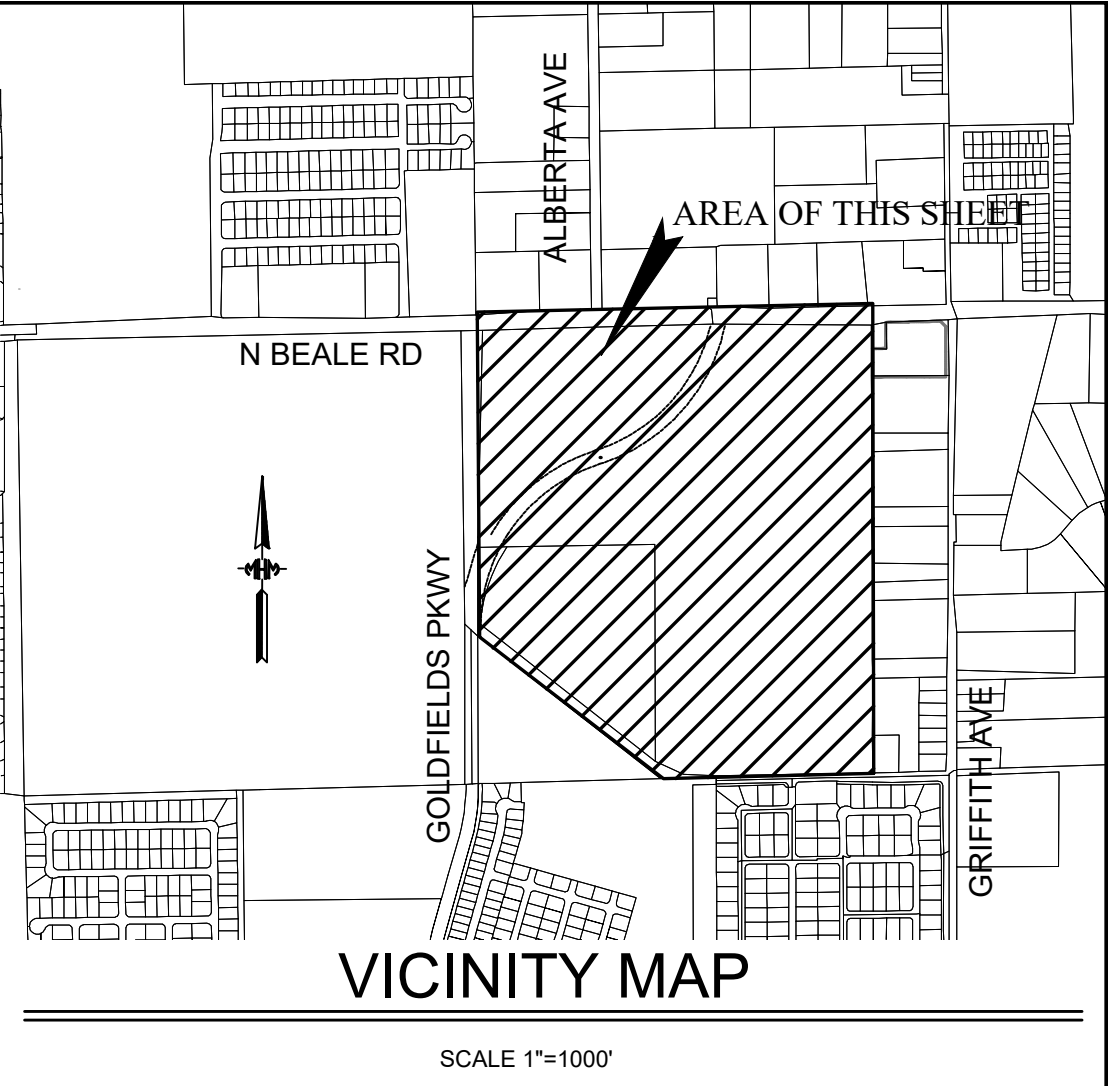
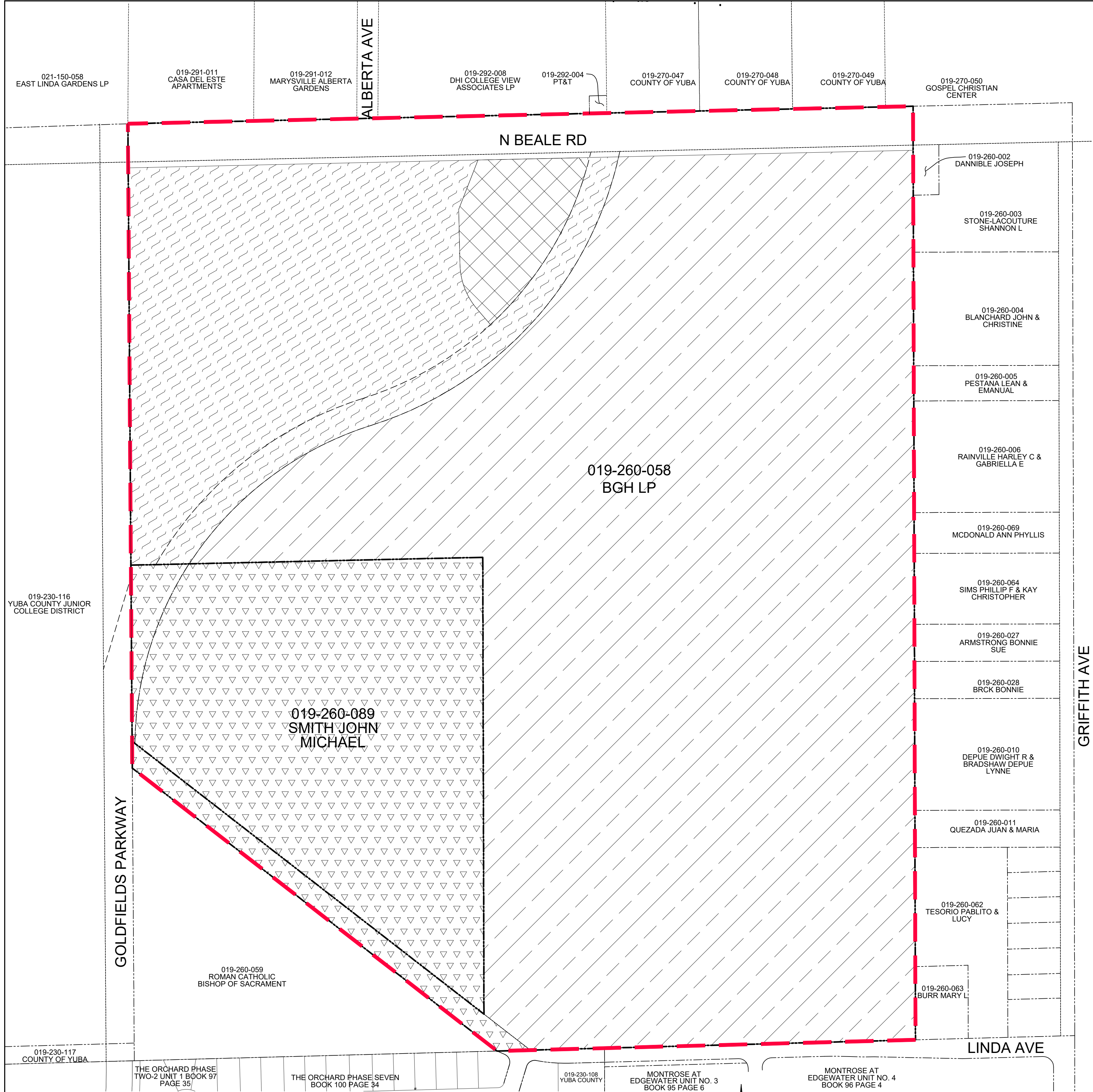


ENGINEERING-SURVEYING
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Ph: (530)742-6485/Fax(530)742-5639

LINE TABLE

- REZONING BOUNDARY
- PROJECT PROPERTY LINES
- EXISTING PROPERTY LINES





LEGEND

- EXISTING NEIGHBORHOOD MIXED USE DISTRICT (NMX) ZONE TO REMAIN NEIGHBORHOOD MIXED USE DISTRICT (NMX) ZONE.
- EXISTING NEIGHBORHOOD MIXED USE DISTRICT (NMX) ZONE TO BECOME SINGLE FAMILY RESIDENTIAL DISTRICT (RS) ZONE.
- EXISTING SINGLE FAMILY RESIDENTIAL DISTRICT (RS) ZONE TO REMAIN SINGLE FAMILY RESIDENTIAL DISTRICT (RS) ZONE.
- EXISTING MEDIUM DENSITY RESIDENTIAL DISTRICT (RM) ZONE TO BECOME SINGLE FAMILY RESIDENTIAL DISTRICT (RS) ZONE.

ZONING CHANGE - GOLDFIELDS RANCH
FOR
LGI HOMES

BEING A PORTION OF THE NE QUARTER LYING NORTH AND EAST OF THE COUNTY ROAD IN SECTION 28, TOWNSHIP 15 NORTH, RANGE 4 EAST M.D.B. & M.

COUNTY OF YUBA
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LINE TABLE

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- PROJECT PROPERTY LINES
- EXISTING PROPERTY LINES



Attachment 4
**DRAFT CONDITIONS OF APPROVAL
YUBA COUNTY PLANNING COMMISSION**

Applicant: LGI Homes
Owner: MDS Revocable Trust
APNs: 019-260-058 & 089

Case Number: TSTM 2021-0004 & CZ2021-0002
Public Hearing Date: October 20, 2021

ACTIONS FOR CONSIDERATION: Staff recommends the Planning Commission take the following actions:

- I. After review and consideration, staff has prepared an initial study for the project and subsequent Mitigated Negative Declaration and Mitigation Monitoring Plan pursuant to California Environmental Quality Act (CEQA) Section 15070 (b)(1) (DECISION TO PREPARE A NEGATIVE DECLARATION).
- II. Approve Tentative Subdivision Tract Map TSTM 2021-0004 and Change of Zone CZ2021-0002 subject to the conditions below, or as may be modified at the public hearing, making the findings made in the Staff Report, pursuant to County of Yuba Title XI Section 11.40.040.

GENERAL CONDITIONS:

- 1) Unless specifically provided otherwise herein or by law, each condition of these Conditions of Approval shall be completed to the satisfaction of the County prior to filing of the Final Map.
- 2) As a condition for project approval, Owner or an agent of Owner acceptable to County shall defend, indemnify, and hold harmless the County and its agents, officers, and employees from any claim, action, or proceeding, against the County or its agents, officers, and employees; including all costs, attorneys' fees, expenses, and liabilities incurred in the defense of such claim, action, or proceeding to attack, set aside, void or annul an approval by the County, Planning Commission, Development Review Committee, or other County advisory agency, appeal board, or legislative body concerning the conditional use permit. County shall promptly notify owner of any such claim, action, or proceeding and shall cooperate fully in the defense of said claim, action, or proceeding.
- 3) Owner(s), Owner's agent(s) or Applicant shall comply with all applicable federal, state, and local laws, ordinances, and regulations including the requirements provided by the Subdivision Map Act (Government Code Section 66410 and following) and Chapter 11.15 of the Yuba County Ordinance Code.
- 4) Unless specifically provided otherwise herein, all references to the Final Map, Final Maps, or to the Final Subdivision Map contained herein shall also mean a map or maps prepared for recordation of each phase of development if the project is to be phased.
- 5) Notwithstanding the provisions of any other of these Conditions of Approval, this map cannot be recorded until expiration of the 10-day appeal period which begins the day following the date of approval. The expiration date of the appeal period is November 1, 2021 at 5:00 p.m.
- 6) This tentative map shall expire 36 months from the effective date of approval unless extended pursuant to Chapter 11 of the Yuba County Ordinance Code.

Attachment 4
DRAFT CONDITIONS OF APPROVAL
YUBA COUNTY PLANNING COMMISSION

Applicant: LGI Homes
Owner: MDS Revocable Trust
APNs: 019-260-058 & 089

Case Number: TSTM 2021-0004 & CZ2021-0002
Public Hearing Date: October 20, 2021

- 7) Approval of the Tentative Subdivision Tract Map is contingent upon Board of Supervisor approval of the Change of Zone. The map cannot be recorded until after the Change of Zone has been effectuated.

PUBLIC WORKS DEPARTMENT:

- 8) The Public Works Director may reasonably modify any of the Public Works conditions contained herein. The required street widths as stated herein shall take precedence over those as shown on the tentative map.
- 9) Improvements required by the herein stated conditions due to health, safety, and any required mitigating measure shall be completed prior to recording the Final Map.
- 10) Owner shall dedicate to the County of Yuba sufficient right-of-way in fee simple strips of land 48 feet in width, including the area within knuckles and intersection return curves, for the interior streets as shown on the Tentative Tract Map. The right-of-way line shall be located 0.50 foot behind the back of the (future) sidewalk. Corner radii shall be dedicated in accordance with Yuba County standards.
- 11) Owner shall provide and offer to dedicate to the County of Yuba a 10-foot easement for public services along the interior street frontage of this property measured from a point 0.50-foot from the back of the (future) sidewalk.
- 12) Road construction for the interior streets as shown on the tentative map shall meet the requirements for an Urban Residential (Local) Road in conformance with the Yuba County Standard (Drawing No. 101) or as modified by the Public Works Director. Such standard includes curbs, gutters, with an attached sidewalk.
- 13) Owner shall dedicate to the County of Yuba sufficient right-of-way in fee simple a strip of land 132 feet in width, for the Goldfields Parkway as shown on the Tentative Tract Map. The right-of-way line shall be located at the back of the (future) masonry wall.
- 14) Road construction for Goldfields Parkway as shown on the tentative map shall meet the requirements for an Urban Arterial (Major) Road in conformance with the Yuba County Standard (Drawing No. 103) or as modified by the Public Works Director. Such standard includes a median, curbs, gutters, detached sidewalks, landscape strips and masonry walls.
- 15) Owner shall dedicate to the County of Yuba sufficient right-of-way in fee simple to provide a 66-foot strip of land adjoining the centerline of North Beale Road lying within the bounds of this property. The right-of-way line shall be located at the back of the (future) masonry wall.
- 16) Road construction for North Beale Road as shown on the tentative map shall meet the half width requirements for an Urban Arterial (Major) Road in conformance with the Yuba County

Attachment 4
DRAFT CONDITIONS OF APPROVAL
YUBA COUNTY PLANNING COMMISSION

Applicant: LGI Homes
Owner: MDS Revocable Trust
APNs: 019-260-058 & 089

Case Number: TSTM 2021-0004 & CZ2021-0002
Public Hearing Date: October 20, 2021

Standard (Drawing No. 103) or as modified by the Public Works Director. Such standard includes a median, curb, gutter, detached sidewalk, landscape strip and a masonry wall.

- 17) East of the intersection of Linda Avenue and proposed “Gold Ranch Way” as shown on the tentative map, owner shall dedicate to the County of Yuba sufficient right-of-way in fee simple to provide a 24-foot strip of land adjoining the centerline of Linda Avenue lying within the bounds of this property. The right-of-way line shall be located 0.50 foot behind the back of the (future) sidewalk. Owner shall provide and offer to dedicate to the County of Yuba a 10-foot easement for public services northerly of and coincident with this 24-foot right-of-way.
- 18) Road construction for Linda Avenue, east of the intersection with proposed “Gold Ranch Way” as shown on the tentative map shall meet the half-width requirements for an Urban Residential (Local) Road in conformance with the Yuba County Standard (Drawing No. 101) or as modified by the Public Works Director. Such standard includes curbs, gutters, with an attached sidewalk.
- 19) West of the intersection of Linda Avenue and proposed “Gold Ranch Way” as shown on the tentative map, owner shall dedicate to the County of Yuba sufficient right-of-way in fee simple to provide a 27-foot strip of land adjoining the centerline of Linda Avenue lying within the bounds of this property. The right-of-way line shall be located 0.50 foot behind the back of the (future) curb. Owner shall provide and offer to dedicate to the County of Yuba a 22-foot easement for public services northerly of and coincident with this 27-foot right-of-way.
- 20) Road construction for Linda Avenue, west of the intersection with proposed “Gold Ranch Way” as shown on the tentative map shall meet the requirements for an Urban Residential (Local) Road in conformance with the Yuba County Standard (Drawing No. 101), with an additional 7 feet of paved surface per half width to include sufficient area for on-street parking (24-foot pavement width instead of the 17-foot width as shown on standard drawing 101). For the northerly half-width, such standard includes curb, gutter, landscape strip, and a detached sidewalk. For the southerly half-width, construction shall include the paved section only; the curbs, gutters, landscape strip and detached sidewalk for the southerly half-width will not be required for this project.
- 21) Owner shall be responsible for the construction the drainage canal as shown on the tentative map in Lots A through D. Owner shall dedicate to the County of Yuba in fee simple parcels shown as Lots A though D on the tentative map.
- 22) Owner shall dedicate to the County of Yuba in fee simple Lot E as shown on the tentative map to be used for a public park (Gold Park per the tentative map). Park improvements shall be constructed or bonded for prior to the filing of the final map.
- 23) Owner shall warranty all improvements required by these Conditions of Approval for a period of 12 months from the time the improvements are accepted by the Public Works Department and a Notice of Completion is recorded.

Attachment 4
DRAFT CONDITIONS OF APPROVAL
YUBA COUNTY PLANNING COMMISSION

Applicant: LGI Homes
Owner: MDS Revocable Trust
APNs: 019-260-058 & 089

Case Number: TSTM 2021-0004 & CZ2021-0002
Public Hearing Date: October 20, 2021

- 24) Owner shall provide a one-year warranty bond for all street and drainage improvements required by these conditions of approval. The warranty bond period will commence after the Notice of Completion is recorded.
- 25) Owner shall provide a streetlight plan to be approved by the Public Works Department. Streetlights shall be LED type models and be maintained by Pacific Gas & Electric (PG&E). Owner shall maintain all streetlights until accepted by the Public Works Department. Prior to map recordation the Owner shall pay the County for two (2) years of service for the streetlights in accordance with rates (LS1-E) set by PG&E.
- 26) Improvement plans, prepared in compliance with Sections 3 and 7 of the Yuba County Standards shall be submitted to and approved by the Public Works Department prior to any construction. The initial submittal shall also include the necessary calculations for all improvements and associated drainage facilities along with the appropriate plan checking fees based upon a preliminary engineer's estimate. The engineer's estimate shall include estimated costs for the construction of the road and drainage improvements, landscaping requirements (if any), and construction staking. Such approvals shall include the alignment and grades of roads and drainage facilities.
- 27) All road and drainage construction required by these conditions of approval shall be inspected in compliance with Section 4 of the Yuba County Standards and approved by the Yuba County Department of Public Works. Owner's contractor shall meet on-site with the Public Works Department representative prior to the commencement of work to discuss the various aspects of the project.
- 28) Owner shall submit a Preliminary Soils Report prepared by a registered civil engineer and based upon adequate test borings to the Public Works Department for review in compliance with section 66490 of the Subdivision Map Act. Should such preliminary soils report indicate the presence of critically expansive soils or other soils problems which, if not corrected, would lead to structural defects, a soils investigation of each lot in the subdivision may be required by the decision-making authority (section 11.40.040 (G) of Yuba County Ordinance Code).
- 29) Any improvement work within the County right-of-ways for roadway connections and/or road widening or other improvements shall be accomplished under an encroachment permit issued by the Public Works Department. Improvement plans and associated checking and inspection fees shall be submitted to the Public Works Department for review and approval before any construction will be permitted within the County right-of-way.
- 30) Owner shall submit a drainage plan to provide for on-site and off-site storm water drainage for the project, designed by a registered civil engineer, to the Public Works Department for review and approval, prior to any construction. The drainage design for the project shall result in a zero percent increase in the storm water discharge from the project compared to the pre-development state using a 100-year storm event peak discharge. Owner shall construct such

Attachment 4
**DRAFT CONDITIONS OF APPROVAL
YUBA COUNTY PLANNING COMMISSION**

Applicant: LGI Homes
Owner: MDS Revocable Trust
APNs: 019-260-058 & 089

Case Number: TSTM 2021-0004 & CZ2021-0002
Public Hearing Date: October 20, 2021

approved drainage facilities in order to provide drainage from access roads and lots to acceptable natural drainage courses.

- 31) Prior to the approval of any grading permit or improvement plans, owner must submit documentation demonstrating that all necessary permits and approvals have been obtained, which may include: a 404 permit from Army Corps of Engineers; including Section 7 consultation with the U.S. Fish and Wildlife Service, 401 certification from the Regional Water Quality Control Board, 2081/1602 permit, as necessary, from the California Department of Fish and Wildlife, and pre-construction surveys for special status species.
- 32) Whenever construction or grading activities will disrupt an area of 1 acre or more of soil or is less than 1 acre but is associated with a larger common plan of development, it is required to obtain a National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction Activities, NPDES No. CAS000004, Order No. 2013-0001-DWQ. Coverage under the General Permit must be obtained prior to any construction. More info may be found: <http://www.swrcb.ca.gov/stormwtr/construction.html>. Owner must obtain an approved and signed Notice of Intent (NOI) from the Regional Water Quality Control Board (RWQCB), a Waste Discharge Identification (WDID) number and a Storm Water Pollution Prevention Plan (SWPPP), as described by either the RWQCB or the State Water Regional Control Board (SWRCB). The SWPPP shall describe and identify the use of Storm Water Best Management Practices (BMP's) and must be reviewed by the Yuba County Public Works Department prior to the Department's approval of Improvement Plans or issuance of a Grading Permit for the project. See Yuba County's Storm water Regulations for Construction Activities Procedures for details. According to state law it is the responsibility of the property owner that the SWPPP is kept up to date to reflect changes in site conditions and is available on the project site at all times for review by local and state inspectors. Erosion and sediment control measures, non-storm water and material management measures, and post-construction storm water management measures for this project shall be in substantial compliance with the SWPPP.
- 33) Owner shall submit an erosion and sediment control plan for the project, designed by a registered civil engineer, to the Department of Public Works for review and approval prior to each phase of construction and/or grading permit. Erosion and sediment control measures shall conform to Section 11 of the Yuba County Improvement Standards and all Yuba County Ordinance Codes. Owner shall implement such erosion and sediment control measures as per the approved plan prior to construction or grading.
- 34) Strict control over dust problems created during construction shall be adhered to with regard to surrounding properties and public facilities. The construction specifications and/or improvement plans shall have items reflecting dust control measures in detail and shall be approved by the Public Works Department.
- 35) Owner shall pay an in-lieu fee for parkland dedication per Yuba County Development Code §11.45.060 prior to filing the final map with credit provided for any parkland dedication.

**DRAFT CONDITIONS OF APPROVAL
YUBA COUNTY PLANNING COMMISSION**

Applicant: LGI Homes

Case Number: TSTM 2021-0004 & CZ2021-0002

Owner: MDS Revocable Trust

Public Hearing Date: October 20, 2021

APNs: 019-260-058 & 089

- 36) Owner shall be responsible for giving sixty (60) day's notice to the appropriate public utilities, PG&E, AT&T, Comcast, etc., prior to any new construction or development of this project.
- 37) Owner shall name the access road in a manner determined by Chapter 9.70 of the Yuba County Ordinance Code and be approved by the Address Coordinator at the Department of Public Works.
- 38) Owner shall provide all necessary street signs and pavement markings, including, but not limited to, street name signs, stop signs, speed limit signs, stop legends, limit lines, and crosswalks, as required by the Public Works Department.
- 39) Owner shall provide a concrete base or bases for the placement of a centralized mail delivery unit or units within the subdivision as directed by the United States Postal Service. Specifications and location(s) of such base(s) shall be determined pursuant to the applicable requirements of the Postal Service and the Yuba County Department of Public Works, with due consideration for streetlight location, traffic safety, security and consumer convenience. Such base(s) shall be located within a Public Service Easement. Owner shall provide a letter from the Postal Service to the County Surveyor stating that the location of the centralized mail delivery unit or units comply with their requirements and that they have no objection to the filing of the final map.
- 40) Owner shall provide public service easements as necessary for any existing overhead or underground utilities, sewer lines, waterlines, etc. which may provide service to any or all of the lots being created by this final map. Such easements shall have a minimum width of 10 feet or larger as may be required by the service provider and shall be clearly identified by metes and bounds on the final map. Any relocation or rearrangement of the public service provider's facilities to accommodate this project shall be at the Owner's expense.
- 41) Owner shall be required to pay all taxes, past and current, including those amounts levied as of January 1, but not yet billed, on the property prior to filing the Final Map.
- 42) Owner shall submit a current Preliminary Title Report or Subdivision Map Guarantee, in favor of Yuba County, two (2) check prints of the Final Map, calculations, supporting documentation and map checking fees to the County Surveyor, Department of Public Works for checking, approval and filing of the Final Map. An updated Subdivision Map Guarantee shall be provided 1 week prior to filing the final map with the Yuba County Recorder.
- 43) Owner shall petition to be assessed for County Service Area 70 (CSA 70) prior to filing the Final Map.
- 44) Owner shall petition to be assessed for zone of benefit C for County Service Area 52 (CSA 52C) or the purpose of receiving extended services provided by the CSA, such as fire protection services, local park, recreation or parkway facilities and services, and miscellaneous extended services including street and highway sweeping, street and highway lighting, landscape

Attachment 4
**DRAFT CONDITIONS OF APPROVAL
YUBA COUNTY PLANNING COMMISSION**

Applicant: LGI Homes
Owner: MDS Revocable Trust
APNs: 019-260-058 & 089

Case Number: TSTM 2021-0004 & CZ2021-0002
Public Hearing Date: October 20, 2021

maintenance, park and open space maintenance, drainage system maintenance, fire services, and emergency services; prior to filing the Final Map.

- 45) Owner shall have the property surveyed and have corner monuments placed at all lot corners in conformance with requirements of the County Surveyor, chapter 11.41 of the Yuba County Ordinance Code and the California Subdivision Map Act (Government Code section 66410 and following).
- 46) Prior to commencing performance of any public improvement or facility to be dedicated to County, and subject to approval by the Public Works Department, Owner shall acquire and present proof of general and automobile liability and Workers Compensation and Employers Liability insurance. Such general and automobile liability insurance shall name the County and its agents as additional insured.
- 47) All easements of record that affect this property are to be shown on the Final Map.
- 48) Prior to submitting the final map to the Recorder's Office for filing, all outstanding County fees due to the Community Development and Services Agency departments shall be paid in full.
- 49) Prior to filing the Final Map, written approvals shall be submitted to the County Surveyor from all of the appropriate utility service providers that their requirements have been met and that financial arrangements have been made to insure their facilities will be installed and that they are satisfied with the public utility easements as shown on the Final Map.
- 50) Owner shall submit a copy of the final map for review by the Planning Department for conformance with the Department's conditions of approval, mitigation measures or other requirements. Before the final map can be filed with the Yuba County Recorder, a statement from the Planning Director which states that the final map is found to be in conformity with the Department's conditions of approval, mitigation measures and requirements shall be received by the County Surveyor.
- 51) Owner shall submit a copy of the final map for review by the Environmental Health Department for conformance with the Department's conditions of approval and other requirements. Before the final map can be filed with the Yuba County Recorder, a statement from the Environmental Health Department Director which states that the final map has been found to be in conformity with the Environmental Health Department conditions and requirements and that it is in conformance with the requirements of Chapter 7.07 of the Yuba County Ordinance Code shall be received by the County Surveyor.
- 52) Owner shall submit a copy of the final map to the Linda County Water District (LCWD) for review to determine conformance with the LCWD requirements. Before the final map can be filed with the Yuba County Recorder, a letter or email from the Linda County Water District is to be submitted to the County Surveyor which states that the LCWS requirements have been

Attachment 4
**DRAFT CONDITIONS OF APPROVAL
YUBA COUNTY PLANNING COMMISSION**

Applicant: LGI Homes
Owner: MDS Revocable Trust
APNs: 019-260-058 & 089

Case Number: TSTM 2021-0004 & CZ2021-0002
Public Hearing Date: October 20, 2021

met and that any public service easements as may be shown on the final map are satisfactory and that there are no objections to filing the final map.

- 53) Owner shall submit a copy of the final map to the Linda Fire Protection District (LFPD) for review to determine conformance with the District's requirements. Before the final map can be filed with the Yuba County Recorder, a letter or email from the Linda Fire Protection District is to be submitted to the County Surveyor which states that the District's requirements have been met and that there are no objections to filing the final map.
- 54) Owner shall submit a copy of the final map to the Reclamation District No. 784 (RD 784) for review to determine conformance with the District's requirements. Before the final map can be filed with the Yuba County Recorder, a letter or email from Reclamation District No. 784 shall be submitted to the County Surveyor which states that the District's requirements have been met and that there are no objections to filing the final map.
- 55) Road construction for Goldfields Parkway from Linda Avenue to the northern boundary of "The Orchard" subdivision (approximately 900 feet total road length) shall meet the paving requirements for an Urban Arterial (Major) Road in conformance with the Yuba County Standard (Drawing No. 103) or as modified by the Public Works Director. Such standard includes the paved section only, with shoulders of sufficient width to support the paved section. Owner shall receive credits towards the countywide traffic impact fees as reimbursement for their construction cost.

ENVIRONMENTAL HEALTH DEPARTMENT:

- 56) Owner shall connect parcel(s) 1-499 to Linda County Water District for water and sewer services and facilities prior to building permit final inspection for occupancy.
- 57) Owner shall submit to Environmental Health a "Will Serve" letter from Linda County Water District for water and sewer services and facilities for parcel(s) 1-499.
- 58) All abandoned, wrecked, dismantled, or inoperative vehicles, machines, and equipment shall be removed by Owner from the subject site.
- 59) All existing trash and debris shall be removed from the subject site.
- 60) All abandoned or inactive wells on the subject site shall be destroyed or maintained in accordance with the "Water Well Standards: State of California, Bulletin 74-81".
- 61) All abandoned septic tanks on the subject site shall be destroyed in accordance with the requirements of Yuba County Environmental Health Department.

Attachment 4
DRAFT CONDITIONS OF APPROVAL
YUBA COUNTY PLANNING COMMISSION

Applicant: LGI Homes
Owner: MDS Revocable Trust
APNs: 019-260-058 & 089

Case Number: TSTM 2021-0004 & CZ2021-0002
Public Hearing Date: October 20, 2021

BUILDING DEPARTMENT:

- 62) All improvements to the parcels shall require permits from the appropriate agency and jurisdiction and shall be in compliance with all local and state regulations.

LINDA FIRE PROTECTION DISTRICT:

- 63) The project proponent shall meet all hydrant requirements of the district.
- 64) The project proponent shall meet all fire apparatus access requirements of the current fire code.
- 65) Owner shall design and construct all fire suppression facilities in conformance with the requirements of the Linda Fire Protection District and the current California Fire Code.

PLANNING DEPARTMENT

- 66) Lot design on the Final Subdivision Map shall be in conformance with the approved Tentative Map as filed with the Community Development Department. The Community Development Director may approve minor modifications to the final configuration; however, the number of lots shall not exceed that shown on the approved tentative map.
- 67) Satisfy the Mitigation Monitoring Plan for the project in accordance with the California Environmental Quality Act.
- 68) Any relocation or arrangement of any existing PG&E facilities to accommodate this project will be at the developers/applicants expense or as agreed by PG&E. There shall be no building of structures allowed under or over any PG&E easements that exist within the subject area.
- 69) Owner shall meet all requirements of the Feather River Air Quality Management District during any project related construction.
- 70) Should any prehistoric or historic artifacts, including human remains be exposed during construction and excavation operations, work shall cease and the Community Development & Services Agency shall be immediately notified and will ensure adherence to CEQA Guideline Section 15064.5(e). If apparent human remains are exposed, the County Coroner shall be consulted to determine whether any such materials require special treatment prior to resuming construction.
- 71) Prior to Final Map recordation, the applicants shall amend the Final Map to reflect Lots F and G are absorbed into the surrounding residential lots with a small portion carved out for utility facilities.
- 72) Prior to Final Map recordation, the project area shall be annexed into the Linda County Water District (LCWD).

Attachment 4
DRAFT CONDITIONS OF APPROVAL
YUBA COUNTY PLANNING COMMISSION

Applicant: LGI Homes
Owner: MDS Revocable Trust
APNs: 019-260-058 & 089


Case Number: TSTM 2021-0004 & CZ2021-0002
Public Hearing Date: October 20, 2021

- 73) Prior to the issuance of any building final occupancy permits, the project shall comply with the Noise and Vibration Section from Yuba County General Plan Chapter 6, Public Health and Safety.

A handwritten signature in blue ink, appearing to read "Ciara Fisher", is written over a horizontal line.

Ciara Fisher
Planner II

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

	<p>INITIAL STUDY/ MITIGATED NEGATIVE DECLARATION TSTM2021-0004 and CZ2021-0002 (Goldfields Ranch)</p>
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Project Title: Tentative Subdivision Tract Map TSTM 2021-0004 and Change of Zone CZ2021-0002 (Goldfields Ranch)

Lead Agency Name and Address: County of Yuba
Planning Department
915 8th Street, Suite 123
Marysville, CA 95901

Project Location: Assessor's Parcel Numbers : 019-260-058 & 089

Applicant/Owner: LGI Homes
2251 Douglas Blvd., Suite 110
Roseville, CA 95661

General Plan Designation(s): Valley Neighborhood

Zoning: "RS" Single Family Residential, "RM" Medium Density Residential, & "NMX" Neighborhood Mixed Use

Contact Person: Ciara Fisher, Planner II

Phone Number: (530) 749-5470

Date Prepared September 2021

Project Description

The project consists of a tentative subdivision tract map that would create 499 residential lots on 94.06 acres, a commercial lot on 2.63 acres, a park on 4.2 acres, a canal on 10.88 acres, and two semi-public lots on 0.46 acres for a total area of 122.07 acres. The project also includes a Change of Zone for 119.44 acres into Single Family Residential "RS" and for the 2.63 acre commercial lot to remain Neighborhood Mixed Use "NMX". The project area is defined as two Yuba County Assessor's Parcel Numbers: APN 019-260-058 at 102.17-acres and APN 019-260-089 at 19.9-acres. The project site is located along Goldfields Parkway, directly to the south of North Beale Road, and to the north-east of Linda Ave, in the Linda Community (Figure 1 & 2). The 2030 General Plan designates the land use as Valley Neighborhood and the zoning is "RS" Single Family Residential, "RM" Medium Density Residential, and "NMX" Neighborhood Mixed Use. The Goldfields Ranch Subdivision proposes 499 residences on roughly 94-acres for a density of 5.31 dwelling units per acre. The "RS" zoning allows a density on the site of 3 to 8 units per care.

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

The property is currently undeveloped and vacant. Access is proposed on Linda Ave and Goldfields Parkway. There are 21 new internal streets proposed: Armour Drive, Gold Strike Drive, Ophir Drive, Pleton Way, Dortmund Drive, Idaho Mine Way, Serpentine Way, Fleishacker Way, Essex Mine Way, Empire Mine Drive, Gold Country Drive, Hallid Way, Ghiradelli Drive, Gold Ranch Way, Sawhill Way, Hock Farm Way, Zellerbach Way, Pilot Hill Drive, Gold Hill Drive, and Pelton Court that will meet the 48 foot residential road width requirements. All roads will be required to be built to County Urban Local Road standards as a Condition of Approval of the map.

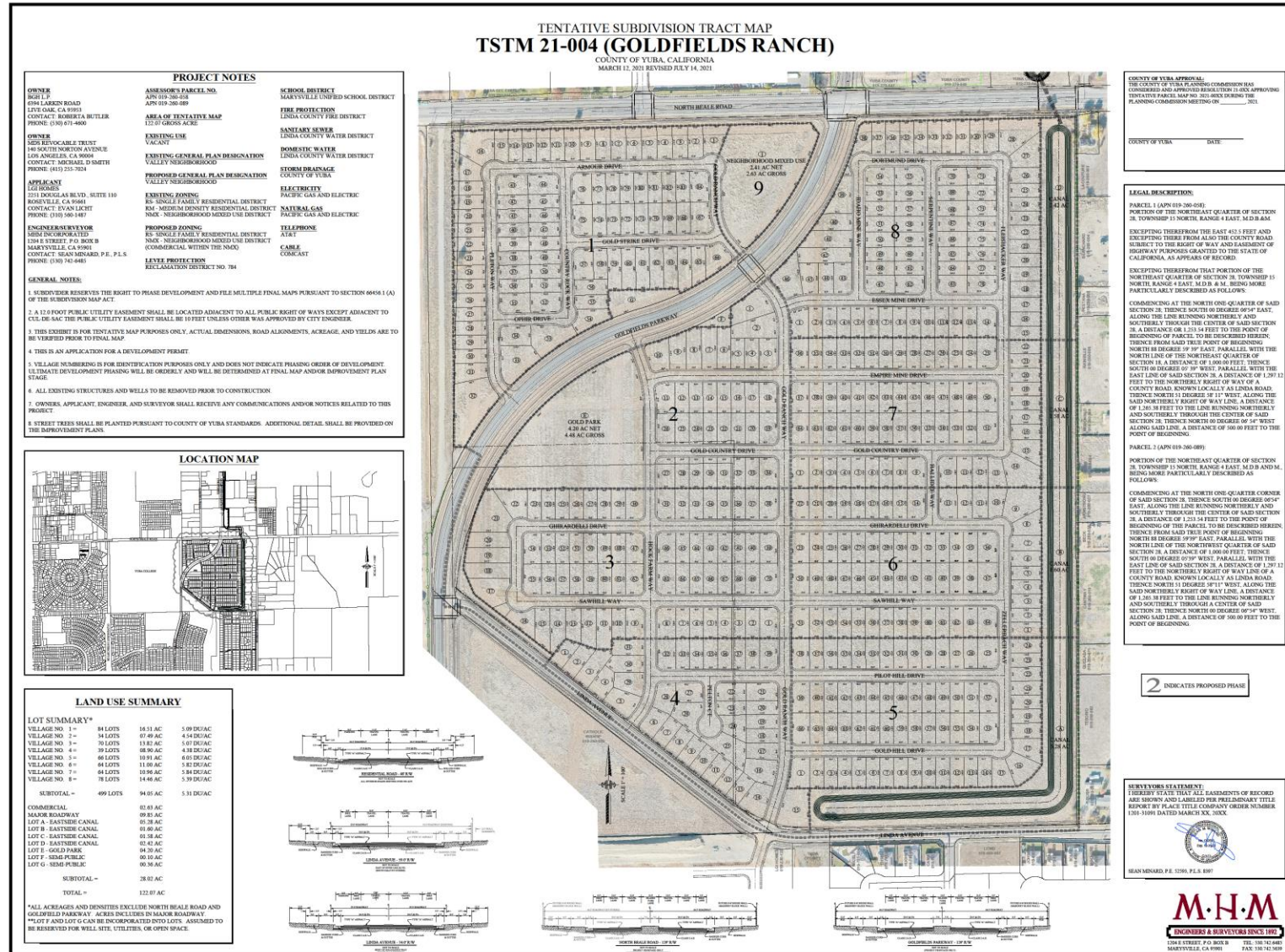
All proposed parcels will be required to connect to Linda County Water District (LCWD) for water and sewer services. The property is not currently within the jurisdiction of LCWD and will therefore be required to be annexed into the LCWD prior to Final Map recordation. Moreover, in order to provide water and wastewater needs for the subdivision, the LCWD is requiring the installation of a sewer and water line within the existing right of way of Goldfields Parkway, Linda Avenue, and a portion of North Beale Road. The Linda Fire Protection District will provide fire protection services.

Figure 1: Project Vicinity



INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Figure 2: Site Plan



INITIAL STUDY/MITIGATED NEGATIVE DECLARATION**Environmental Setting**

The project area consists of approximately 122-acres of land located immediately adjacent to the south side of North Beale Road, and immediately north and northeast of Linda Avenue, and bisected by Goldfields Parkway, a short distance east of Yuba Community College, within the community of Linda, Yuba County, California. Lands affected are located within the northeast quarter of Section 28, of Township 15 North, Range 4 East, as shown on the USGS Yuba City and Olivehurst, California, 7.5' Series quadrangles.

The project area consists of northern Sacramento Valley lands located approximately 2-miles southeast of the Yuba River, and approximately 2.5-miles east of the Feather River, within a basin that receives winter storm runoff from a significant watershed. The basin is formed in deep sediments of the Sacramento Valley, which in turn has been uplifted along its eastern margin where it interfaces with the lower foothills of the Sierra Nevada, and along its western margin where it interfaces with the Coast Range.

Topography within the APE is nearly vertical with an elevation averaging approximately 70- feet above sea level. The region is characterized by a Mediterranean climate, with cool, rainy winters and hot, dry summers. The average annual temperature for the project area ranges from 51-75°F, with the hottest temperatures occurring in July, reaching on average a maximum of 94°F. The average yearly rainfall totals for the area are approximately 19.37 inches, with the maximum annual precipitation occurring in January.

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

- Regional Water Quality Control Board (for grading over 1 acre in size)
- Yuba County Building Department (building, electrical and plumbing permits)
- Yuba County Public Works Department (roadways and other public improvements)
- Yuba County Environmental Health Department (well and septic improvements)
- Feather River Air Quality Management District (fugitive dust control plan)

Environmental Factors Potentially Affected:

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

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

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☒ I find that although the proposed project could have a significant effect on the environment there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A 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 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.

Planner's Signature
Ciara Fisher, Planner II

Date

Applicant's Signature
Brandon Chafey

Date

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

PURPOSE OF THIS INITIAL STUDY

This Initial Study has been prepared consistent with CEQA Guidelines Section 15063, to determine if the Tentative Subdivision Tract Map TSTM 2021-0004 and Change of Zone CZ2021-0002 (Goldfields Ranch), as proposed, may have a significant effect upon the environment. Based upon the findings contained within this report, the Initial Study will be used in support of the preparation of a Mitigated Negative Declaration.

EVALUATION OF ENVIRONMENTAL IMPACTS

- 1) 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 project-specific screening analysis).
- 2) All answers must take into account the whole action involved, including offsite as well as onsite, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced.
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c) (3) (D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, development code). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) The explanation of each issue should identify:
 - a) The significance criteria or threshold, if any, used to evaluate each question; and
 - b) The mitigation measure identified, if any, to reduce the impact to less than significance.

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

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

Discussion/Conclusion/Mitigation:

a) & b) The project area consists mainly of single family homes and a small portion of commercial mixed use. The project site provides no prominent views to or from adjacent residences, public roadways, or officially recognized scenic vistas. View sheds are primarily within the boundaries of the project; impacts to scenic resources and vistas would not be affected resulting in *less than significant impact*.

c) It is acknowledged that aesthetic impacts are subjective and may be perceived differently by various affected individuals. Nonetheless, given the urbanized environment in which the project is proposed, it is concluded that the project would not substantially degrade the visual character or quality of the project site or vicinity. A *less than significant impact* will result.

d) Outdoor lighting is proposed in conjunction with the residential use. General Plan policy 122-LUP directs new development to minimize light and glare through application of several measures, including careful siting of illumination on a parcel, screening or shielding of light at the source, use of vegetative screening, use of low intensity lighting, lighting controlled by timing devices or motion-activated lighting. To implement this policy, mitigation measure 1.1 is recommended for the project:

Mitigation Measure 1.1 Exterior Lighting

All exterior lighting shall be directed downwards and away from adjacent properties and rights of way. Lighting shall be shielded such that the element is not directly visible, and lighting shall not spill across property lines.

Implementation of the above mitigation measure would ensure that potential impacts from outdoor lighting would be reduced to a *less than significant level with mitigation incorporated*.

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

II. AGRICULTURE 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 (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

Would the project:		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b)	Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c)	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d)	Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion/Conclusion/Mitigation:

a) The Yuba County Important Farmland Map from 2016, prepared by the Department of Conservation's Farmland Mapping and Monitoring Program, classifies the project site as "Grazing Land" which is defined as land on which the existing vegetation is suited to the grazing of livestock. Common examples include historically used graze land and low density rural developments, such as the proposed project. Moreover, there will be no conversion of any protected agricultural lands such as Prime Farmland or Statewide Importance. Therefore, ***no impact*** to agricultural lands is anticipated.

b) The property will be zoned Single Family Residential "RS", which allows for low density residential uses and Neighborhood Mixed Use "NMX" which allows for a variety of mixed

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

commercial and residential uses. In addition, there is no Williamson Act contract for the subject property. The project would result in ***no impact*** to Williamson Act contracts or existing agricultural uses.

c) and d) The property is not zoned for or used as forestry land. The project would result in ***no impact***.

e) The project will not involve any changes to the existing environment which could result in the conversion of farmland to non-agricultural use or conversion of forest land to non-forest use as the property is not zoned for agricultural or forest land. The project would result in ***no impact***.

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION**III. AIR QUALITY**

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

Would the project:		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b)	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c)	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d)	Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e)	Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion/Conclusion/Mitigation:

a) – d) ECORP Consulting Inc. prepared an Air Quality Assessment for the project and below are the results of the study.

AIR QUALITY**Air Quality Setting**

Air quality in a region is determined by its topography, meteorology, and existing air pollutant sources. These factors are discussed below, along with the current regulatory structure that applies to the Northern Sacramento Valley Air Basin (NSVAB), which encompasses the Project site, pursuant to the regulatory authority of the Feather River Air Quality Management District (FRAQMD).

Ambient air quality is commonly characterized by climate conditions, the meteorological influences on air quality, and the quantity and type of pollutants released. The air basin is subject to a combination of topographical and climatic factors that reduce the potential for high levels of regional and local air pollutants. The following section describes the pertinent characteristics of the air basin and provides an overview of the physical conditions affecting pollutant dispersion in the Project area.

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION***Northern Sacramento Valley Air Basin***

The California Air Resources Board (CARB) divides the state into air basins that share similar meteorological and topographical features. The Project site lies within the NSVAB, which is comprised of nine air districts, including the FRAQMD. The NSVAB is bounded by the Coastal and Diablo mountain ranges on the west, the Sierra Nevada to the east, and the San Joaquin Valley to the south. These mountain ranges reach heights in excess of 6,000 feet above mean sea level, with individual peaks rising much higher. The mountains form a substantial physical barrier to locally created pollution as well as to pollution transported northward on prevailing winds from the Sacramento metropolitan area (Sacramento Valley Air Quality Engineering and Enforcement Professionals [SVAQEPP] 2018).

The environmental conditions of the County are conducive to potentially adverse air quality conditions. The basin area traps pollutants between two mountain ranges to the east and the west. This problem is exacerbated by a temperature inversion layer that traps air at lower levels below an overlying layer of warmer air. Prevailing winds in the area are generally from the south and southwest. Sea breezes flow over the San Francisco Bay Area and into the Sacramento Valley through the Carquinez Strait, transporting pollutants from the large urban areas. Growth and urbanization in the County have also contributed to an increase in emissions.

Criteria Air Pollutants

Criteria air pollutants are defined as those pollutants for which the federal and state governments have established air quality standards for outdoor or ambient concentrations to protect public health with a determined margin of safety. Ozone (O₃), coarse particulate matter (PM₁₀), and fine particulate matter (PM_{2.5}) are generally considered to be regional pollutants because they or their precursors affect air quality on a regional scale. Pollutants such as carbon monoxide (CO), nitrogen dioxide (NO₂), and sulfur dioxide (SO₂) are considered to be local pollutants because they tend to accumulate in the air locally. PM is also considered a local pollutant. Health effects commonly associated with criteria pollutants are summarized in Table 1.

Table 1. Criteria Air Pollutants- Summary of Common Sources and Effects		
Pollutant	Major Manmade Sources	Human Health & Welfare Effects
CO	An odorless, colorless gas formed when carbon in fuel is not burned completely; a component of motor vehicle exhaust.	Reduces the ability of blood to deliver oxygen to vital tissues, effecting the cardiovascular and nervous system. Impairs vision, causes dizziness, and can lead to unconsciousness or death.
NO ₂	A reddish-brown gas formed during fuel combustion for motor vehicles, energy utilities and industrial sources.	Respiratory irritant; aggravates lung and heart problems. Precursor to O ₃ and acid rain. Causes brown discoloration of the atmosphere.

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

O ₃	Formed by a chemical reaction between reactive organic gases (ROGs) and nitrous oxides (N ₂ O) in the presence of sunlight. Common sources of these precursor pollutants include motor vehicle exhaust, industrial emissions, solvents, paints and	Irritates and causes inflammation of the mucous membranes and lung airways; causes wheezing, coughing and pain when inhaling deeply; decreases lung capacity; aggravates lung and heart problems. Damages plants; reduces crop yield.
PM ₁₀ & PM _{2.5}	Power plants, steel mills, chemical plants, unpaved roads and parking lots, wood-burning stoves and fireplaces, automobiles and others.	Increased respiratory symptoms, such as irritation of the airways, coughing, or difficulty breathing; aggravated asthma; development of chronic bronchitis; irregular heartbeat; nonfatal heart attacks; and premature death in people with heart or lung disease. Impairs visibility (haze).
SO ₂	A colorless, nonflammable gas formed when fuel containing sulfur is burned. Examples are refineries, cement manufacturing, and locomotives.	Respiratory irritant. Aggravates lung and heart problems. Can damage crops and natural vegetation. Impairs visibility.

Source: California Air Pollution Control Officers Association (CAPCOA 2013)

Ambient Air Quality

Ambient air quality at the Project site can be inferred from ambient air quality measurements conducted at nearby air quality monitoring stations. CARB maintains more than 60 monitoring stations throughout California. The Yuba City air quality monitoring station (773 Almond Street Yuba City, California), located approximately 4.49 miles west of the Project site, is the closest monitoring station to the Project site and monitors concentrations of O₃, PM₁₀, and PM_{2.5}. This monitoring station monitors the pollutants in nonattainment of air quality standards in the Project region. Ambient emission concentrations will vary due to localized variations in emission sources and climate and should be considered “generally” representative of ambient concentrations in the Project area.

Table 2 summarizes the published data concerning O₃, PM₁₀ and PM_{2.5} for the Yuba City air quality monitoring station between 2017 and 2019 for each year that the monitoring data is provided. O₃, PM₁₀ and PM_{2.5} are the pollutant species most potently affecting the Project region.

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Table 2. Summary of Ambient Air Quality Data – Yuba City Monitoring Station			
Pollutant Standards	2017	2018	2019
O₃			
Max 1-hour concentration (ppm)	0.085	0.086	0.077
Max 8-hour concentration (ppm) (state/federal)	0.074 / 0.073	0.072 / 0.071	0.070 / 0.069
Number of days above 1-hour standard (state/federal)	0 / 0	0 / 0	0 / 0
Number of days above 8-hour standard (state/federal)	2 / 2	1 / 1	0 / 0
PM₁₀			
Max 24-hour concentration (µg/m ³) (state/federal)	145.5 / 145.0	339.6 / 318.6	81.9 / 80.5
Number of days above 24-hour standard (state/federal)	19.3 / 0	* / 8.0	27.0 / 0
PM_{2.5}			
Max 24-hour concentration (µg/m ³) (state/federal)	47.2 / 45.0	285.0 / 52.8	39.3 / 39.3
Number of days above federal 24-hour standard	2.4	8.4	2.0

Source: CARB 2020a

µg/m³ = micrograms per cubic meter; ppm = parts per million

* = Insufficient data available

The USEPA and CARB designate air basins or portions of air basins and counties as being in “attainment” or “nonattainment” for each of the criteria pollutants. Areas that do not meet the standards are classified as nonattainment areas. The National Ambient Air Quality Standards (NAAQS) (other than O₃, PM₁₀, PM_{2.5}, and those based on annual averages or arithmetic mean) are not to be exceeded more than once per year. The NAAQS for O₃, PM₁₀, and PM_{2.5} are based on statistical calculations over one- to three-year periods, depending on the pollutant. The California Ambient Air Quality Standards (CAAQS) are not to be exceeded during a three-year period. The attainment status for the County portion of the NSVAB is included in Table 3.

The determination of whether an area meets the state and federal standards is based on air quality monitoring data. As previously stated, some areas are unclassified, which means there is insufficient monitoring data for determining attainment or nonattainment. Unclassified areas are typically treated as being in attainment. Because the attainment/nonattainment designation is pollutant-specific, an area may be classified as nonattainment for one pollutant and attainment for another. Similarly, because the state and federal standards differ, an area could be classified as attainment for the federal standards of a pollutant and as nonattainment for the state standards of the same pollutant. The region is designated as a nonattainment area for the state O₃ and PM₁₀ standards (CARB 2019).

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Table 3. Attainment Status of Criteria Pollutants in the Yuba County Portion of the NSVAB

Pollutant	State Designation	Federal Designation
O ₃	Nonattainment	Unclassified/Attainment
PM ₁₀	Nonattainment	Unclassified
PM _{2.5}	Attainment	Unclassified/Attainment
CO	Unclassified	Unclassified/Attainment
NO ₂	Attainment	Unclassified/Attainment
SO ₂	Attainment	Unclassified/Attainment

Source: CARB 2019

Regulatory Framework

Local

Feather River Air Quality Management District

The Project site is located within the NSVAB, which is under the jurisdiction of the FRAQMD. The FRAQMD is designated by law to adopt and enforce regulations to achieve and maintain ambient air quality standards. The FRAQMD, along with other air districts in the NSVAB, has committed to jointly prepare and implement the 2018 AQAP for the purpose of achieving and maintaining healthful air quality throughout the air basin. In addition, the FRAQMD adopts and enforces controls on stationary sources of air pollutants through its permit and inspection programs.

The following is a list of noteworthy FRAQMD rules and regulations that are required of activities associated with the Proposed Project:

- **Regulation IV (Stationary Emission Sources Permit System and Registration)** – Requires that most projects using of equipment capable of releasing emissions to the atmosphere obtain permit(s) from FRAQMD prior to equipment operation. Specifically, portable construction equipment (e.g. generators, compressors, pile drivers, etc.) with an internal combustion engine over 50 horsepower are required to have a FRAQMD permit or a CARB portable equipment registration.
- **Rule 3.0 (Visible Emissions)** – As provided by Section 41701 of the California Health and Safety Code, a person shall not discharge into the atmosphere from any single source of emissions whatsoever, any air contaminants for a period or periods aggregating more than three minutes in any one hour which is:
 - a) As dark or darker in shade as that designated as No. 2 on the Ringlemann Chart, as published by the United States Bureau of Mines; or

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

- b) Of such opacity as to obscure an observer's view to a degree equal to or greater than does smoke described in Subsection 'a' above.
- **Rule 3.15 (Architectural Coatings)** – This rule aims to limit the quantity of VOCs in architectural coatings supplied, sold, offered for sale, applied, solicited for application, or manufactured for use within the District.
 - **Rule 3.16 (Fugitive Dust)** – This rule states that developers or contractors are required to control dust emissions from earth moving or any other construction-related activities to prevent airborne dust from leaving a project site. Developers and/or contractors must take every reasonable precaution not to cause or allow the emissions of fugitive dust from being airborne beyond the property line from which the emission originates, from any construction, handling or storage activity, or any wrecking, excavation, grading, clearing of land or solid waste disposal operation. Rule 3.16 is enforced through the requirement of preparation of a Fugitive Dust Control Plan, which identifies the dust suppression measures to be employed. Reasonable precautions shall include, but are not limited to
 1. use, where possible, of water or chemicals for control of dust in the demolition of existing buildings or structures, construction operations, construction of roadways, or the clearing of land;
 2. application of asphalt, oil, water, or suitable chemical on dirt roads, material stockpiles, and other surfaces which can give rise to airborne dusts;
 3. other means approved by FRAQMD.
 - **Rule 4.1 (Permit Requirements)** – Any person operating an article, machine, equipment, or other contrivance, the use of which may cause, eliminate, reduce, or control the issuance of air contaminants, shall first obtain a written permit from FRAQMD.
 - **California Health and Safety Code (HSC) section 41700** – Except as otherwise provided in Section 41705, no person shall discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health, or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

Yuba County General Plan

The following goals and policies of the 2030 Yuba County General Plan (Yuba County 2011) are applicable to the Project:

- **Goal HS-6:** Use construction practices and operational strategies that minimize air pollution.

- **Policy HS- 6.1:** New developments shall implement emission control measures recommended by the Feather River Air Quality Management District for construction, grading, excavation, and demolition, to the maximum extent feasible.

Air Quality Emissions Impact Assessment

Thresholds of Significance

The impact analysis provided below is based on the following CEQA Guidelines Appendix G thresholds of significance. The Project would result in a significant impact to air quality if it would do any of the following:

- 1) Conflict with or obstruct implementation of any applicable air quality plan.
- 2) Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for O₃ precursors).
- 3) Expose sensitive receptors to substantial pollutant concentrations.
- 4) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people).

The significance criteria established by the applicable air quality management or air pollution control district (FRAQMD) may be relied upon to make the above determinations. According to the FRAQMD, an air quality impact is considered significant if the Proposed Project would violate any ambient air quality standard, contribute substantially to an existing or projected air quality violation, or expose sensitive receptors to substantial pollutant concentrations. The FRAQMD has established thresholds of significance for air quality from both construction and operational activities. Specifically, the FRAQMD distinguishes between two types of projects: Type 1 and Type 2 projects. Type 1 projects are land use projects in which an operational phase exists, such as the case with the Proposed Project, and Type 2 projects which have no operational land use component. Construction emissions associated with a Type 1 project are considered to be less than significant if the *average project life emissions* from construction do not exceed 25 pounds per day of NO_x or 25 pounds per day of ROG. For instance, if a project takes six months to construct, the maximum allowed emissions of NO_x and ROG are 4,500 pounds for each pollutant [6 months = 180 days. 180 x 25 = 4,500]. The FRAQMD has also established a significance threshold for PM₁₀. Type 1 projects must generate less than 80 pounds of PM₁₀ daily in order to be considered less than significant. Project construction is anticipated to begin in 2022 and continue for several years. Therefore, the construction-related thresholds of 25 pounds per day of ROG and NO_x, and 80 pounds per day of PM₁₀ are the appropriate construction-related emission thresholds for the Proposed Project. Operational thresholds are also 25 pounds per day of ROG and NO_x, and 80 pounds per day of PM₁₀.

Table 4 presents the FRAQMD significance thresholds for Type 1 projects.

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION**Table 4. FRAQMD Thresholds of Significance for Type 1 Projects**

Criteria Pollutant and Precursors	Type 1 Project Significant Thresholds - Construction	Type 1 Project Significant Thresholds - Operations 1
NO _x	25 pounds/day multiplied by Project length, not to exceed 4.5 tons annually	25 pounds/day
ROG	25 pounds/day multiplied by Project length, not to exceed 4.5 tons annually	25 pounds/day
PM ₁₀	80 pounds/day	80 pounds/day

Notes: NO_x and ROG construction emissions may be averaged over the life of a project but may not exceed 4.5 tons per year.

In addition, if the operational emissions of a Type 1 project do not exceed the operational thresholds, and the construction emissions of NO_x and ROG do not exceed the 25 pounds per day averaged over the length of the project or the PM₁₀ emissions do not exceed 80 pounds per day, the FRAQMD recommends the following construction phase Standard Mitigation Measures (SMMs):

Mitigation Measure 3.1 FRAQMD Fugitive Dust Control Plan

1. Implement the Fugitive Dust Control Plan.
2. Construction equipment exhaust emissions shall not exceed FRAQMD Regulation III, Rule 3.0, Visible Emissions limitations (40 percent opacity or Ringlemann 2.0).
3. 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.
4. Limiting idling time to 5 minutes – saves fuel and reduces emissions. (State idling rule: commercial diesel vehicles- 13 CCR Chapter 10 Section 2485 effective 02/01/2005; off road diesel vehicles- 13 CCR Chapter 9 Article 4.8 Section 2449 effective 05/01/2008).
5. Utilize existing power sources (e.g., power poles) or clean fuel generators rather than temporary power generators.
6. Develop a traffic plan to minimize traffic flow interference from construction activities. The plan may include advance public notice 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.
7. 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 CARB Portable Equipment Registration with the State or a local district permit. The owner/operator shall be responsible for arranging appropriate consultations with CARB

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

or FRAQMD to determine registration and permitting requirements prior to equipment operation at the site.

If the operational emissions of a Type 1 project do not exceed the operational thresholds, but the construction phase emissions exceed the construction thresholds listed in Table 4 above, the FRAQMD recommends the SMMs listed above in addition to the following Best Available Mitigation Measures (BAMMs) for construction activities:

Mitigation Measure 3.2 FRAQMD Best Available Mitigation Measures (BAMMs)

1. All grading operations on a project should be suspended when winds exceed 20 miles per hour or when winds carry dust beyond the property line despite implementation of all feasible dust control measures.
2. Construction sites shall be watered as directed by the Department of Public Works (DPW) or FRAQMD and as necessary to prevent fugitive dust violations.
3. An operational water truck should be available at all times. Apply water to control dust as needed to prevent visible emissions violations and offsite dust impacts.
4. Onsite dirt piles or other stockpiled PM should be covered, wind breaks installed, and water and/or soil stabilizers employed to reduce wind-blown dust emissions. Incorporate the use of approved non-toxic soil stabilizers according to manufacturer's specifications to all inactive construction areas.
5. All transfer processes involving a free fall of soil or other PM shall be operated in such a manner as to minimize the free fall distance and fugitive dust emissions.
6. Apply approved chemical soil stabilizers according to the manufacturer's specifications, to all- inactive construction areas (previously graded areas that remain inactive for 96 hours) including unpaved roads and employee/equipment parking areas.
7. To prevent track-out, wheel washers should be installed where project vehicles and/or equipment exit onto paved streets from unpaved roads. Vehicles and/or equipment shall be washed prior to each trip. Alternatively, a gravel bed may be installed as appropriate at vehicle/equipment site exit points to effectible remove soil buildup on tires and tracks to prevent/diminish track-out.
8. Paved streets shall be swept frequently (water sweeper with reclaimed water recommended; wet broom) if soil material has been carried onto adjacent paved, public thoroughfares from the project site.
9. Provide temporary traffic control as needed during all phases of construction to improve traffic flow, as deemed appropriate by the DPW and/or Caltrans and to reduce vehicle dust emissions. An effective measure is to enforce vehicle traffic speeds at or below 15 miles per hour.

10. Reduce traffic speeds on all unpaved surfaces to 15 miles per hour or less and reduce unnecessary vehicle traffic by restricting access. Provide appropriate training, onsite enforcement, and signage.
11. Reestablish ground cover on the construction site as soon as possible and prior to final occupancy, through seeding and watering.
12. Disposal by Burning: Open burning is yet another source of fugitive gas and particulate emissions and shall be prohibited at the project site. No open burning or vegetation waste (natural plant growth wastes) or other legal or illegal burn materials (trash, demolition debris, et. al.) may be conducted at the project site. Vegetative wastes should be chipped or delivered to waste or energy facilities (permitted biomass facilities), mulched, composted, or used for firewood. It is unlawful to haul waste materials offsite for disposal by open burning.

Methodology

Air quality impacts were assessed in accordance with methodologies recommended by the FRAQMD. Where criteria air pollutant quantification was required, emissions were modeled using the California Emissions Estimator Model (CalEEMod), version 2016.3.2. CalEEMod is a statewide land use emissions computer model designed to quantify potential criteria pollutant emissions associated with both construction and operations from a variety of land use projects. Project construction- and operation- generated air pollutant emissions were calculated using a combination of model defaults for Yuba County and information provided by the Project proponent.

Impact Analysis

Project Construction-Generated Criteria Air Quality Emissions

Emissions associated with Project construction would be temporary and short-term but have the potential to represent a significant air quality impact. Three basic sources of short-term emissions will be generated through Project construction: operation of the heavy-duty equipment (i.e., excavators, loaders, trenchers), emissions generated from vehicles traveling to and from the Project site (i.e. worker, vendor, and haul truck trips), and the creation of fugitive dust during clearing and grading. Construction activities such as excavation and grading operations, construction vehicle traffic, and wind blowing over exposed soils would generate exhaust emissions and fugitive PM emissions that affect local air quality at various times during construction. Effects would be variable depending on the weather, soil conditions, the amount of activity taking place, and the nature of dust control efforts. The dry climate of the area during the summer months creates a high potential for dust generation. Construction activities would be subject to FRAQMD Rule 3.16 (Fugitive Dust) which, as previously described, requires taking reasonable precautions to reduce the amount of PM₁₀ entrained in the ambient air as a result of emissions generated from construction and other earthmoving activities by requiring actions to prevent, reduce, or mitigate PM₁₀ emissions.

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Emissions associated with Project off-road equipment, worker commute trips, and ground disturbance were calculated using the CARB-approved CalEEMod computer program, which is designed to model emissions for land use development projects, based on typical construction requirements.

Predicted maximum daily emissions attributable to Project construction are summarized in Table 5. Such emissions are short-term and of temporary duration, lasting only as long as Project construction activities occur, but would be considered a significant air quality impact if the volume of pollutants generated exceeds the FRAQMD thresholds of significance.

Table 5. Project Construction-Generated Emissions - Unmitigated			
Construction Year	Pollutant		
	ROG	NO_x	PM₁₀
Construction in 2022	3.74	39.92	19.87
Construction in 2023	14.42	47.11	10.32
Construction in 2024	14.03	44.57	8.94
Construction in 2025	13.65	41.84	8.77
Construction in 2026	13.48	42.00	8.78
Construction in 2027	13.32	40.59	8.78
Construction in 2028	13.17	40.05	8.77
Construction in 2029	13.00	39.55	8.77
Construction in 2030	13.19	32.84	8.27
Construction in 2031	13.02	32.44	8.26
Construction in 2032	12.87	32.07	8.26
Construction in 2033	12.74	31.73	8.26
Construction in 2034	12.63	31.47	8.26
Construction in 2035	12.19	28.12	8.04
Construction in 2036	12.19	28.12	8.04
Construction in 2037	12.19	28.12	8.04
<i>FRAQMD Significance Threshold</i>	25 pounds per day	25 pounds per day	80 pounds per day
<i>Exceed FRAQMD Type 1 Threshold?</i>	No	Yes	No

Source: CalEEMod version 2016.3.2. Refer to Attachment A for Model Data Outputs of daily.

Notes: ROG, NO_x, and PM₁₀ construction emissions are evaluated against a maximum daily threshold due to Project construction expected to span over 4 years.

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

As shown in Table 5, emissions of the O₃ precursor, NO_x, on the peak day(s) of construction would exceed the FRAQMD significance threshold during construction activities. Therefore, mitigation measure MM3.3 is required in order to reduce NO_x emissions to levels below the significance threshold. Mitigation measure MM3.3 would mandate the use of construction equipment with Tier 4 Certified engines during construction activities.

The first federal standards (Tier 1) for new off-road diesel engines were adopted in 1994 for engines over 50 horsepower and were phased in from 1996 to 2000. In 1996, a Statement of Principles pertaining to off-road diesel engines was signed between the USEPA, CARB, and engine makers (including Caterpillar, Cummins, Deere, Detroit Diesel, Deutz, Isuzu, Komatsu, Kubota, Mitsubishi, Navistar, New Holland, Wis- Con, and Yanmar). On August 27, 1998, the USEPA signed the final rule reflecting the provisions of the Statement of Principles. The 1998 regulation introduced Tier 1 standards for equipment under 50 horsepower and increasingly more stringent Tier 2, Tier 3, and Tier 4 standards for all equipment with phase-in schedules from 2000 to 2015. As a result, all off-road, diesel-fueled construction equipment manufactured from 2006 to 2015 has been manufactured to Tier 3 standards. The Tier 3 standards can reduce NO_x emissions by as much as 64 percent and PM emissions by as much as 39 percent. On May 11, 2004, the USEPA signed the final rule introducing Tier 4 emission standards, which are currently phased-in over the period of 2008-2015. The Tier 4 standards require that NO_x emissions be further reduced by about 90 percent. All off-road, diesel-fueled construction equipment manufactured in 2015 or later have been manufactured to Tier 4 standards. The following mitigation is recommended.

Mitigation Measure 3.3 Grading Plan

Prior to issuance of a grading permit, the Project applicant shall submit a grading plan for review and approval by the County of Yuba Planning Department ensuring that all Project ground- disturbing equipment used during construction activities shall be California Air Resources Board (CARB) Tier 4 Certified, as set forth in Section 2423 of Title 13 of the California Code of Regulations, and Part 89 of Title 40 of the Code of Federal Regulations.

Table 6 shows Project construction emissions with imposition of mitigation measure MM3.3.

Table 6. Project Construction-Generated Emissions - Mitigated			
Construction Year	Pollutant		
	ROG	NO_x	PM₁₀
Construction in 2022	0.87	4.37	18.34
Construction in 2023	12.26	24.80	9.00
Construction in 2024	12.02	23.96	7.88
Construction in 2025	11.83	23.22	7.87
Construction in 2026	11.66	22.58	7.87
Construction in 2027	11.51	21.98	7.86

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Construction in 2028	11.35	21.43	7.86
Construction in 2029	11.17	20.93	7.85
Construction in 2030	11.00	20.50	7.85
Construction in 2031	10.83	20.11	7.85
Construction in 2032	10.68	19.73	7.84
Construction in 2033	10.55	19.40	7.84
Construction in 2034	10.44	19.14	7.84
Construction in 2035	10.35	18.90	7.84
Construction in 2036	10.35	18.90	7.84
Construction in 2037	10.35	18.90	7.84
<i>FRAQMD Significance Threshold</i>	25 pounds per day	25 pounds per day	80 pounds per day
<i>Exceed FRAQMD Type 1 Threshold?</i>	No	No	No

Source: CalEEMod version 2016.3.2. Refer to Attachment A for Model Data Outputs of daily.

Notes: ROG, NO_x, and PM₁₀ construction emissions are evaluated against a maximum daily threshold due to Project duration expected to span over 4 years.

As shown in Table 6, implementation of mitigation measure MM3.3 would reduce NO_x emissions during construction activities to levels below the FRAQMD thresholds. With implementation of mitigation measure MM3.3, criteria pollutant emissions generated during Project construction would not result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is nonattainment under an applicable federal or state ambient air quality standard, and no health effects from Project criteria pollutants would occur.

Operational Criteria Air Quality Emissions

Implementation of the Project would result in long-term operational emissions of criteria air pollutants such as PM₁₀, PM_{2.5}, CO, and SO₂ as well as O₃ precursors such as ROG_s and NO_x. Project-generated increases in emissions would be predominantly associated with area sources. Operational air pollutant emissions were based on the Project's tentative site plans and the estimated traffic trip generation rates generated in CalEEMod. Long-term operational emissions attributable to the Project are identified in Table 7 and compared to the operational significance thresholds promulgated by the FRAQMD.

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Table 7. Operational-Related Emissions - Unmitigated			
Emission Source	Pollutant (pounds per day)		
	ROG	NO_x	PM₁₀
Summer Emissions			
Area	779.02	15.39	132.40
Energy	0.39	3.29	0.27
Mobile	8.76	16.64	28.02
Total:	788.16	35.32	160.68
Winter Emissions			
Area	779.02	15.39	132.40
Energy	0.39	3.29	0.27
Mobile	6.13	18.75	28.02
Total:	785.71	37.43	160.68
<i>FRAQMD Significance Threshold</i>	25	25	80
<i>Exceed FRAQMD Significance Threshold?</i>	Yes	No	No

Source: CalEEMod version 2016.3.2. Refer to Attachment A for Model Data Outputs.

As shown in Table 7, Project emissions would exceed the FRAQMD significance thresholds during operations. Therefore, mitigation measure MM3.4 is required in order to reduce ROG emissions to levels below the significance threshold. Mitigation MM3.4 would prohibit the installation of hearths.

The following mitigation is recommended.

Mitigation Measure 3.4 Installation Of Wood-Burning Or Natural Gas Fireplaces:

The Project applicant and/or its contractor shall prohibit the installation of wood-burning or natural gas fireplaces within the Project. This prohibition shall be noted on the deed for future property owners to comply with.

Table 8 shows Project operations emissions with the imposition of mitigation measure MM3.4.

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Table 8. Operational-Related Emissions - Mitigated

Emission Source	Pollutant (pounds per day)		
	ROG	NO _x	PM ₁₀
Summer Emissions			
Area	13.35	0.47	0.23
Energy	0.39	3.29	0.27
Mobile	8.76	16.64	28.02
Total:	24.49	20.41	28.51
Winter Emissions			
Area	15.35	0.47	0.23
Energy	0.39	3.29	0.27
Mobile	6.31	18.75	28.02
Total:	22.04	22.52	28.51
<i>FRAQMD Significance Threshold</i>	25	25	80
<i>Exceed FRAQMD Significance Threshold?</i>	No	No	No

Source: CalEEMod version 2016.3.2. Refer to Attachment A for Model Data Outputs.

As shown in Table 8, implementation of mitigation measure MM3.4 would reduce emissions during operations to levels below the FRAQMD thresholds. With implementation of mitigation measure MM3.4, criteria pollutant emissions generated during Project operations would not result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is nonattainment under an applicable federal or state ambient air quality standard, and no health effects from Project criteria pollutants would occur.

Conflict with an Applicable Air Quality Management Plan

O₃ is a health threat to persons who already suffer from respiratory diseases and can cause severe ear, nose and throat irritation and increases susceptibility to respiratory infections. PM₁₀ can adversely affect the human respiratory system. As shown in Table 6, the Proposed Project would result in increased emissions of the O₃ precursor pollutants ROG and NO_x, as well as PM₁₀; however, the correlation between a project's emissions and increases in nonattainment days, or frequency or severity of related illnesses, cannot be accurately quantified. The overall strategy for reducing air pollution and related health effects in the Yuba County portion of the NSVAB is contained in the 2018 AQAP, previously described. The 2018 AQAP is a compilation of new and previously submitted plans, programs (such as monitoring, modeling, permitting, etc.), district rules, state regulations, and federal controls describing how the state will attain ambient air quality standards. The CEQA thresholds of significance established by the FRAQMD are

designed to meet the objectives of regional air quality planning efforts and in doing so achieve attainment status with state and federal standards.

The Project site is located within the Yuba County portion of the NSVAB, which is under the jurisdiction of the FRAQMD. As previously identified, the Project region is designated as a nonattainment area for the state standards for O₃ and PM₁₀. The FRAQMD is the agency responsible for enforcing state air quality requirements and for establishing air quality rules and regulations. The FRAQMD attains and maintains air quality conditions in Yuba County through a comprehensive program of planning, regulation, enforcement, technical innovation, and promotion of the understanding of air quality issues. In an attempt to achieve and maintain air quality standards, the air district has participated in the preparation of air quality attainment plans and reports. Specifically, all of the air districts in the NSVAB including the FRAQMD, prepared an air quality attainment plan for O₃ in 1994. Updated every three years since adoption, the current Northern Sacramento Valley Planning Area 2018 Triennial Air Quality Attainment Plan (2018 AQAP) includes forecast ROG and NO_x emissions (O₃ precursors) for the entire NSVAB through the year 2020. The 2018 AQAP provides local guidance for air basins to achieve attainment of the California O₃ standard. Pollutant control strategies are based on the latest scientific and technical information and planning assumptions, and updated emission inventory methodologies for various source categories.

The determination of AQAP consistency is primarily concerned with the long-term influence of a project on air quality. A project conforms with the FRAQMD attainment plans if it complies with all applicable district rules and regulations and is consistent with the growth forecasts in the applicable plan(s) (or is directly included in the applicable plan). A project is nonconforming if it conflicts with or delays implementation of any applicable attainment or maintenance plan.

The Project would be required to comply with all FRAQMD rules and regulations. Additionally, implementation of the Project would not surpass any of the FRAQMD's significance thresholds for individual pollutants, as show in Table 6 and 8 above, and therefore would not delay implementation of achieving attainment for all pollutants. Lastly, the Project is consistent with the growth forecasts used to inventory air pollutant emissions in the NSVAB. The FRAQMD's growth forecasts were defined in consultation with local governments and with reference to local general plans. The Project is consistent with the Yuba County General Plan land use designation for the site. Therefore, the Project would not increase population beyond that already considered and planned for in the unincorporated County. The Project would be consistent with the emission-reduction goals of the 2018 AQAP and therefore has a *less than significant impact with mitigation measures*.

Exposure of Sensitive Receptors to Toxic Air Contaminants

Sensitive receptors are defined as facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples of these sensitive receptors are residences, schools, hospitals, and daycare centers. CARB has identified the following groups of individuals as the most likely to be affected by air pollution: the elderly over age 65, children under the age of 14, athletes, and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis. The nearest existing sensitive receptors to the project site are a scattering of

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

single- and multi- family residences located north, east, and south of the project, with the closest receptors located directly adjacent to the project site boundary. Additionally, the campus of Yuba College is located adjacent to the western boundary of the Project site, beyond Linda Avenue, and is considered a sensitive receptor. Therefore, impact to sensitive receptors is ***less than significant with the aforementioned mitigation measures***.

Construction-Generated Air Contaminants

Construction of the Project would result in temporary, short-term Project-generated emissions of DPM, ROG, NO_x, CO, and PM₁₀ from the exhaust of off-road, heavy-duty diesel equipment for Project construction; site grading; trenching; and other miscellaneous activities. As previously identified, the portion of the NSVAB which encompasses the Project area is designated as a nonattainment area for state standards for O₃ and PM₁₀ (CARB 2019). Thus, existing O₃ and PM₁₀ levels in the NSVAB are at unhealthy levels during certain periods. However, as shown in Table 6, the Project would not exceed the FRAQMD significance thresholds for construction emissions with the imposition of mitigation measure MM3.3.

The health effects associated with O₃ are generally associated with reduced lung function. Because the Project would not involve construction activities that would result in O₃ precursor emissions (ROG or NO_x) in excess of the FRAQMD thresholds, with the imposition of mitigation measure MM3.3, the Project is not anticipated to substantially contribute to regional O₃ concentrations and the associated health impacts.

PM₁₀ and PM_{2.5} contain microscopic solids or liquid droplets that are so small that they can get deep into the lungs and cause serious health problems. PM exposure has been linked to a variety of problems, including premature death in people with heart or lung disease, nonfatal heart attacks, irregular heartbeat, aggravated asthma, decreased lung function, and increased respiratory symptoms such as irritation of the airways, coughing, or difficulty breathing. For construction-type activity, DPM is the primary TAC of concern. Based on the emission modeling conducted, the maximum onsite construction-related daily emissions of exhaust PM₁₀, considered a surrogate for DPM and includes emissions of exhaust PM_{2.5}, would be between 0.10 – 0.11 pounds per day for construction activities associated with the Proposed Project (see Attachment A). PM₁₀ exhaust is considered a surrogate for DPM as all diesel exhaust is considered to be DPM. As with O₃ and NO_x, the Project would not generate emissions of PM₁₀ at levels that would exceed the FRAQMD's thresholds with imposition of mitigation measure AQ-1, nor would it generate any significant emissions of PM_{2.5}. Accordingly, the Project's PM₁₀ and PM_{2.5} emissions are not expected to cause any increase in related regional health effects for these pollutants.

In summary, Project construction would not result in a potentially significant contribution to regional concentrations of air pollutants and would not result in a significant contribution to the adverse health impacts associated with those pollutants. Therefore, impacts would be ***less than significant with mitigation measures***.

Naturally Occurring Asbestos

Another potential air quality issue associated with construction-related activities is the airborne entrainment of asbestos due to the disturbance of naturally-occurring asbestos-containing soils. The Proposed Project is not located within an area designated by the State of California as likely to contain naturally-occurring asbestos ([DOC] 2000). As a result, construction-related activities would not be anticipated to result in increased exposure of sensitive land uses to asbestos.

Operational Air Contaminants

Operation of the Proposed Project would not result in the development of any substantial sources of air toxics. There are no stationary sources associated with the operations of the Project; nor would the Project attract mobile sources that spend long periods queuing and idling at the site. Onsite Project emissions would not result in significant concentrations of pollutants at nearby sensitive receptors with the imposition of mitigation measure MM3.4. The maximum operations-related emissions of exhaust PM₁₀, considered a surrogate for DPM, would be 0.70 pounds in a single day. Therefore, the Project would not be a substantial source of TACs. The Project will not result in a high carcinogenic or non-carcinogenic risk during operation.

Carbon Monoxide Hot Spots

It has long been recognized that CO exceedances are caused by vehicular emissions, primarily when idling at intersections. Concentrations of CO are a direct function of the number of vehicles, length of delay, and traffic flow conditions. Under certain meteorological conditions, CO concentrations close to congested intersections that experience high levels of traffic and elevated background concentrations may reach unhealthy levels, affecting nearby sensitive receptors. Given the high traffic volume potential, areas of high CO concentrations, or “hot spots,” are typically associated with intersections that are projected to operate at unacceptable levels of service during the peak commute hours. It has long been recognized that CO hotspots are caused by vehicular emissions, primarily when idling at congested intersections. However, transport of this criteria pollutant is extremely limited, and CO disperses rapidly with distance from the source under normal meteorological conditions. Furthermore, vehicle emissions standards have become increasingly more stringent in the last 20 years. Currently, the allowable CO emissions standard in California is a maximum of 3.4 grams/mile for passenger cars (there are requirements for certain vehicles that are more stringent). With the turnover of older vehicles, introduction of cleaner fuels, and implementation of increasingly sophisticated and efficient emissions control technologies, CO concentration in the NSVAB is designated unclassified for the state and federal standards. Detailed modeling of Project-specific CO “hot spots” is not necessary and thus this potential impact is addressed qualitatively.

A CO “hot spot” would occur if an exceedance of the state one-hour standard of 20 parts per million (ppm) or the eight-hour standard of 9 ppm were to occur. The analysis prepared for CO attainment in the South Coast Air Quality Management District’s (SCAQMD’s) 1992 *Federal Attainment Plan for Carbon Monoxide* in Los Angeles County and a Modeling and Attainment Demonstration prepared by the SCAQMD as part of the 2003 Air Quality Management Plan can be used to demonstrate the potential for CO exceedances of these standards. The SCAQMD is

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

the air pollution control officer for much of southern California. The SCAQMD conducted a CO hot spot analysis as part of the 1992 CO Federal Attainment Plan at four busy intersections in Los Angeles County during the peak morning and afternoon time periods. The intersections evaluated included Long Beach Boulevard and Imperial Highway (Lynwood), Wilshire Boulevard and Veteran Avenue (Westwood), Sunset Boulevard and Highland Avenue (Hollywood), and La Cienega Boulevard and Century Boulevard (Inglewood). The busiest intersection evaluated was at Wilshire Boulevard and Veteran Avenue, which has a traffic volume of approximately 100,000 vehicles per day. Despite this level of traffic, the CO analysis concluded that there was no violation of CO standards (SCAQMD 1992). In order to establish a more accurate record of baseline CO concentrations affecting the Los Angeles, a CO “hot spot” analysis was conducted in 2003 at the same four busy intersections in Los Angeles at the peak morning and afternoon time periods. This “hot spot” analysis did not predict any violation of CO standards. The highest one-hour concentration was measured at 4.6 ppm at Wilshire Boulevard and Veteran Avenue and the highest eight-hour concentration was measured at 8.4 ppm at Long Beach Boulevard and Imperial Highway. Thus, there was no violation of CO standards.

Similar considerations are also employed by other air districts when evaluating potential CO concentration impacts. More specifically, the Bay Area Air Quality Management District (BAAQMD), the air pollution control officer for the San Francisco Bay Area, concludes that under existing and future vehicle emission rates, a given project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour or 24,000 vehicles per hour where vertical and/or horizontal air does not mix—in order to generate a significant CO impact.

According to the model default outputs generated in CalEEMod, which is designed to model emissions for land use development projects, the Proposed Project is anticipated to result in an average of 4,750 weekday traffic trips, 4,945 trips on Saturdays, and 4,301 trips on Sundays. Thus, the Project would not generate traffic volumes at any intersection of more than 100,000 vehicles per day (or 44,000 vehicles per day) and there is no likelihood of the Project traffic exceeding CO values.

Odors

Typically, odors are regarded as an annoyance rather than a health hazard. However, manifestations of a person’s reaction to foul odors can range from psychological (e.g., irritation, anger, or anxiety) to physiological (e.g., circulatory and respiratory effects, nausea, vomiting, and headache).

With respect to odors, the human nose is the sole sensing device. The ability to detect odors varies considerably among the population and overall is quite subjective. Some individuals have the ability to smell minute quantities of specific substances; others may not have the same sensitivity but may have sensitivities to odors of other substances. In addition, people may have different reactions to the same odor; in fact, an odor that is offensive to one person (e.g., from a fast-food restaurant) may be perfectly acceptable to another. It is also important to note that an unfamiliar odor is more easily detected and is more likely to cause complaints than a familiar

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

one. This is due to the phenomenon known as “odor fatigue”, in which a person can become desensitized to almost any odor and recognition only occurs with an alteration in the intensity.

Quality and intensity are two properties present in any odor. The quality of an odor indicates the nature of the smell experience. For instance, if a person describes an odor as “flowery” or “sweet”, then the person is describing the quality of the odor. Intensity refers to the strength of the odor. For example, a person may use the words “strong” or “pungent” to describe the intensity of an odor. Odor intensity depends on the odorant concentration in the air. When an odorous sample is progressively diluted, the odorant concentration decreases. As this occurs, the odor intensity weakens and eventually becomes so low that the detection or recognition of the odor is quite difficult. At some point during dilution, the concentration of the odorant reaches a detection threshold. An odorant concentration below the detection threshold means that the concentration in the air is not detectable by the average human.

During construction, the Project presents the potential for generation of objectionable odors in the form of diesel exhaust in the immediate vicinity of the site. However, these emissions are short-term in nature and will rapidly dissipate and be diluted by the atmosphere downwind of the emission sources. Additionally, odors would be localized and generally confined to the Project area. Therefore, odors generated during Project construction would not adversely affect a substantial number of people to odor emissions.

Land uses commonly considered to be potential sources of obnoxious odorous emissions include agriculture (farming and livestock), wastewater treatment plants, food processing plants, chemical plants, composting facilities, refineries, landfills, dairies, and fiberglass molding. The Proposed Project does not include any uses identified as being associated with odors. Therefore, impact to odors is *less than significant*.

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

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

Discussion/Conclusion/Mitigation:

a) & b) Marcus H. Bole & Associates prepared a Biological Resource Assessment for the project and below are the results of the study.

During the time period March 15 to March 28, 2021, a CEQA-level Biological Assessment and Wetland Determination was conducted on a ±122.07-acre property (Action Area) of agricultural land (row crops) located southeast of the intersection of North Beale Road and Linda Avenue, City of Linda, Yuba County, California. The Action Area is defined as two Yuba County Assessor's Parcel Numbers: APN 019-260-089 @ 19.900-acres and APN 019-260-058 @ 102.170-acres. The Action Area is located on the U.S. Geological survey (USGS) Yuba City and Olivehurst 7.5-minute topographic quadrangles, Section 28, Township 15 North, Range 4

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

East. The center of the Action Area is approximately 39.124731N, -121.528556W. The terrain elevation within the Action Area is approximately 70 feet above mean sea level (msl) along the eastern boundary of the property sloping to 67 msl along the western boundary of the property. Currently the Action Area is fallow agricultural land. The site is bounded on the north, east and south by residential properties and to the west by Yuba College.

METHODOLOGY

Field surveys of biological resources included a reconnaissance-level inventory of plants and wildlife observed in the Action Area, habitat assessments for special status species, and a determination of wetland habitats within the Action Area. Biological and botanical surveys were conducted based on the California Department of Fish and Wildlife's (CDFW) Natural Diversity Database (CNDDB, March 2021), the United States Fish & Wildlife Service's (USFWS) IPaC Resource List, and the California Native Plant Society's (CNPS) list of rare and endangered plants. All species lists were derived from the United States Geological Survey (USGS) Yuba City 7.5 minute quadrangle, and Yuba County. Based on the results of the species lists, appropriate biological and botanical surveys were conducted. Species habitat surveys were conducted during March 2021, by Marcus H. Bole & Associates (MHBA) senior wildlife biologist Marcus H. Bole. The species habitat surveys were conducted by walking all areas of the Action Area (and surrounding 500 foot buffer) and evaluating potential habitat for special- status species based on vegetation composition and structure, presence of predatory species, microclimate and available resources (e.g. prey items, nesting burrows, etc.). A general botanical survey and habitat evaluation for rare plant botanical species was conducted during March, 2021 by MHBA's senior botanist Charlene J. Bole. The general botanical survey and habitat evaluation for rare plant botanical species was conducted by walking all areas of the Action Area while taking inventory of general botanical species and searching for special-status plant species and their habitats. A determination of Waters of the U.S. was also conducted on March 15, 2021 by Marcus H. Bole and was conducted under the guidelines of the *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Arid West Region* (2008).

SETTING

Regionally, the Action Area is located with the western portion of Yuba County, within the City of Linda. The Action Area is located within the Sacramento Valley, the northern half of the Great Central Valley of California, within flat valley bottomland where elevation averages approximately 60 feet above sea level. Mean annual precipitation is approximately 12 to 35 inches. Mean annual temperature ranges from 40 to 98 degrees Fahrenheit. The vegetative community descriptions and nomenclature described in this section generally follow the classification of "agriculture land – row crops". The major hydrological feature near the Action Area is the Yuba River, approximately two miles to the north of the Action Area.

RESULTS

Description of the Existing Biological and Physical Conditions

The Action Area is located in the northern portion of the City of Linda, Yuba County, California. The following describes the biological and physical conditions within the property and within the surrounding area.

Action Area

The Action Area is a @122.07-acre parcel of agricultural land currently fallow. Immediately adjacent to the east, north and the south of the Action Area are residential properties. Yuba College is adjacent to the west of the Action Area.

Physical & Biological Conditions

Vegetation within the Action Area consists of a mix of remnant commercial oats & barley with non-native ruderal grasses and forbs. There are no medium or large diameter trees within the property.

Non-Native Ruderal Grasses and Forbs

The Action Area has been in continuous agricultural production for over seventy years. The area however, currently is fallow land. As such, the area has reverted to supporting remnant oats, barley and various ruderal non-native grasses and forbs. Ruderal grasses and forbs are generally found throughout the Action Area and are characteristic of former agricultural lands throughout the Yuba County area. Ruderal grasses and forbs typically occur on soils consisting of fine-textured loams or clays that are somewhat poorly drained. This vegetation type is dominated by grasses including wild oats (*Avena fatua*), yellow star-thistle (*Centaurea solstitialis*), and weedy annuals and perennial forbs, primarily of Mediterranean origin, that have replaced native grasses as a result of past agricultural practices. Within the Action Area a sparse weedy flora is present consisting of wild oats, yellow-star thistle, filaree (*Erodium cicutarium*), field bindweed (*Convolvulus arvensis*), fiddle dock (*Rumex pulcher*), medusahead (*Taeniatherum caput-medusae*), Mediterranean barley (*Hordeum marinum*), radish (*Raphanus sativus*), Italian ryegrass (*Lolium multiflorum*), and trefoil (*Lotus corniculatus*) among others.

Native and introduced wildlife species are tolerant of human activities in former agricultural habitats. Such areas provide marginal habitat for local wildlife species. Common birds such as the house finch (*Carpodacus mexicanus*), black phoebe (*Sayornis nigricans*), American robin (*Turdus migratorius*), and mourning dove (*Zenaidura macroura*) were observed in the Action Area. Mammals such as raccoon (*Procyon lotor*), skunk (*Mephitis mephitis*), jackrabbit (*Lepus californicus*), and house mouse (*Mus musculus*) are common in ruderal grassland environments. There are no trees or shrubs within the Action Area.

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Regional Species and Habitats of Concern

The following table is a list of species that have the potential to occur within the Action Area and is composed of special-status species within the Yuba City 7.5 minute quadrangle, and Yuba County. Species lists reviewed, and which are incorporated in the following table, including the CDFW, USFWS, and CNDDDB species list for the Yuba County area. Species that have the potential to occur within the Action Area are based on an evaluation of suitable habitat to support these species, CNDDDB occurrences within a five mile radius of the Action Area and observations made during biological surveys. Not all species listed within the following table have the potential to occur within the Action Area based on unsuitable habitat and/or lack of recorded observations within a five mile radius of the Action Area.

Table 9: Evaluation of Listed and Proposed Species Potentially Occurring or Known to Occur in the Cal Sierra Limited LP Project Action Area

Common Name (Scientific Name)	Status Fed/State / CNPS	General Habitat Description	Habitat Present/ Habitat Absent	Rationale
INVERTEBRATES				
Conservancy fairy shrimp (<i>Branchinecta conservatio</i>)	FE/_/_	Moderately turbid, deep, cool-water vernal pool.	A/HA	There are no vernal pools within the Action Area. No Effect.
Valley elderberry longhorn beetle (<i>Desmocerus californicus dimorphus</i>)	FT/_/_	Blue elderberry shrubs usually associated with riparian areas.	A/HA	There are no elderberry shrubs within the Action Area, or within 1,000 feet of the Action Area. No Effect.
Vernal pool fairy shrimp (<i>Branchinecta lynchi</i>)	FT/_/_	Moderately turbid, deep, cool-water vernal pool.	A/HA	There are no vernal pools within the Action Area. No Effect.
Vernal pool tadpole shrimp (<i>Lepidurus packardii</i>)	FE/_/_	Vernal pools, swales, and ephemeral freshwater habitat.	A/HA	There are no vernal pools within the Action Area. No Effect.
California linderiella (<i>Linderiella occidentalis</i>)	_/_/_	Seasonal pools in unplowed grasslands with old alluvial soils underlain by hardpan or in sandstone depressions.	A/HA	There are no seasonal pools within the Action Area. No Effect.
REPTILES AND AMPHIBIANS				
California red- legged frog (<i>Rana draytonii</i>)	FT/SSC/_	Quiet pools of streams, marshes and occasionally ponds. (sea level - 4,500 ft. elevation)	A/HA	There is no suitable habitat within or near the property to support this species. No Effect.

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Common Name (Scientific Name)	Status Fed/State / CNPS	General Habitat Description	Habitat Present/ Habitat Absent	Rationale
Giant garter snake (<i>Thamnophis gigas</i>)	FT/ST/_	Agricultural wetlands and other wetlands such as irrigation and drainage canals, low gradient streams, marshes ponds, sloughs, small lakes, and there associated uplands.	A/HA	There is no suitable habitat within or near the property to support this species. No Effect.
FISH				
Central Valley spring-run Chinook salmon (<i>Oncorhynchus tshawytscha</i>)	FT/ST/_	Sacramento River and its tributaries.	A/HA	The Sacramento River is not part of this project. No Effect.
Central Valley steelhead (<i>Oncorhynchus mykiss</i>)	FT/_/_	Sacramento and San Joaquin Rivers and their tributaries.	A/HA	The Sacramento River is not part of this project. No Effect.
Delta Smelt (<i>Hypomesus transpacificus</i>)	FT/SE/_	Sacramento and San Joaquin Rivers and their tributaries.	A/HA	The Sacramento River is not part of this project. No Effect.
BIRDS				
Swainson's hawk (<i>Buteo swainsoni</i>)	MBTA/ST/_	Open grasslands, meadows, or marshes for foraging, dense- topped trees for nesting and perching.	A/MH	There is no suitable habitat for this species in the Action Area. None were observed during the habitat survey. No Effect.
Tri-colored black bird (<i>Agelaius tricolor</i>)	MBTA/SS C/_	Marshes and swamps, agricultural irrigation ditches, blackberry brambles and grasslands	A/HA	There is no suitable habitat for this species in the Action Area. None were observed during the habitat survey. No Effect.
Western yellow-billed cuckoo (<i>Coccyzus americanus occidentalis</i>)	FC/SE/_	Open woodlands, riparian areas, orchards and moist, overgrown thickets	A/HA	There is no suitable habitat for this species in the Action Area. None were observed during the habitat survey. No Effect.
White-tailed kite (<i>Elanus leucurus</i>)	MBTA/_/_	Open grasslands, meadows, or marshes for foraging, dense- topped trees for nesting and perching	A/MH	There is no suitable habitat for this species in the Action Area. None were observed during the habitat survey. No Effect.
Bank swallow (<i>Riparia riparia</i>)	_/_ST/_	Requires vertical banks/cliffs with fine textured/sandy soils near streams, rivers, lakes, ocean to dig nesting holes.	A/HA	There is no suitable habitat for this species in the Action Area. None were observed during the habitat survey. No Effect.
Least Bell's Vireo (<i>Vireo belli pusillus</i>)	FE/S E/_	Nests placed along margins of bushes or on twigs projecting into pathways, usually willows, baccharis, and mesquite. Low riparian in dry river bottoms.	A/HA	There is no suitable habitat for this species in the Action Area. None were observed during the habitat survey. No Effect.

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Common Name (Scientific Name)	Status Fed/State / CNPS	General Habitat Description	Habitat Present/ Habitat Absent	Rationale
Song swallow (<i>Riparia riparia</i>)	_/_/SSC	Last found in Sacramento area in 1877. Nest made of decayed grasses, bit of tule and dead leaves	A/HA	There is no suitable habitat for this species in the Action Area. None were observed during the habitat survey. No Effect.
MAMMALS				
Hoary bat (<i>Lariurus cinereus</i>)	_/_/_	Roost in large to medium sized trees with dense foliage.	A/HA	There are no extensive parcels of riparian habitat with dense foliage within or near the Action Area. None were observed during the habitat survey. No Effect.
PLANTS				
Sanford's arrowhead (<i>Sagittaria sanfordii</i>)	E/E/1 B.2	Marshes and swamps. In standing or slow moving freshwater ponds, marshes and ditches.	A/HA	There is no suitable habitat for this species in the Action Area. None were observed during the habitat survey. No Effect.
Ferris' milk-vetch (<i>Astragalus tener</i> var. <i>ferrisiae</i>)	_/_/1B.1	Meadows and seeps, valley and foothill grassland. Subalkaline flats, usually seen in dry, adobe soils.	A/HA	There is no suitable habitat for this species in the Action Area. None were observed during the habitat survey. No Effect.
Veiny monardella (<i>Monardella venosa</i>)	_/_/1B.1	Valley and Foothill Grassland, Cismontane Woodland. In heavy clay soils; mostly with grassland associates.	A/HA	There is no suitable habitat for this species in the Action Area. None were observed during the habitat survey. No Effect.
Recurved larkspur (<i>Delphinium recurvatum</i>)	_/_/1B.2	On alkaline soils; often in valley saltbush or valley chenopod scrub.	A/HA	There is no suitable habitat for this species in the Action Area. None were observed during the habitat survey. No Effect.
Hartweg's golden sunburst (<i>Pseudobahia bahifolia</i>)	T/T/1B.1	Valley and Foothill Grassland, Cismontane Woodland. Clay soils, often acidic. Predominately on northern slopes of knolls, but also along shady creeks or near vernal pools.	A/HA	There is no suitable habitat for this species in the Action Area. None were observed during the habitat survey. No Effect.

CODE DESIGNATIONS	
FE = Federally-listed Endangered FT = Federally-listed Threatened FC = Federal Candidate Species BCC = Federal Bird of Conservation Concern MBTA = Protected by the federal Migratory Bird Treaty Act SE = State-listed Endangered ST = State-listed Threatened SR = State-listed Rare SSC = State Species of Special Concern S1 = State Critically Imperiled S2 = State Imperiled S3 = State Vulnerable S4 = State Apparently Secure SSC = CDFW Species of Special Concern FP = CDFW Fully Protected Species	A = Species Absent P = Species Present HA = Habitat Absent HP = Habitat Present CH = Critical Habitat MH = Marginal Habitat CNPS 1B = Rare or Endangered in California or elsewhere CNPS 2 = Rare or Endangered in California, more common elsewhere CNPS 3 = More information is needed CNPS 4 = Plants with limited distribution 0.1 = Seriously Threatened 0.2 = Fairly Threatened 0.3 = Not very Threatened

Listed and Migratory Birds

Nesting birds are protected under the MBTA (16 USC 703) and the CFWC (3503). The MBTA (16 USC §703) prohibits the killing of migratory birds or the destruction of their occupied nests and eggs except in accordance with regulations prescribed by the USFWS. The bird species covered by the MBTA includes nearly all of those that breed in North America, excluding introduced (i.e. exotic) species (50 Code of Federal Regulations §10.13). Activities that involve the removal of vegetation including trees, shrubs, grasses, and forbs or ground disturbance has the potential to affect bird species protected by the MBTA. The CFWC (§3503.5) states that it is “unlawful to take, possess, or destroy any birds in the order Falconiformes (hawks, eagles, and falcons) or Strigiformes (all owls except barn owls) 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”. Take includes the disturbance of an active nest resulting in the abandonment or loss of young. The CFWC (§3503) also states that “it is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by this code or any regulation made pursuant thereto”.

Survey Results

During the migratory bird and raptor survey conducted during March, 2021, there were no observed nests within ¼ mile of the project area. No migratory avian species were observed within the project area.

Mitigation

Based on unsuitable nesting habitat elements and historical CNDDDB records within a ¼ mile radius of the project area there is no potential nesting habitat for migratory bird species on or within 500 feet of the project area. No Avoidance and Minimization measures are recommended for these species.

Table 10: Impacts and Recommended Avoidance/Minimization Measures

Target Species/ Communities	Impacts	Avoidance/ Minimization/ Mitigation Measures
Natural Communities	None	None Recommended
Special Status Plant Species	None	None Recommended
Special Status Wildlife Species	None	None Recommended

RESULTS: PERMITS AND TECHNICAL STUDIES FOR SPECIAL LAWS OR CONDITIONS

Federal Endangered Species Act Consultation Summary

The USFWS was contacted during March 2021 for a list of endangered, threatened, sensitive and rare species, and their habitats within the Action Area. The list was derived from special-status

species that occur or have the potential to occur within the USGS Yuba City and Olivehurst 7.5" Quadrangle and Yuba County. The list was referenced to determine appropriate biological and botanical surveys and potential species occurrence within the Action Area.

Federal Fisheries and Essential Fish Habitat Consultation Summary

Essential fish habitat (EFH) means those waters and substrate necessary to fish for spawning, breeding, feeding, or growth to maturity (*Magnuson-Stevens Fishery Conservation and Management Act (MSA)* §3). There is no habitat within the Action Area that provides "waters and substrate necessary to fish for spawning, breeding, feeding, or growth to maturity," or special-status fish species managed under a fishery council (i.e. chinook and Coho). Therefore there is no EFH or the need for federal fisheries consultation.

California Endangered Species Act Consultation Summary

The CDFW was consulted during March 2021 for a list of endangered, threatened, sensitive and rare species, and their habitats within the Action Area. The list was derived from special-status species that occur or have the potential to occur within the USGS Yuba City and Olivehurst 7.5" Quadrangle and Yuba County. The list was referenced to determine appropriate biological and botanical surveys and potential species occurrence within the Action Area.

Wetlands and Others Water Coordination Summary

MHBA conducted a determination of Waters of the U.S. within the Action Area. Surveys were conducted during March 2021 by MHBA's Marcus H. Bole. The surveys involved an examination of botanical resources, soils, hydrological features, and determination of wetland characteristics based on the *United States Army Corps of Engineers Wetlands Delineation Manual* (1987); *the Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Arid West Region* (2008); *the U.S. Army Corps of Engineers Jurisdictional Determination Form Instructional Guidebook* (2007); *the U.S. Army Corps of Engineers Ordinary High Flows and the Stage-Discharge Relationship in the Arid West Region* (2011); and *the U.S. Army Corps of Engineers Field Guide to the Identification of the Ordinary High Water Mark (OHWM) in the Arid West Region of the Western United States* (2008).

Determination of Waters of the United States

The intent of this determination is to identify wetlands and "Other Waters of the United States" that are present within the Action Area that could fall under the regulatory jurisdiction of the U. S. Army Corps of Engineers (Corps) pursuant to Section 404 of the Clean Water Act. The *1987 Corps of Engineers Wetlands Delineation Manual* identifies several methodologies and combinations of methodologies that can be utilized in making jurisdictional determinations. Marcus H. Bole & Associates has employed the Routine On-Site Determination methodology for this study (as supplemented by the *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Arid West Region*, dated September 2008). The Routine On-Site Determination method uses a three-parameter approach (vegetation, soils and hydrology) to identify and delineate the boundaries of jurisdictional wetlands. To be considered a wetland, all three positive wetland parameters must be present. These parameters include (1) a dominance of wetland vegetation, (2) a presence of hydric soils, and (3) hydrologic conditions that result in

periods of inundation or saturation on the surface from flooding or ponding. Further description of these parameters is provided below:

- 1) **Vegetation.** Wetland vegetation includes those plants that possess physiological traits that allow them to grow and persist in soils subject to inundation and anaerobic soil conditions. Plant species are classified according to their probability of being associated with wetlands. Obligate (OBL) wetland plant species almost always occur in wetlands (more than 99 percent of the time), facultative wetland (FACW) plant species occur in wetlands most of the time (67 to 99 percent), and facultative (FAC) plant species have about an equal chance (33 to 66 percent) of occurring in wetlands as in uplands. For this study, vegetation was considered to meet the vegetation criteria if more than 50% of the vegetative cover was FAC or wetter. No wetland plant species were identified within the Action Area.
- 2) **Hydric Soils.** Hydric soils are saturated, flooded, or ponded in the upper stratum long enough during the growing season to develop anaerobic conditions and favor the growth of wetland plants. Hydric soils include gleyed soils (soils with gray colors), or usually display indicators such as low chroma values, redoximorphic features, iron, or manganese concretions, or a combination of these indicators. Low chroma values are generally defined as having a value of 2 or less using the Munsell Soil Notations (Munsell, 1994). For this study a soil was considered to meet the hydric soil criteria for color if it had a chroma value of one or a chroma of two with redoximorphic features, or if the soil exhibited iron or manganese concretions. Redoximorphic features (commonly referred to as mottles) are areas in the soils that have brighter (higher chroma) or grayer (lower chroma) colors than the soil matrix. Redoximorphic features are the result of the oxidation and reduction process that occurs under anaerobic conditions. Iron and manganese concretions form during the oxidation-reduction process, when iron and manganese in suspension are sometimes segregated as oxides into concretions or soft masses. These accumulations are usually black or dark brown. Concretions 2 mm in diameter occurring within 7.5 cm of the surface are evidence that the soil is saturated for long periods near the surface. Onsite soils were identified as San Joaquin loam, 0 to 1% slopes. These are not “hydric” soils and no indication of hydric soil conditions were observed within or near the Action Area.
- 3) **Hydrology.** Wetlands by definition are seasonally inundated or saturated at or near the surface. In order for an area to have wetland hydrology, it has to be inundated or saturated for 5% of the growing season (approximately 12 days) (USDA, 1967). Indicators include visual soil saturation, flooding, watermarks, drainage patterns, encrusted sediment and plant deposits, cryptogammic lichens, and algal mats. There are no natural hydrological features within or near the Action Area.

CONCLUSIONS AND RECOMMENDATIONS

According to the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA) guidelines, a project is normally considered to have a significant impact on wildlife if it will interfere substantially with the movement of any resident or migratory fish or wildlife species; or substantially diminishes habitat quantity or quality for dependent wildlife and plant species. Impacts to special status species and their associated habitats are also considered

significant if the impact would reduce or adversely modify a habitat of recognized value to a sensitive wildlife species or to an individual of such species. This guideline applies even to those species not formally listed as threatened, rare or endangered by the California Department of Fish & Wildlife and the United States Fish and Wildlife Service. Project implementation will not result in impacts to resident or migratory wildlife, special status plant or wildlife species, or any associated protected habitat.

c) Wetland Determination Results

Using the methodologies described in the *1987 Wetland Delineation Manual*, Marcus H. Bole & Associates found no evidence of seasonal or perennial wetland habitats within the Action Area, therefore the impact is ***less than significant***.

d) Essential fish habitat (EFH) means those waters and substrate necessary to fish for spawning, breeding, feeding, or growth to maturity (Magnuson-Stevens Fishery Conservation and Management Act (MSA) §3). There is no habitat within the Project Area that provides "waters and substrate necessary to fish for spawning, breeding, feeding, or growth to maturity," or special-status fish species managed under a fishery council (i.e chinook and coho). Therefore there is no EFH or the need for federal fisheries consultation and there is a ***less than significant impact***.

e) There would be no conflicts with General Plan policies regarding Mitigation of biological resources. The County has no ordinances explicitly protecting biological resources. Therefore, there is ***no impact***.

f) No habitat conservation plans or similar plans currently apply to the project site. Both Yuba and Sutter Counties recently ended participation in a joint Yuba-Sutter Natural Community Conservation Plan/Habitat Conservation Plan (NCCP/HCP). The project site was not located within the proposed boundaries of the former plan and no conservation strategies have been proposed to date which would be in conflict with the project. Therefore, there is ***no impact***.

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

Discussion/Conclusion/Mitigation:

a) – d) A Cultural Resource Study which included a pedestrian field survey was conducted for the project by Sean Michael Jensen, M.A. from Genesis Society in March, 2021. Here is a summary of the study and proposed mitigation measures:

Project Background

This report details the results of a cultural resources inventory survey involving creation of a residential subdivision, involving approximately 122-acres of land located immediately adjacent to the south side of North Beale Road, and immediately north and northeast of Linda Avenue, and bisected by Goldfields Parkway, a short distance east of Yuba Community College, within the community of Linda, Yuba County, California.

The proponent proposes to create a residential subdivision, which will include grading and land recontouring, construction of new single-family homes, creation of access roads, placement of buried utilities, and general landscaping.

Since the project will involve physical disturbance to ground surface and sub-surface components in conjunction with residential development, it has the potential to impact cultural resources that may be located within the area of potential effects (APE). In this case, the APE would consist of the circa 122-acre land area within which the residential development work will be undertaken. Evaluation of the project's potential to impact cultural resources must be undertaken in conformity with Yuba County rules and regulations, and in compliance with requirements of the California Environmental Quality Act of 1970, Public Resources Code, Section 21000, et seq. (CEQA), and The California CEQA Environmental Quality Act Guidelines, California Administrative Code, Section 15000 et seq. (Guidelines as amended).

Scope of Work

Compliance with CEQA (and County rules and regulations) requires completion of projects in conformity with the amended (October 1998) Guidelines, including in particular Section

15064.5. Based on these rules, regulations and Guidelines, the following specific tasks were considered an adequate and appropriate Scope of Work for the present archaeological survey:

- Conduct a records search at the North Central Information Center of the California Historical Resources Information System and consult with the Native American Heritage Commission. The goals of the records search and consultation are to determine (a) the extent and distribution of previous archaeological surveys, (b) the locations of known archaeological sites and any previously recorded archaeological districts, and (c) the relationships between known sites and environmental variables. This step is designed to ensure that, during subsequent field survey work, all significant/eligible cultural resources are discovered, correctly identified, fully documented, and properly interpreted.
- Conduct a pedestrian survey of the APE in order to record and evaluate any previously unidentified cultural resources. Based on map review, a complete coverage, intensive survey was considered appropriate, given the presence of moderate archaeological sensitivity within the property. The purpose of the pedestrian survey is to ensure that any previously identified sites are re-located and evaluated in relation to the present project/undertaking. For any previously undocumented sites discovered, the field survey would include formally recording these resources on State of California DPR-523 Forms.
- Upon completion of the records search and pedestrian survey, prepare a Final Report that identifies project effects and recommends appropriate mitigation measures for sites that might be affected by the undertaking and that are considered significant or potentially significant per CEQA, and/or eligible or potentially eligible for inclusion on the National Register of Historic Places.

The remainder of the present document constitutes the Final Report for this project, detailing the results of the records search, consultation and pedestrian survey and providing recommendations for treatment of significant/eligible archaeological and historic sites. All field survey work followed guidelines provided by the Office of Historic Preservation (Sacramento) and conforms to accepted professional standards.

Location

The project area consists of approximately 122-acres of land located immediately adjacent to the south side of North Beale Road, and immediately north and northeast of Linda Avenue, and bisected by Goldfields Parkway, a short distance east of Yuba Community College, within the community of Linda, Yuba County, California. Lands affected are located within the northeast quarter of Section 28, of Township 15 North, Range 4 East, as shown on the USGS Yuba City and Olivehurst, California, 7.5' Series quadrangles (see attached APE Map).

Environment

The project area consists of northern Sacramento Valley lands located approximately 2-miles southeast of the Yuba River, and approximately 2.5-miles east of the Feather River, within a basin that receives winter storm runoff from a significant watershed. The basin is formed in deep sediments of the Sacramento Valley, which in turn has been uplifted along its eastern

margin where it interfaces with the lower foothills of the Sierra Nevada, and along its western margin where it interfaces with the Coast Range.

Topography within the APE is nearly vertical with an elevation averaging approximately 70- feet above sea level. The region is characterized by a Mediterranean climate, with cool, rainy winters and hot, dry summers. The average annual temperature for the project area ranges from 51-75°F, with the hottest temperatures occurring in July, reaching on average a maximum of 94°F. The average yearly rainfall totals for the area are approximately 19.37 inches, with the maximum annual precipitation occurring in January.

The region once supported a variety of flora and fauna taxa which have been subsequently replaced with domesticated plants and a slimmer variety of animals, including marsh birds, ducks, geese, raptors, reptiles, amphibians and small mammals.

In view of the substantial surface water sources throughout this area, prehistoric use and occupation was generally intensive, but the population was not randomly distributed. Clearly, the most intensively occupied land areas were at elevated locations along the river systems and along the Valley/Foothill interface.

Prehistory

The earliest residents in the Great Central Valley are represented by the Fluted Point and Western Pluvial Lakes Traditions, which date from about 11,500 to 7,500 years ago (Moratto 2004). Within portions of the Central Valley of California, fluted projectile points have been found at Tracy Lake (Heizer 1938) and around the margins of Buena Vista Lake in Kern County. Similar materials have been found to the north, at Samwel Cave near Shasta Lake and near McCloud and Big Springs in Siskiyou County. These early peoples are thought to have subsisted using a combination of generalized hunting and lacustrine exploitation (Moratto 2004).

These early cultural assemblages were followed by an increase in Native population density after about 7,500 years ago. One of the most securely dated of these assemblages in north- central California is from the Squaw Creek Site located north of Redding. Here, a charcoal- based C-14 date suggests extensive Native American presence around 6,500 years ago, or 4,500 B.C. Most of the artifactual material dating to this time period has counterparts further south, around Borax (Clear) Lake to the west, and the Farmington Area in a Valley setting east of Stockton. Important artifact types from this time period include large wide-stemmed projectile points and manos and metates.

In the Northern Sacramento Valley in the general vicinity of the project area, aboriginal populations continued to expand between 6,500 and 4,500 years ago. Early Penutian- speaking arrivals in this area may be represented by the archaeological complex known in the literature as the “Windmill” or “Early Horizon.” These sites date to about 4,000-5,000 years ago, with the connection to Penutian-speaking peoples suggested on the basis of extended burials, large leaf-shaped and stemmed projectile points similar to points of the Stemmed Point Tradition in the Plateau and portions of the Great Basin, large villages established along major waterways, and elaborate material culture with a wide range of ornamental and other non-utilitarian artifact types being present (Ragir 1972). The continuation of this pattern through the “Middle Horizon”, or from about 1,000 B.C. to A.D. 300, has also been documented at riverine sites within the

Sacramento Valley, including several sites along the Feather River, within the general project vicinity.

Sometime around AD 200-300, the Valley may have experienced another wave of Penutian immigration. Arriving ultimately from southern Oregon and the Columbia and Modoc Plateau region and proceeding down the major drainage systems (including the Feather, Yuba and American Rivers and of course the Sacramento River), these Penutian-speaking arrivals may have displaced the earlier populations, including remnant Hokan-speaking peoples still resident within the Valley. Presumably introduced by these last Penutian-speaking peoples to arrive were more extensive use of bulbs and other plant foods, animal and fishing products more intensively processed with mortars and pestles, and perhaps the bow and arrow and associated small stemmed- and corner-notched projectile points.

Ethnography

The project area is located within territory claimed by the Nisenan (Wilson and Towne 1978), and close to the Patwin (Johnson 1978), to the west, at the time of initial contact with European/American culture (circa AD 1850), and also close to the border shared with the Konkow to the north (Riddell 1978; Dixon 1905). The Nisenan were also referred to as Southern Maidu.

The Nisenan, Patwin and Konkow were Penutian speakers (Shipley 1978), for whom the basic social unit was the family, although the village may also have functioned as a social, political and economic unit. Villages were usually located near water sources, with major villages inhabited mainly in the winter as it was necessary to relocate into the hills and higher elevation zones to establish temporary camps during food gathering seasons (i.e., spring, summer and fall). Villages typically consisted of a scattering of bark houses, numbering from four or five to several dozen in larger villages, each house containing a single family of from three to seven people.

As with all northern California Indian groups, economic life for these Penutian-speaking groups revolved around hunting, fishing and the collecting of plant foods. Deer were an important meat source and were hunted by individuals by stalking or snaring, or by groups in community drives. Salmon runs, and other food resources available along the Feather and Yuba Rivers, also contributed significantly to local economies. While much of the fish protein was consumed immediately, a significant percentage, particularly during the fall salmon run, was prepared for storage and consumed during winter months (Broughton 1988). Acorns represented one of the most important vegetal foods and were particularly abundant within the Valley Oak Woodlands, which dominated lands located along the margins of the major rivers, including the Sacramento River, the Feather River, the Yuba River and the Bear River, all located within the general project vicinity.

Relations between Euro-Americans and Native Americans in the northern Sacramento Valley followed the course of interaction documented in most other parts of North America, but with particularly devastating consequences for the Sacramento Valley Indians. John Work's fur trapping expedition through the region in 1832-33 resulted in the introduction of several communicable diseases, the results of which were devastating to Native culture and society (Maloney 1945; Cook 1955, 1976).

Historic Context

Recorded history in the project area begins with the attempts of Spanish colonists to explore parts of California beyond the coastal zone. Gabriel Moraga's expedition was undertaken in 1806, with additional incursions occurring through the late 1830's and 1840's, including John Work's fur trapping expedition through central California in 1832-33, one of the best documented of the early forays into the Great Central Valley. Work's expedition introduced several communicable diseases to the Native inhabitants that turned out to be devastating to Nisenan culture and society (Work 1945; Cook 1976).

Additional major incursion by European American populations followed John Sutter's petition for and award of the New Helvetia Land Grant colony in 1839, with the Grant defining much of present-day Sacramento. Operating initially from Sutter's Fort, the Swiss emigrant planted wheat and raised cattle and horses, and employed many local Nisenan people on his Hock Farm on the west side of the Feather River, approximately eight miles southwest of the present project area. The establishment of this farm set a precedent for farming in Yuba City and Sutter County.

Discovery of gold in 1848 at Coloma resulted in the influx of thousands of fortune seekers into California and the Sacramento area, ultimately destroying Sutter's hopes for a northern agrarian empire. The embarcadero became a trading center instead, with supplies from San Francisco sold to miners departing for the foothills east of Sacramento and elsewhere in the Sierra Nevada.

By 1849, Sutter's son had assumed title to New Helvetia, and began a systematic survey of the extensive land grant, resulting eventually in a network of straight 80-foot wide streets and 20-foot wide alleys within Sacramento. Proximity to the American and Sacramento Rivers prompted levee construction as early as 1850.

The city of Marysville lies at the confluence of the Yuba and Feather Rivers in Yuba County on a portion of John Sutter's 1841 land grant. Sutter leased part of his land to Theodor Cordua, who built a rancho on the north bank of the Yuba River. In 1848, Cordua sold a half interest in the land to a former employee of his, Charles Covillaud, and later sold his remaining interest to Michael Nye and William Foster. Covillaud's partners in the land grant soon changed so that by 1849 four men, Covillaud, Jose Manuel Ramirez, John Simpson, and Theodore Sicard had become Covillaud and Company. In 1850, town lots were mapped out, parcels sold, and the name of Marysville chosen for the new town in honor of Mary Murphy, the wife of Charles Covillaud and a survivor of the Donner Party. Marysville became the Yuba County seat in 1850, and was incorporated the following year.

The position of Marysville at the confluence of the Feather and Yuba Rivers, and its relative proximity to San Francisco, Sacramento, and the gold mines of the Sierras, made the location a hub in the newly burgeoning economy.

The population grew steadily, reaching around 4,000 by 1900. As the population grew during these last decades of the 19th century, so too did the demand for various commodities and services. Consequently, a diverse number of businesses sprang up throughout the City.

As elsewhere in California, many of the Valley communities were purposefully created and funded by the railroads, with one of the objectives being to provide necessary services for the

system itself (water, fuel), and another being to benefit from housing construction spurred by the extension of the railroad. Several towns both north and south of Marysville represent such communities whose early growth was directly related to the railroad and to the benefits to local agriculture and ranching (both sheep and cattle) which accompanied expansion of the market created by the extension of long-haul freight into the Valley. Both the Western Pacific and the Southern Pacific Railroad lines passed through the northern portion of the City in, enhancing commercial freight service in the region.

In addition to the availability of freight service, the Northern Electric Railroad provided passenger service across the Feather River. In 1909, the Northern Electric Railroad had constructed a steel truss bridge alongside a covered wagon bridge connecting Marysville and Yuba City. The construction of a passenger and railroad link between the Cities of Marysville and Yuba City was crucial to the overall growth and development of both cities.

As Marysville continued to grow into the 20th century, the city developed further northeast away from the confluence of the two rivers. The land area immediately surrounding the APE has been subjected to agricultural development throughout the 20th century, while greater residential and commercial development, first following the end of World War II, and more intensively into the 21st century is evident throughout the region.

Episodic flooding and limited navigation along the Feather River initially limited the magnitude of settlement in the area, and the mid-19th century decades witnessed multiple efforts to reduce the threat of flood within the river's floodplain. On May 31, 1861, the California State legislature passed AB54 which was intended to promote organization of "swampland districts" which would be instrumental in developing flood protection facilities. Structural and jurisdictional limitations resulted in piecemeal levees being erected, which resulted in the program's failure.

Five years later, in 1868, the Green Act was passed which further complicated the matter of flood protection as levees were constructed, not in accordance with the topographical and hydrological setting in mind, but rather based on board-elected districts which "acquired" swamplands for the purposes of reclamation, and ultimately conversion to private property.

After the devastating floods of the early 1860s, it soon became clear that a new levee system was needed to protect the city from flooding. A continuous levee around the city was constructed, but again the system could not withstand the flooding of the following winter. Construction and development of the levees continued throughout the 1860s and 1870s. The winter of 1874-1875 brought particularly heavy flooding to the city, and again the city strove to build a levee system that would protect it. A Board of Levee Commissioners was formed to oversee the levee system. A new levee was built around the city, which incorporated portions of the existing levee. The new levee was built with a wider crown and base and was increased in height. During the construction in 1875, a major source of the flooding was addressed. Winter flooding continued to plague the city in 1904, 1907, 1909, and 1937, with contemporary flooding destroying numerous buildings and businesses again in 1955, 1986 and 1997. These last two flood episodes resulted in direct damage to the 17th Street storm water pump discharge pipeline, and following each of these catastrophic floods, segments of the discharge pipe were replaced.

RECORDS SEARCH and SOURCES CONSULTED

Several types of information were considered relevant to evaluating the types of archaeological sites and site distribution that might be encountered within the project area. The information evaluated prior to conducting the pedestrian survey includes data maintained by the North Central Information Center, and available published and unpublished documents relevant to regional prehistory, ethnography, and early historic developments.

Records at North Central Information Center

The official Yuba County archaeological records were examined on March 22, 2021 (I.C. File # YUB-21-15). This search documented the following existing conditions for a 0.25- mile radius centered on the APE:

- According to the Information Center's records, no resources are located within the present APE. Three (3) resources have been documented within the 0.25-mile search radius, but outside of the APE.
- According to the Information Center, portions of the present APE have been subjected to previous archaeological investigation as a result of two (2) investigations. Three (3) additional investigations have been conducted within the 0.25-mile search radius. All five (5) of these investigations are summarized as follows:

NCIC#	Date	Author(s)
006723	2005	Jensen
008234	2005	Peak
008235	2005	Peak
008370	2002	Williams, Huberland, Westwood, Kraft, Thomas, Dwyer, Hope
008370B	2002	Williams, Hope
008370C	2002	Caltrans
012325	2015	Kaptain
012325A	2015	Nayyar
012325B	2015	Jordan, Smith
012325C	2015	Vallaire, Kaptain
012325D	2015	Kaptain

Other Sources Consulted

In addition to examining the archaeological site and survey records of Yuba County maintained at the North Central Information Center, the following sources were also included in the search conducted at the Information Center, or were evaluated separately:

- The National Register of Historic Places (1986, Supplements).
- The California Register of Historical Resources.
- The California Inventory of Historic Resources (State of California 1976).
- The California Historical Landmarks (State of California 1996).

- The California Points of Historical Interest (May 1992 and updates).
- The Historic Property Data File (OHP 2012).
- 1860 GLO Plat, T15N, R4E.
- 1911 USGS Yuba City quadrangle (1:31,680 scale).
- 1952 USGS Yuba City 7.5' quadrangle.
- NETR topographic maps (1911, 1934, 1954, 1959, 1966, 1975, 1983, 2012, 2015, 2018).
- NETR Aerials (1947, 1998, 2005, 2009, 2010, 2012, 2014, 2016).
- Existing published and unpublished documents relevant to prehistory, ethnography, and early historic developments in the vicinity. These sources, reviewed below, provided a general environmental and cultural context by means of which to assess likely site types and distribution patterns for the project area.

CULTURAL RESOURCES SURVEY and CULTURAL INVENTORY

Survey Strategy and Field Work

All of the APE was subjected to intensive pedestrian survey by means of walking parallel transects spaced at 20-meter intervals.

In searching for cultural resources, the surveyor considered the results of background research and was alert for any unusual contours, soil changes, distinctive vegetation patterns, exotic materials, artifacts, feature or feature remnants and other possible markers of cultural sites.

Fieldwork was undertaken on March 28, 2021 by Principal Investigator, Sean Michael Jensen, M.A. Mr. Jensen is a professional archaeologist, historian and architectural historian, with more than 34 years of experience in archaeology, architectural history and history, who meets the professional requirements of the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation (Federal Register, Vol. 48, No. 190), as demonstrated in his listing on the California Historical Resources Information System list of qualified archaeologists, architectural historians and historians. No special problems were encountered and all survey objectives were satisfactorily achieved.

General Field Observations

Fieldwork identified the following general conditions within the project area. All of the present APE has been impacted directly by a series of intensive disturbances, including past episodic flooding and subsequent agricultural activities. As well, Goldfields Parkway, a fully modern roadway, trends through the APE, and consequently offers a linear observation of disturbance through the subject property. Parallel with this route are a number of buried utilities. All of these various activities have contributed to substantial disturbance of both the surface and subsurface soils within the APE, and consequently, reduce the probability of discovering intact subsurface cultural materials which may have once been present within the APE.

Examination of the USGS quadrangles, NETR topographic maps and historic aerials, confirmed that no structures or other historic features have ever been documented, or ever likely existed within the APE.

Prehistoric Resources

No evidence of prehistoric activity or occupation was observed during the present pedestrian survey. The absence of such resources may be explained, at least in part, by the historic through contemporary disturbances to the entire APE. As previously noted, the entire APE has been subjected to intensive agricultural development (including deep ripping of soils to a depth in excess of 3-feet), and episodic flooding.

Historic Resources

No historic-era sites were observed within the present APE. The absence of such resources is best explained by the degree of disturbance to which all of the APE has been subjected.

ELIGIBILITY RECOMMENDATIONS

Sites identified within the project area were to be evaluated for significance in relation to CEQA significance criteria. Historical resources per CEQA are defined as buildings, sites, structures, objects, or districts, each of which may have historical, architectural, archaeological, cultural, or scientific significance. CEQA requires that, if a project results in an effect that may cause a substantial adverse change in the significance of a historical resource, alternative plans or mitigation measures must be considered; however, only significant historical resources need to be addressed. Therefore, before developing mitigation measures, the significance of cultural resources must be determined in relation to criteria presented in PRC 15064.5, which defines a historically significant resource (one eligible for listing in the California Register of Historical Resources, per PRC SS5024.1) as an archaeological site which possess one or more of the following attributes or qualities:

- 1) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage
- 2) Is associated with the lives of persons important in our past
- 3) 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
- 4) Has yielded, or may be likely to yield, information important in prehistory or history

In addition, CEQA further distinguishes between archaeological sites that meet the definition of a significant historical resource as described above (for the purpose of determining effects), and "unique archaeological resources." An archaeological resource is considered "unique" (Section 21083.2(g)) when the resource not merely adds to the current body of knowledge, but when there is a high probability that the resource also:

- Contains information needed to answer important scientific research questions and there is a demonstrable public interest in that information.
- Has a special and particular quality such as being the oldest of its type or the best available example of its type.
- Is directly associated with a scientifically recognized important prehistoric or historic event or person.

PROJECT EFFECTS

A project may have a significant impact or adverse effect on significant historical resources/unique archaeological resources if the project will or could result in the physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance or values of the historic resource would be materially impaired. Actions that would materially impair a cultural resource are actions that would alter or diminish those attributes of a site that qualify the site for inclusion in the California Register of Historical Resources.

Based on the specific findings detailed above under ***Cultural Resources Survey and Cultural Inventory***, no significant historical resources/unique archaeological resources are present within the project area and no significant historical resources/unique archaeological resources will be affected by the undertaking, as presently proposed.

PROJECT SUMMARY

This report details the results of a cultural resources inventory survey involving creation of a residential subdivision, involving approximately 122-acres of land located immediately adjacent to the south side of North Beale Road, and immediately north and northeast of Linda Avenue, and bisected by Goldfields Parkway, a short distance east of Yuba Community College, within the community of Linda, Yuba County, California.

The proponent proposes to create a residential subdivision, which will include grading and land recontouring, construction of new single-family homes, creation of access roads, placement of buried utilities, and general landscaping.

Existing records at the North Central Information Center document that portions of the present APE had been subjected to previous archaeological investigation, and that no historic properties have been documented within the APE. As well, the present effort included an intensive-level pedestrian survey. No prehistoric or historic-era cultural resources were identified during the pedestrian survey.

Consultation was undertaken with the Native American Heritage Commission (NAHC) re. sacred land listings for the property. An information request letter was delivered to the NAHC on March 19, 2021. The NAHC response is pending.

The probability of encountering buried archaeological sites within the APE is low. This conclusion is derived in part from the observed soil matrices which have been subjected to a high degree of disturbance associated with past agricultural cultivation activities. Evidence of ground disturbance assisted in determining whether or not subsurface resources were present within the APE. Overall, the soil types present and contemporary disturbance would warrant a finding of low probability for encountering buried archaeological sites.

Based on the absence of significant historical resources/unique archaeological resources within the APE, archaeological clearance is recommended for the project/undertaking as presently proposed. For these reasons, cultural resources in the project area are ***less than significant with the following mitigation measures:***

Mitigation Measure 5.1 Inadvertent Discovery Of Human Remains

Consultation in the event of inadvertent discovery of human remains: In the event that human remains are inadvertently encountered during trenching or other ground-disturbing activity or at any time subsequently, State law shall be followed, which includes but is not limited to immediately contacting the County Coroner's office upon any discovery of human remains.

Mitigation Measure 5.2 Inadvertent Discovery Of Cultural Material

Consultation in the event of inadvertent discovery of cultural material: The present evaluation and recommendations are based on the findings of an inventory- level surface survey only. There is always the possibility that important unidentified cultural materials could be encountered on or below the surface during the course of future development activities. This possibility is particularly relevant considering the constraints generally to archaeological field survey, and particularly where past ground disturbance activities (e.g., road grading, livestock grazing, etc.) have partially obscured historic ground surface visibility, as in the present case. In the event of an inadvertent discovery of previously unidentified cultural material, archaeological consultation should be sought immediately.

VI. ENERGY	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

DISCUSSION/CONCLUSION/MITIGATION:

a) & b) While the project will introduce 499 new homes and increase energy consumption, compliance with Title 24, Green Building Code, will ensure that all project energy efficiency requirements are net resulting in *less than significant impacts*.

VII. GEOLOGY AND SOILS	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Section 1803.5.3 to 1808.6 of the 2010 California Building Code, creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion/Conclusion/Mitigation:

- a) (i-iii) According to the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist, Division of Mines and Geology Special Publication 42, Yuba County is not one of the cities or counties affected by Earthquake Fault Zones, as of August 16, 2007. Therefore, strong seismic ground shaking and seismic-related ground failure, including liquefaction is not an anticipated side effect of development in the area. A ***less than significant impact*** from earthquakes is anticipated.

(iv) The Yuba County General Plan identifies the area as one that has a low risk for landslides, and states that grading ordinances, adopted by Yuba County and based on Appendix J of the 2013 California Building Code, serve as effective measures for dealing with landslide exposure. Hazards associated with potential seismic and landslide result in a ***less than significant impact***.

b) c) and d) According to Exhibit 4.6-4 Soil Erosion Hazard, of the 2030 General Plan EIR, the project site has a slight potential for soil erosion hazards. Exhibit 4.6-5 Shrink/Swell Potential indicates that the project site also contains expansive soils with a low shrink/swell potential. Should application be made for a building permit, Yuba County Building Department staff will determine appropriate building foundation systems for all proposed structures, in accordance with the requirements of the Uniform Building Code. The Building Official may require additional soils testing, if necessary; and will result in a ***less than significant impact***.

e) The project site is surrounded by residential properties and will be used for residential purposes. The project is within the Linda County Water District (LCWD) and is required to connect to their district for public water and sewer. Through implementation of the County Environmental Health Department conditions of approval and connections to LCWD, the project would result in a ***less than significant impact*** to wastewater.

VIII. GREENHOUSE GAS EMISSIONS

	Potentially Significant Impact	Less Significant Mitigation Incorporated	Than With	Less Than Significant Impact	No Impact
Would the project:					
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion/Conclusion/Mitigation:

a) Global Warming is a public health and environmental concern around the world. As global concentrations of atmospheric greenhouse gases increase, global temperatures increase, weather extremes increase, and air pollution concentrations increase. The predominant opinion within the scientific community is that global warming is currently occurring, and that it is being caused and/or accelerated by human activities, primarily the generation of “greenhouse gases” (GHG).

In 2006, the California State Legislature adopted AB32, the California Global Warming Solutions Act of 2006, which aims to reduce greenhouse gas emissions in California. Greenhouse gases, as defined under AB 32, include carbon dioxide, methane, nitrous oxide, hydro fluorocarbons, per fluorocarbons, and sulfur hexafluoride. AB 32 requires the California Air Resources Board (ARB), the State agency charged with regulating statewide air quality, to adopt rules and regulations that would achieve greenhouse gas emissions equivalent to statewide levels in 1990 by 2020.

In 2008, the California Air Resources Board (CARB) adopted the Scoping Plan for AB32. The Scoping Plan identifies specific measures to reduce GHG emissions to 1990 levels by 2020, and requires ARB and other state agencies to develop and enforce regulations and other initiatives for reducing GHGs. The Scoping Plan also recommends, but does not require, an emissions reduction goal for local governments of 15% below “current” emissions to be achieved by 2020 (per Scoping Plan current is a point in time between 2005 and 2008). The Scoping Plan also recognized that Senate Bill 375 Sustainable Communities and Climate Protection Act of 2008 (SB 375) is the main action required to obtain the necessary reductions from the land use and transportation sectors in order to achieve the 2020 emissions reduction goals of AB 32.

SB 375 complements AB 32 by reducing GHG emission reductions from the State’s transportation sector through land use planning strategies with the goal of more economic and environmentally sustainable (i.e., fewer vehicle miles travelled) communities. SB 375 requires that the ARB establish GHG emission reduction targets for 2020 and 2035 for each of the state’s 18 metropolitan planning organizations (MPO). Each MPO must then prepare a plan called a Sustainable Communities Strategy (SCS) that demonstrates how the region will meet its SB 375 GHG reduction target through integrated land use, housing, and transportation planning.

The Sacramento Area Council of Governments (SACOG), the MPO for Yuba County, adopted an SCS for the entire SACOG region as part of the 2035 Metropolitan Transportation Plan (MTP) on April 19, 2012. The GHG reduction target for the SACOG area is 7 percent per capita by 2020 and 16 percent per capita by 2035 using 2055 levels as the baseline. Further information regarding SACOG's MTP/SCS and climate change can be found at <http://www.sacog.org/2035/>.

While AB32 and SB375 target specific types of emissions from specific sectors, and ARBs Scoping Plan outlines a set of actions designed to reduce overall GHG emissions it does not provide a GHG significance threshold for individual projects. Air districts around the state have begun articulating region-specific emissions reduction targets to identify the level at which a project may have the potential to conflict with statewide efforts to reduce GHG emissions (establish thresholds). To date, the Feather River Air Quality Management District (FRAQMD) has not adopted a significance threshold for analyzing project generated emissions from plans or development projects or a methodology for analyzing impacts. Rather FRAQMD recommends that local agencies utilize information from the California Air Pollution Control Officers Association (CAPCOA), Attorney General's Office, Cool California, or the California Natural Resource Agency websites when developing GHG evaluations through CEQA.

GHGs are emitted as a result of activities in residential buildings when electricity and natural gas are used as energy sources. New California buildings must be designed to meet the building energy efficiency standards of Title 24, also known as the California Building Standards Code. Title 24 Part 6 regulates energy uses including space heating and cooling, hot water heating, ventilation, and hard-wired lighting that are intended to help reduce energy consumption and therefore GHG emissions.

Based on the project description, the project would generate additional vehicle trips in conjunction with 499 additional single family residence. Although the project will have an impact on greenhouse gas emissions, the impact would be negligible. The impact related to greenhouse gas emissions would result in *less than significant*.

b) The project is consistent with the Air Quality & Climate Change policies within the Public Health & Safety Section of the 2030 General Plan therefore, the project has *no impact* with any applicable plan, policy or regulation.

IX. HAZARDS AND HAZARDOUS MATERIALS	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion/Conclusion/Mitigation:

a), b) and c) There would be no routine transport, use, or disposal of hazardous materials or the release of hazardous materials into the environment related to this residential project. The closest school site is Yuba College, which is directly west from the project site – therefore, less than a ¼ miles away. However, **impacts would be less than significant** this project would not produce or create significant hazardous materials. Moreover., the project site is currently zoned for

commercial and residential mixed uses, therefore the proposed project would not introduce a new hazardous use that has not already been evaluated in the 2030 Yuba County General Plan.

d) The project site is not located on a site included on a list of hazardous materials sites compiled pursuant to [Government Code Section 65962.5](#). The site has historically been used for agricultural/ranching activities and is currently vacant. Therefore, the project would not create a significant hazard to the public or the environment and there would be ***no impact*** to the environment from hazardous materials.

e) and f) The project site is not located within the scope of an airport land use plan, within two miles of a public airport or public use airport, or within the vicinity of a private airstrip. The project would have ***no impact*** on public or private airstrips.

g) There are seven new roads within the proposed subdivision: Armour Drive, Gold Strike Drive, Ophir Drive, Pleton Way, Dortmund Drive, Idaho Mine Way, Serpentine Way, Fleishacker Way, Essex Mine Way, Empire Mine Drive, Gold Country Drive, Hallid Way, Ghiradelli Drive, Gold Ranch Way, Sawhill Way, Hock Farm Way, Zellerbach Way, Pilot Hill Drive, Gold Hill Drive, and Pelton Court. These new roads and associated road improvements would not interfere with the existing road system. Since there would be no major physical interference to the existing road system, there would be ***a less than significant impact*** with an emergency response or evacuation plan.

h) The project is not located in a high wildlife fire hazard severity zone as reported by the Cal Fire 2008 Fire Hazard Severity Zones map. The property is within the jurisdiction of the Linda Fire Department, who will respond to fire emergencies within the project site. For this reason, the impact would be ***less than significant***.

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

Discussion/Conclusion/Mitigation:

a) The project would not require the use of septic tanks, as it would require any new residences built by the project to connect to public sanitary sewer services. As a result, the project would not violate water quality standards or waste discharge requirements with regards to sewage disposal. There would be a *less than significant impact*.

b) The Linda County Water District (LCWD) would provide water to all 499 homes. The applicant would be required to annex into LCWD with LAFCO and submit "Will Serve" letters to the Public Works Department prior to recordation of the final map. The impact would be *less than significant*.

c) i) The project will result in the disturbance of approximately 122.07 acres of vacant land. The project will result in a total of 499 single-family residences, a canal, commercial land, and a park along with accompanying streets, driveways, and open space. The project will involve the grading of the entire site.

The project site is within the jurisdiction of the Central Valley Regional Water Quality Control Board (RWQCB), which develops and enforces water quality objectives and implementation plans that safeguard the quality of water resources in its region. Prior to construction of a project greater than one acre, the RWQCB requires a project applicant to file for a National Pollution Discharge Elimination System (NPDES) General Permit. The General Permit process requires the project applicant to 1) notify the State, 2) prepare and implement a Storm Water Pollution Prevention Plan (SWPPP), and 3) to monitor the effectiveness of the plan. Mitigation Measure 10.1 shall be incorporated to reduce any substantial siltation or erosion.

Mitigation Measure 10.1 National Pollution Discharge Elimination (NPDES) Permit

Prior to the County's approval of a grading plan or site improvement plans, the project applicant shall obtain from the Central Valley Regional Water Quality Control Board a National Pollution Discharge Elimination (NPDES) Permit for the disturbance of over one acre. Further, approval of a General Construction Storm Water Permit (Order No. 99-08-DWQ) is required along with a Small Construction Storm Water Permit. The permitting process also requires that a Storm Water Pollution Prevention Plan (SWPPP) be prepared prior to construction activities. The SWPPP is used to identify potential construction pollutants that may be generated at the site including sediment, earthen material, chemicals, and building materials. The SWPPP also describes best management practices that will be employed to eliminate or reduce such pollutants from entering surface waters.

There would be a *less than significant impact with mitigation incorporated*.

i-iv) The project would introduce impervious surfaces through the addition of 499 single-family residences, commercial uses, a park, and accompanying roads and driveways. This has the potential to generate higher run-off rates that could potentially cause flood either on or off site. For this reason, the applicants are installing a canal on 10.88 acres along the east and southern portion of the property. This will accommodate any additional runoff from the project. To ensure construction of the canal, Mitigation Measure 10.2 is recommended to reduce any potential flooding on or off site to a less than significant level.

Mitigation Measure 10.2 Drainage Plan

Prior to recordation of a Final Map, a plan for a permanent solution for drainage shall be submitted to and approved by Yuba County and the Public Works Division. The drainage and improvement plans shall provide details relative to drainage, piping, and swales. Further, the Drainage Plan shall specify how drainage waters shall be detained onsite and/or conveyed to the nearest natural or publicly maintained drainage channel or facility and shall provide that there shall be no increase in the peak flow runoff above existing conditions.

There would be a *less than significant impact with mitigation incorporated*.

d) The project is not located within a 100-year flood plain, it is located within a 500-year flood plain. Yuba County is an inland area not subject to seiche or tsunami. Mudflow is not an identified issue at this location; therefore, there would result in a *less than significant impact* from flooding, mudflow, seiche, or tsunami.

e) The project will not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan because Yuba County has not adopted a water quality control plan or sustainable groundwater management plan. There would be a *less than significant impact*.

XI. LAND USE AND PLANNING	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion/Conclusion/Mitigation

a) and b) The project site is within an area of urban development within the Linda Community of unincorporated Yuba County. The proposed land division is not anticipated to create any physical division of an established community. Therefore, the development would result in ***no impact*** or division of an established community.

b) The project is currently zoned Single Family Residential “RS”, Medium Density Residential “RM”, & Neighborhood Mixed Use “NMX”. With the requested change of zone, the property will mainly become “RS” with 2.63 acres remaining “NMX”. With the rezone, the project will be consistent with the goals and policies of the “RS” zone and Valley Neighborhood general plan designation by creating parcels 499 parcels on 94.05 acres. The “RS” zone allows a density of 3-8 units per acre – the applicants are proposing approximately 5 units per acre (499 units/94.05 acres = 5.3 units per acre). Moreover, there is no habitat conservation plan or natural community conservation plan exists for or near the project site. Land use impacts are anticipated to have ***no impact*** on habitat or conservation plans.

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

Discussion/Conclusion/Mitigation:

a) and b) The project site is not known to contain any mineral resources that would be of value to the region or residents. Additionally, according to the Yuba County 2030 General Plan EIR, the project site is not delineated in an area identified to have surface mining activities or contain mineral resources. The project is expected to have ***no impact*** on mineral resources.

XIII. NOISE	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion/Conclusion/Mitigation:

a) The creation of 499 single family residential lots would create a permanent increase in ambient noise levels in the project vicinity above currently existing levels. However, these permanent noise levels would be residential in nature and similar to those noises created from other surrounding residential uses.

The project would create temporary or periodic increases in ambient noise levels in the vicinity during construction. However, Article 3 of Chapter 8.20 of the Yuba County Ordinance Code governs construction related noise. It states, "It shall be unlawful for any person within a residential zone, or within the radius of 500 feet therefrom, to operate equipment or perform any outside construction or repair work on buildings, structures or projects or to operate any pile driver, power shovel, pneumatic hammer, derrick, power hoist, or any other construction type device between the hours of 10:00 p.m. of one day and 7:00 a.m. of the following day in such a manner that a reasonable person of normal sensitiveness residing in the area is caused discomfort or annoyance unless a permit has been duly obtained beforehand from the Director of the Community Development Department as set forth in Section 8.20.710 of this chapter. No permit shall be required to perform emergency work as defined in article 1 of this chapter." With the incorporated standard requirements impacts related to construction noise shall be *less than significant*.

b) The creation of 499 single family residential lots and their continued operation as single family homes would not expose persons to excessive noise levels or excessive groundborne vibration or groundborne noise levels in excess of standards established in the local general plan or noise ordinance. There would be *no impact*.

c) As mentioned previously, the project site is not located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport. Therefore would be ***no impact***.

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

Discussion/Conclusion/Mitigation:

a) The project will result in an increase in population in the immediate area as the project proposes the construction of 499 single-family residences where none currently exist. Based on 2.9 people per dwelling unit, this will result in a population increase of roughly 1,447 people within the project area. As discussed in Land Use and Planning Section, the property is zoned Single Family Residential “RS”, which allows a density of 3-8 units per acre – the applicants are proposing approximately 5 units per acre ($499 \text{ units} / 94.05 \text{ acres} = 5.3 \text{ units per acre}$). Moreover, the property currently has a zoning of “RM” which allows 6-17 units per acre and “NMX” which allows 3-20 units per acre with residential mixed use project or 20-20 units per acre as a residential only project. With the rezone of 119.44 acres to “RS”, the properties will be introducing less lots than without the rezone. Therefore, this project will result in a density that is planned for this property. Therefore, the impact would be *less than significant*.

b) The project does not involve the removal of housing or the relocation of people who currently utilize the site and would cause *no impact* to individuals

XV. PUBLIC SERVICES		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project result in:					
Substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:					
a)	Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b)	Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c)	Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d)	Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e)	Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion/Conclusion/Mitigation:

a) The project is located within the Linda Fire Department and new development is required to install fire hydrants and water main extensions, paid for by the individual developer. At the time building permits are issued, fire fees are paid on a per square footage basis. The fees are established by the District to offset the cost of providing additional fire suppression. The project will be conditioned to comply with all requirement of the Linda Fire Department. Based on the collection of fees, any impacts the project may have on Fire protection are expected to be less than significant. The increased fire protection capability of the Linda Fire Department will not cause significant environmental impacts. With the payment of fire fees and adherence to the requirements from the Yuba County Development Code and Fire Codes, impacts to fire protection would be *less than significant*.

b) The project area is located within unincorporated Yuba County and would be served by the Yuba County Sheriff's Department. Increased property tax revenue and annual police protections assessment Countywide would support additional civic services including law enforcement. Impacts related to police protection would be *less than significant*.

c) Marysville Joint Unified School District (MJUSD) was consulted during early consultation of this project. MJUSD has not provided a comment letter, however prior correspondence received on similar projects has stated their facilities do not have the capacity to absorb the new students from the project and that new development proposals must mitigate the impacts proportional to the intensity of the development. In response, the Board adopted Resolution No. 2019-20/31, authorizing the County to levy a fee, charge, dedication, or other form of requirement against residential development projects for the purpose of funding the construction or reconstruction of school facilities. Specifically, the purpose of the fees is to finance the construction and reconstruction of school facilities in order to provide adequate school facilities

for the students of the District. The resolution states that the maximum fee is \$4.08 per square feet for residential development.

For this reason, the proposed development will be paying its fair share of school fees to pay for the construction of new school facilities. With the incorporated standard requirement for school fees, impacts related to schools would be *less than significant*.

d) The project involves the construction of 499 single-family residences. Thus, it would generate an additional demand for parks and recreational facilities. The project will address the impacts from the increased usage through by constructing a 4.20 acre parkland and the payment of in-lieu fees. The dedication of parkland and/or the payment of in-lieu fees will ensure that parkland dedication for the proposed project is in compliance with the Yuba County standard of 5 acres per 1,000 population. Compliance with Yuba County parkland dedication requirement will ensure that substantial deterioration of recreational facilities would not occur. Because the payment of this fee would offset impacts to parks and recreational facilities, impacts would be *less than significant*.

e) In addition to the fees collected above for various services, the per-unit capital facility fees, collected at the time of the building permit issuance, would go toward the costs associated with general government, social services, library, and traffic. With the incorporated Development Code requirements, impacts on public facilities would be *less than significant*.

XV. RECREATION	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion/Conclusion/Mitigation:

a) & b) The project would result in a small increase in the use of neighborhood and regional parks, and would create the need for additional recreational facilities. There is a 4.20 acre park proposed with this project. Yuba County Development Code Chapter 11.45.060 requires parkland dedication at a ratio of 5 acres per 1000 new residents (assuming 2.9 persons per household for single-family lots). The remaining parkland required for the project would be satisfied with in-lieu fees. This condition of project approval for this land division would ensure that in-lieu fees get paid to offset park needs. This requirement would ensure adequate neighborhood parks and funding for regional improvements are in place prior to parcel map recordation. With the incorporated standard requirements, impacts related to increases in park usage would result in a *less than significant impact*.

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

Discussion/Conclusion/Mitigation:

a) The project is not located in an area where a plan, ordinance or policy measures the effectiveness for the performance of a circulation system. This includes evaluating all modes of transportation including mass transit and non-motorized travel. Therefore, the project will have *no impact*.

b) A Vehicle Miles Traveled (VMT) Impact Analysis was conducted for the project by Kenneth Anderson from KD Anderson & Associates, Inc. in July, 2021. Here is a summary of the study:

Project Characteristics

The project entails development of 499 single family residences and a 2-acre commercial lot located south of N. Beale Road along Goldfields Parkway (See Figures 1 and 2)

EXISTING SETTING

Existing Roadways

The area of Goldfields Ranch is served by State Highways and Yuba County roads.

State Route 70 and State Route 65. State Route 70 (SR 70) and State Route 65 (SR 65) link the project area with the Sacramento and Roseville urban areas to the south and with Marysville – Yuba City area to the north. These two highways join south of the project, and SR 70 continues northerly through Marysville to State Route 20. In the immediate area of the project both highways are four- lane / six-lane limited access freeways although the south there are two lane sections planned for widening. SR 70 is a four-lane conventional highway through Marysville. The most recent traffic volume counts published by Caltrans indicate that SR 70 carries about an annual average daily traffic (AADT) volume of 40,300 ADT south of Else Road 46,700 north of Erle Road to Feather River Blvd and 63,800 AADT north of N. Beale Road across the Yuba

River bridge. Trucks comprise 5% of the daily traffic volume on SR 70, and the posted speed limit is 65 mph.

N. Beale Road. N. Beale Road extends east from an intersection on Feather River Blvd near its SR 70 interchange for about 7 miles to Beale Air Force Base. The route is designated an Urban Arterial from Feather River Blvd to Yuba College, and this segment is a four-lane roadway. The roadway transitions to a two-lane facility between the college and Goldfields Parkway, and the route is designated a rural arterial east of Goldfields Parkway. The posted speed limit is 35 mph immediately east of Feather River Blvd to Yuba College and 45 mph in the area of the proposed project.

Erle Road. Erle Road extends easterly from an interchange on SR 70 south of the proposed project for about 5 miles towards Beale AFB. The section from the freeway to Griffith Road is designated an Urban Arterial and east of Griffith Road the route is a major rural collector. The posted speed limit on Erle Road is 55 mph.

Goldfields Parkway. Goldfields Parkway is a north-south roadway that will ultimately extend from the SR 65/ SR 70 junction north across N. Beale Road to SR 20. Today the segment between Linda Avenue and N. Beale Road has been constructed as a two-lane section and is designated a truck route. Ultimately this segment of the roadway is to be widened to 4-lanes as has already occurred in the area from Linda Avenue to Erle Road. Goldfields Parkway is the main route for aggregate trucks originating east of the project along N. Beale Road.

Linda Avenue. Linda Avenue is a two-lane east-west roadway that at one time linked Hammonton-Smartsville Road with Griffith Avenue but was made discontinuous by the construction of Yuba College. The eastern portion of the roadway links Goldfields Parkway and Griffith Avenue and provides access to existing residences south of the proposed project.

The flow of traffic in urban areas is typically governed by major intersections, and two locations were identified for analysis by Yuba County.

The **N. Beale Road / Goldfields Parkway** intersection is a “tee” controlled by a stop sign on the northbound Goldfields Parkway approach. A westbound left turn lane is striped on N. Beale Road, and that treatment continues in both directions as a continuous Two-Way Left-Turn lane. The Goldfields Parkway approach has a single lane, and the corner curb returns are wide enough to accommodate the turning requirements of heavy trucks.

The **Erle Road / Goldfields Parkway** intersection is a “tee” controlled by a stop on the southbound Goldfields Parkway approach. Goldfields Parkway has been widened to its ultimate width north of the intersection, but interim striping is limited to separate left turn and right turn lanes. An eastbound left turn lane is striped on Erle Road, and that treatment continues in both directions as a continuous Two-Way Left-Turn lane.

Facilities for Alternative Transportation Modes

Bicycles. Class II bicycle lanes already exist on these streets:

- Goldfields Parkway
- N. Beale Road
- North side of Erle Road west of Griffith Avenue
- west side of Griffith Avenue south of Linda Avenue
- north side of Linda Avenue west of Griffith Avenue

The Yuba County General Plan indicates that Class II bicycle lanes will be developed on the south side of Erle Road.

Pedestrians. Sidewalks exist along these streets:

- south side of N. Beale Road west of Yuba College
- north side of N. Beale Road for 2,100 feet west of Goldfields Parkway
- Goldfields Parkway south from a point 800 feet south of Linda Avenue to Erle Road
- South side of Linda Avenue westerly for ¼ mile from Griffith Avenue
- West side of Griffith Avenue south of Linda Avenue
- north side of Erle Road west of Griffith Avenue

Transit. Yuba-Sutter Transit offers fixed route service for Yuba County.

https://www.yubasuttertransit.com/files/2166f9b24/YST_Ride+Guide_09-01-20+v3.pdf

Route 1: Yuba City to Yuba College links the Alturas Avenue / Shasta Avenue terminal with Yuba College. This route runs on 30 minute headways from 6:30 a.m. to 6:30 p.m.

Route 3: Olivehurst to Yuba College connects the college with this Yuba County community west of SR 70 on 30 minute headways from 6:00 a.m. to 6:00 p.m.

Route 6: Linda Shuttle circles the community on one hour headways with connections to Routes 1 and 3.

Sacramento Commuter & Midday Express connects stops at the Yuba County Government Center, SR 70 / McGowan Parkway interchange and SR 70 / Plumas Lake interchange with Downtown Sacramento.

Dial-A-Ride. Dial-A-Ride offers curb-to-curb service to eligible seniors (age 65+) and persons with disabilities anywhere within the area shown in light green on the system map. Service is available by advance phone reservation on a first-come; first-serve basis. The service is available from 6:30 a.m. to 9:30 p.m. on weekdays and from 8:30 a.m. to 5:30 p.m. on Saturdays. No service is provided on Sundays or major holidays. Weekday evening Dial-A-Ride is open to the general public after 6:00 p.m. on weekdays without eligibility restrictions.

Existing Traffic Volumes and Traffic Operations

Traffic Volumes. New weekday a.m. and p.m. peak hour traffic volume count were conducted at study intersections on Tuesday April 13, 2021. County staff reported that the general effects of COVID-19 travel limitations had eased in Yuba County and that local schools

had returned to on-site learning. No adjustment to the observed count has been made for this analysis. Figure 3 displays these current a.m. and p.m. peak hour turning movement counts.

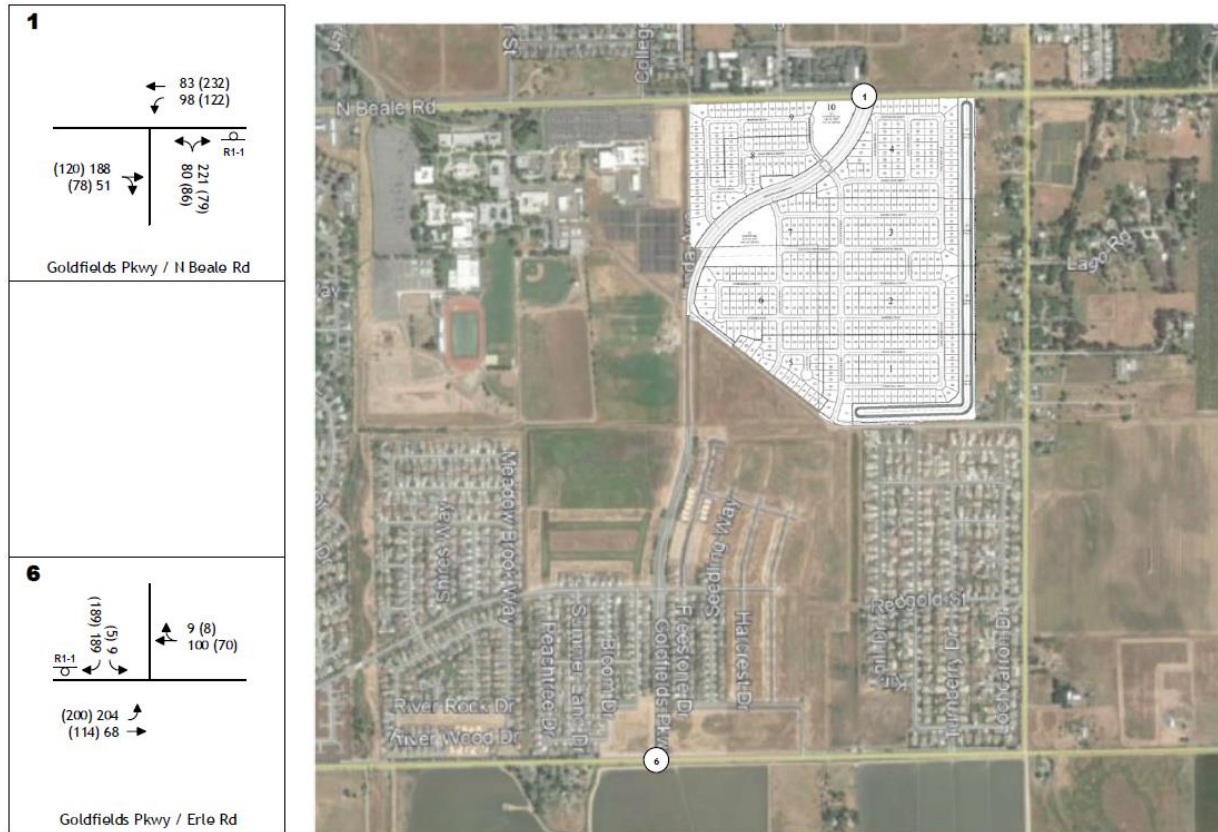
Heavy trucks were isolated from other vehicles during these counts. During the a.m. peak hour heavy trucks comprised 12% of the total intersection traffic, while heavy trucks were 1% of the total p.m. peak hour volume. Nearly all observed heavy trucks turned from Goldfields Parkway onto or off of N. Beale Road to the east.

Levels-of-Service. The existing a.m. and p.m. peak hour level-of-service (LOS) was determined for the study intersections to quantitatively evaluate existing traffic operation conditions.

"Level of Service" is a qualitative measure of traffic operating conditions whereby a letter grade "A" through "F", corresponding to progressively worsening operating conditions, is assigned to an intersection or roadway segment. Table 9 presents the characteristics associated with each LOS grade. As shown in Table 9, LOS "A", "B", and "C" are considered satisfactory to most motorists, while LOS "D" is marginally acceptable. LOS "E" and "F" are associated with severe congestion and delay and are unacceptable to most motorists. Yuba County General Plan recognizes LOS "D" as the minimum standard for acceptable traffic operations.

TABLE 9 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
Sources: Highway Capacity Manual. 6 th Edition		

Figure 3: Existing Traffic Volumes and Lane Configurations



KD Anderson & Associates, Inc.
Transportation Engineers
0483-010 RA 9/26/2016

EXISTING TRAFFIC VOLUMES AND LANE CONFIGURATIONS

figure 3

The procedures used for calculating unsignalized intersection level of service are presented in the Highway Capacity Manual, 6th Edition (HCM). At unsignalized intersections that are controlled by side street stop signs, level of service is based on the magnitude of the delay incurred by motorists waiting to turn at the intersection. While average delays and level of service can be calculated for each movement yielding the right of way, for this the “worst case” condition was addressed. The worst case delay typical occurs for those motorists waiting to turn left onto the main highway.

Table 10 presents the existing levels of service at the two study locations during both peak hours. As shown, these intersections currently operate within the minimum LOS requirements of the Yuba County General Plan.

TABLE 10 EXISTING CONDITIONS INTERSECTIONS LEVEL OF SERVICE						
Intersection	Control	AM Peak Hour		PM Peak Hour		Traffic Signal Warrants Met?
		Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS	
1. N. Beale Rd / Goldfields Parkway Northbound left+right turn Westbound left turn	NB Stop	16 8	C A	15 8	C A	Yes (AM)
Erle Road / Goldfields Parkway Southbound left turn Southbound right turn Eastbound left turn	SB Stop	15 11 9	C B A	13 10 8	B B A	No
LOS=Level of Service						

Traffic Signal Warrants. Current peak hour traffic volumes were compared to the requirements of the manual of Uniform Traffic Control Devices (MUTCD) to determine whether a traffic signal might currently be justified. Warrant 3 (peak hour volume) was reviewed assuming “rural” (i.e., >40 mph) conditions. Today the N. Beale Road / Goldfields Parkway intersection carries volumes that satisfy peak hour warrants for signalization in the a.m. peak hour but not in the p.m. peak hour.

PROJECT CHARACTERISTICS

Project Description

Land Use. As was noted in Figure 2, the Goldfields Ranch Subdivision includes 499 single family residential lots as well as a 2.41 acre (net) commercial parcel on the southwest of the N. Beale Road / Goldfields Parkway intersection. No specific users have been identified for the commercial parcel, although typical “convenience” uses like a small market, gas station and quick serve restaurant could be feasible. For this analysis it has been assumed that the site could develop with a typical retail floor area ratio (FAR) of 0.25, which would yield roughly 26 ksf of building floor area. Uses such as gas stations and quick-serve restaurants typically require less building space and have lower FAR primarily due to site requirements for parking or fuel canopy.

Access. The site TSM identifies planned access to adjoining streets within the context of long term conditions. As shown, no residential access to N. Beale Road is proposed. It is anticipated that the commercial parcel may have access on N. Beale Road that would be limited to right turns in and out only due to proximity to the Goldfields Parkway intersection.

Full access is planned at two locations on Goldfields Parkway (i.e., at the new Gold Ranch Way and existing Linda Avenue intersections). Two additional right turn only connections are planned for the residential areas. As with its connection to N. Beale Road, it is assumed that the commercial site could have right-turn only access to Goldfields Parkway.

Two full access intersections are also proposed on Linda Avenue.

Trip Generation

Trip Generation Rates. The amount of traffic associated with development of the Goldfields Ranch Subdivision has been estimated based on application of trip generation rates published by the Institute of Transportation Engineers (ITE). The rates presented in the 10th edition of the ITE Trip Generation Manual, 2018 are commonly accepted by public agencies, including Caltrans District 3 and Yuba County.

Forecasts. Table 11 presents the rates that are applicable to the residences within the proposed project and to development within the commercial site. Of these trips, a share would likely be trips that would be made between commercial and residential uses by automobile. These trips would travel on Goldfields Parkway for a short distance but would not affect the regional street system and are noted as “internal” trips for this analysis. As shown the project could generate a gross total of 7,182 trip ends of which half are inbound trips and half are outbound. Of that total 472 trips would be expected to be made between on-site uses.

Trip Distribution. The distribution of trips generated by residents of Goldfields Ranch reflects the project’s location east of the Yuba City / Marysville area and north of the Sacramento / Roseville metropolitan area, as well as the location of roads connecting the site with SR 70 and Beale AFB to the east. The trip distribution is also affected by the presence of planned retail development and the future construction of Goldfields Parkway to the north and south. As shown in Table 12, based on review of current travel patterns, roughly 80% of the residential trips are initially expected to travel west, and those shares would drop in the future with completion of Goldfields Parkway.

**TABLE 11
TRIP GENERATION FORECASTS FOR GOLDFIELDS RANCH**

TABLE 11 TRIP GENERATION FORECASTS FOR GOLDFIELDS RANCH									
ITE Code	Description	Quantity	Trips per Unit						
			Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
210	Single Family Residential	1	9.44	25%	75%	0.74	63%	37%	0.99
		499	4,711	92	277	369	311	183	494
	Internal to Retail (5%)		236	5	13	18	16	9	25
	Net External - Primary Trips		2,350	87	264	351	295	174	469
820	Retail	ksf	92.26	62%	38%	6.29	48%	52%	7.69
		26.24 ksf	2,421	102	63	165	97	105	202
	Internal Trips to Residential		236	13	5	18	9	16	25
	External Trips		2,185	89	58	147	88	89	177
	Pass-by (50% daily, a.m. and p.m.)		1,092	37	37	74	44	44	88
	Net Primary Trips		1,093	52	21	73	44	45	90
Gross Trips			7,182	194	340	534	408	288	696
Internal Trips			472	18	18	36	25	25	50
External Trips			6,710	176	322	498	383	263	646
Pass By			1,092	37	37	74	44	44	88
Net New Trips			5,618	139	285	424	339	219	559

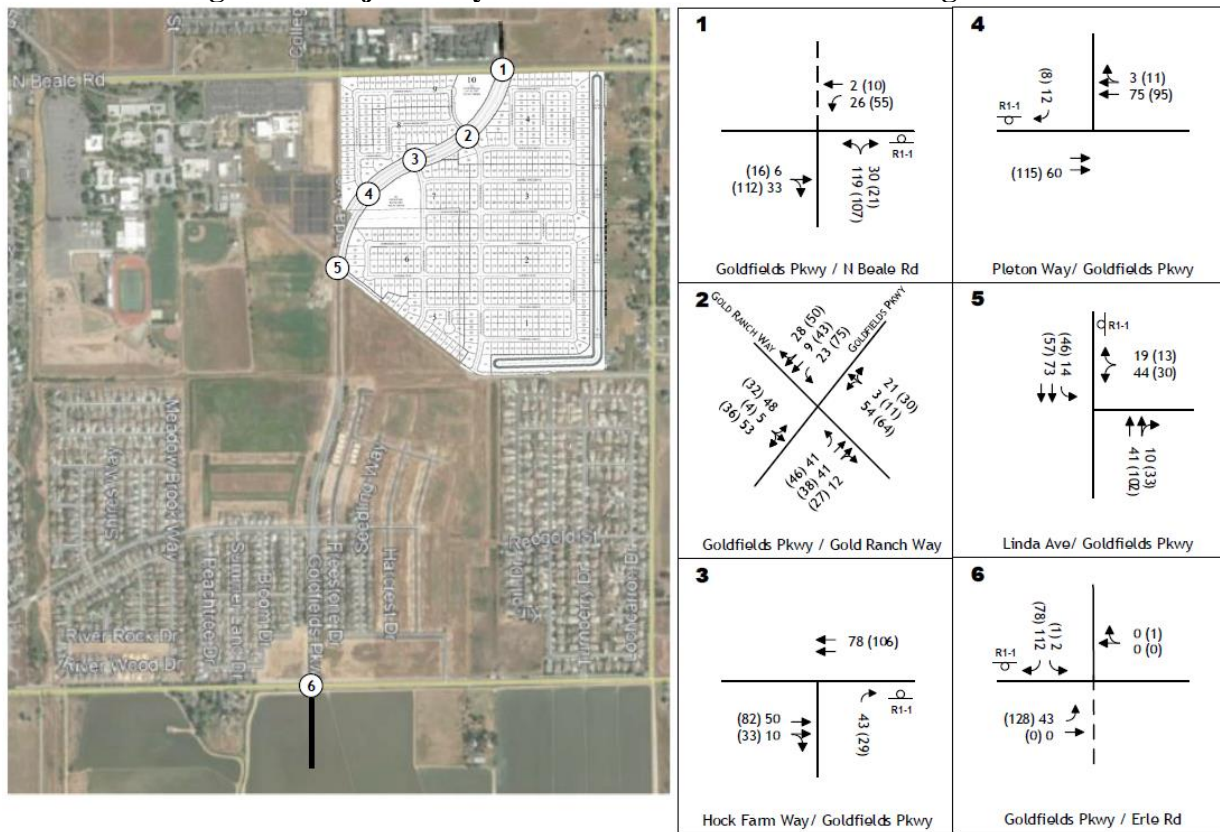
**TABLE 12
PROJECT TRIP DISTRIBUTION**

TABLE 12 PROJECT TRIP DISTRIBUTION							
Direction	Route	Primary Trip Distribution					
		Short Term				Long Term With Retail	
		With Retail		Without Retail			
		Residential	Retail ¹	Residential	Retail ¹	Residential	Retail ¹
West	N. Beale Road west of Goldfields Parkway	40%	50%	45%	-	20%	25%
	Neighborhoods south of Goldfields Ranch	0%	15%	0%	-	0%	10%
	Erle Road west of Goldfields Parkway	40%	10%	40%	-	15%	10%
East	N. Beale Road east of Goldfields Parkway	10%	20%	10%	-	10%	15%
	Erle Road east of Griffith Road	5%	5%	5%	-	5%	10%
Internal	To Retail	5%	0%	-	-	5%	0%
North	Goldfields Parkway beyond N. Beale Road	-	-	-	-	20%	25%
South	Goldfields Parkway beyond Erle Road	-	-	-	-	25%	5%
Total		100%	100%	100%	-	100%	100%
¹ External Primary Trips Only							

Trip Assignment. Using the trip generation and distribution assumptions noted above, project generated trips were superimposed onto existing background traffic volumes to create the "Project Only" forecast contained in Figure 4. These forecasts include the effects of pass-by retail trips that turn into and out of the commercial site and may show as negative values for some turning movements. This assignment assumes the access controls inherent to project buildout conditions, which include:

1. Right turn only access onto N. Beale Road and Goldfields Parkway for the commercial site.
2. Full access at Gold Ranch Way
3. Full access at Linda Avenue
4. Right turn only access on Goldfields Parkway at other locations

Figure 4: Project Only Traffic Volumes and Lane Configurations



PROJECT CEQA IMPACTS

The materials which follow describe the project's impacts based on available technical information and current CEQA guidelines.

Level of Service and Vehicle Miles Traveled (VMT)

Level of Service (LOS) has been used in the past in California Environmental Quality Act (CEQA) documents to identify the significance of a project's impact on traffic operating conditions. As noted in the California Governor's Office of Planning and Research (OPR) document *Technical Advisory on Evaluating Transportation Impacts in CEQA* (California Governor's Office of Planning and Research 2018),

“Senate Bill 743 (Steinberg, 2013), which was codified in Public Resources Code section 21099, required changes to the guidelines implementing CEQA (CEQA Guidelines) (Cal. Code Regs., Title 14, Div. 6, Ch. 3, § 15000 et seq.) regarding the analysis of transportation impacts. OPR has proposed, and the California Natural Resources Agency (Agency) has certified and adopted, changes to the CEQA Guidelines that identify vehicle miles traveled (VMT) as the most appropriate metric to evaluate a project's transportation impacts. With the California Natural Resources Agency's certification and adoption of the changes to the CEQA Guidelines, automobile delay, as measured by “level of service” and other similar metrics, generally no longer constitutes a significant environmental effect under CEQA. (Pub. Resources Code, § 21099, subd. (b)(3).)”

VMT Methods and Significance Criteria

The OPR Technical Advisory provides general direction regarding the methods to be employed and significance criteria to evaluate VMT impacts, absent policies adopted by local agencies. The directive addresses several aspects of VMT impact analysis, and is organized as follows:

- **Screening Criteria:** Screening criteria are intended to quickly identify when a project should be expected to cause a less-than-significant VMT impact without conducting a detailed study.
- **Significance Thresholds:** Significance thresholds define what constitutes an acceptable level of VMT and what could be considered a significant level of VMT requiring mitigation.
- **Analysis Methodology:** These are the potential procedures and tools for producing VMT forecasts to use in the VMT impact assessment.
- **Mitigation:** Projects that are found to have a significant VMT impact based on the adopted significance thresholds are required to implement mitigation measures to reduce impacts to a less than significant level (or to the extent feasible).

Screening Criteria. Screening criteria can be used to quickly identify whether sufficient evidence exists to presume a project will have a less than significant VMT impact without conducting a detailed study. However, each project should be evaluated against the evidence supporting that screening criteria to determine if it applies. Projects meeting at least one of the

criteria below can be presumed to have a less than significant VMT impact, absent substantial evidence that the project will lead to a significant impact.

- **Small Projects:** Defined as a project that generates 110 or fewer average daily vehicle trips.
- **Affordable Housing:** Defined as a project consisting of deed-restricted affordable housing.
- **Local Serving Retail:** Defined as retail uses of 50,000 square feet or less can be presumed to have a less than significant impact.
- **Projects in Low VMT-Generating Area:** Defined as a residential or office project that is in a VMT efficient area based on an available VMT Estimation Tool. The project must be consistent in size and land use type (i.e., density, mix of uses, transit accessibility, etc.) as the surrounding built environment.
- **Proximity to High Quality Transit.** The directive notes that employment and residential development located within ½ mile of a high-quality transit corridor offering 15 minute headways can be presumed to have a less than significant impact.

VMT Screenline Evaluation. The extent to which the proposed project's VMT impacts can be presumed to be less than significant has been determined based on review of the OPR directive's screening criteria and general guidance.

The OPR **Small Project** criteria is not applicable to this project. Table 11 noted that the Goldfields Ranch project will generate 5,618 primary daily vehicle trips. As the 110 ADT threshold for automobiles is exceeded, the project's VMT impacts cannot be presumed to be less than significant based on this criteria.

The OPR directive provides this explanation for a Presumption of Less Than Significant Impact for *Affordable Residential Development*.

Adding affordable housing to infill locations generally improves jobs-housing match, in turn shortening commutes and reducing VMT.^{24,25} Further, "low-wage workers in particular would be more likely to choose a residential location close to their workplace, if one is available." In areas where existing jobs-housing match is closer to optimal, low income housing nevertheless generates less VMT than market-rate housing. Therefore, a project consisting of a high percentage of affordable housing may be a basis for the lead agency to find a less-than-significant impact on VMT. Evidence supports a presumption of less than significant impact for a 100 percent affordable residential development (or the residential component of a mixed-use development) in infill locations. Lead agencies may develop their own presumption of less than significant impact for residential projects (or residential portions of mixed use projects) containing a particular amount of affordable housing, based on local circumstances and evidence. Furthermore, a project which includes any affordable residential units may factor the effect of the affordability on VMT into the assessment of VMT generated by those units.

The proposed Goldfields Ranch Subdivision is not designated an affordable housing development, and based on OPR guidance, its VMT impact cannot be presumed to be less than significant based on this screen line criteria.

OPR guidance regarding the effects of “*Locally Serving Retail*” projects is applicable. The proposed commercial area is intended to serve the surrounding developed community and motorists already traveling on N. Beale Road and Goldfields Parkway. While no site plan is available, under normal development patterns the site could hold about 26,000 sf of retail space. Because this building size falls below the 50,000 sf limit identified by OPR, the VMT impacts of this locally serving retail use can be presumed to be less than significant.

The Sacramento Area Council of Governments (SACOG) has identified ***Low VMT generating locations*** within this region, including Yuba County. The Goldfields Ranch Subdivision location within SACOG region was determined, and the per capita VMT characteristics of the existing residences in this area of Yuba County were identified, as noted in Table 13. As shown, the Yuba County average per capita VMT rate for residences is 24.9 vehicles miles per day. The Goldfields Ranch Subdivision is part of four separate VMT forecasting areas with average per capita VMT rates that range from 15.36 to 20.71. The weighted average rate for the project site is 17.75 per capita VMT. The OPR recommended goal for Yuba County would be a 15% reduction from the existing countywide average, or 21.18. Thus, the project is located in a defined Low VMT generating region, and the project’s impact can be presumed to be less than significant under this screen line criteria.

TABLE 13 PER CAPITA VMT CHARACTERISTICS				
<i>SACOG Regional Average</i>	<i>Yuba County Average</i>	<i>15% reduction from Yuba County Average</i>	<i>Goldfields Ranch Subdivision Area</i>	<i>Reduction Greater than 15%?</i>
<i>20.82</i>	<i>24.92</i>	<i>21.18</i>	<i>17.54</i>	<i>yes</i>
https://sacog.maps.arcgis.com/apps/Compare/index.html?appid=ec67f920461b461f8e32c6a5c3dd85cf				

Proximity to High Quality Transit, which requires service on 15 minute headways. This criteria is not applicable.

VMT Conclusion

The Goldfields Ranch Subdivision contains locally serving retail uses that can be presumed to have a less than significant VMT impact. The project is located within an area of Yuba County where residences generate per capita regional VMT at a rate that is less than 85% of the current countywide average. Thus, development of the project will help Yuba County achieve the overall state goal for a 15% reduction in total regional VMT, and the project’s impact is not significant.

LOCAL TRAFFIC OPERATIONAL ANALYSIS

This report sections addresses the effects of the Goldfields Ranch project on current and long term traffic operations within the context of General Plan polices for roadway performance and safety.

Existing Plus Project Build Out Conditions

Traffic Volumes. Figure 5 presents the sum of current background traffic and the trips generated by buildout of Goldfields Ranch. This is the Existing Plus Project condition.

Peak Hour Traffic Operations. Existing plus Project traffic volumes were used to reevaluate traffic operations in the vicinity of the project at buildout. Figure 5 also illustrates the intersection geometry that would be completed with buildout of the project (i.e., frontage improvements on Goldfields Parkway), and the resulting LOS calculations assume these improvements are in place.

As noted in Table 14, the addition of trips caused by build out of Goldfields Ranch does not result in Levels of Service that exceed Yuba County's minimum LOS D threshold. However, even with planned improvements, the volume of traffic occurring at the N. Beale Road / Goldfields Parkway intersection would reach the level that satisfied peak hour traffic signal warrants in the p.m. peak hour.

Trigger for N. Beale Road / Goldfields Parkway Traffic Signal. The amount of development that could proceed before traffic signal warrants are met has been determined assuming that the commercial center is the last area to be developed. Because the existing intersection configuration already satisfies peak hour warrants, any phased Goldfields Parkway development would necessitate N. Beale Road / Goldfields Parkway widening to provide separate northbound left turn and right turn lanes. While traffic volume forecasts would vary slightly based on the location of development, the intersection would be not be expected to carry volumes that satisfied peak hour traffic signal warrants when all residential was occupied. It is important to note however, that satisfying peak hour warrants for one hour may not by itself justify installing a traffic signal. Conversely, the effects of large trucks are not addressed directly by traffic signal warrants, and gravel trucks turning onto / off of N. Beale Road is an issue. As the subdivision is occupied it would be prudent to consider all applicable warrants and actual traffic conditions before installing a traffic signal.

Impacts to Alternative Transportation Modes

The extent to which the Goldfields Ranch development impacts facilities for bicycles, pedestrians and transit riders has been considered.

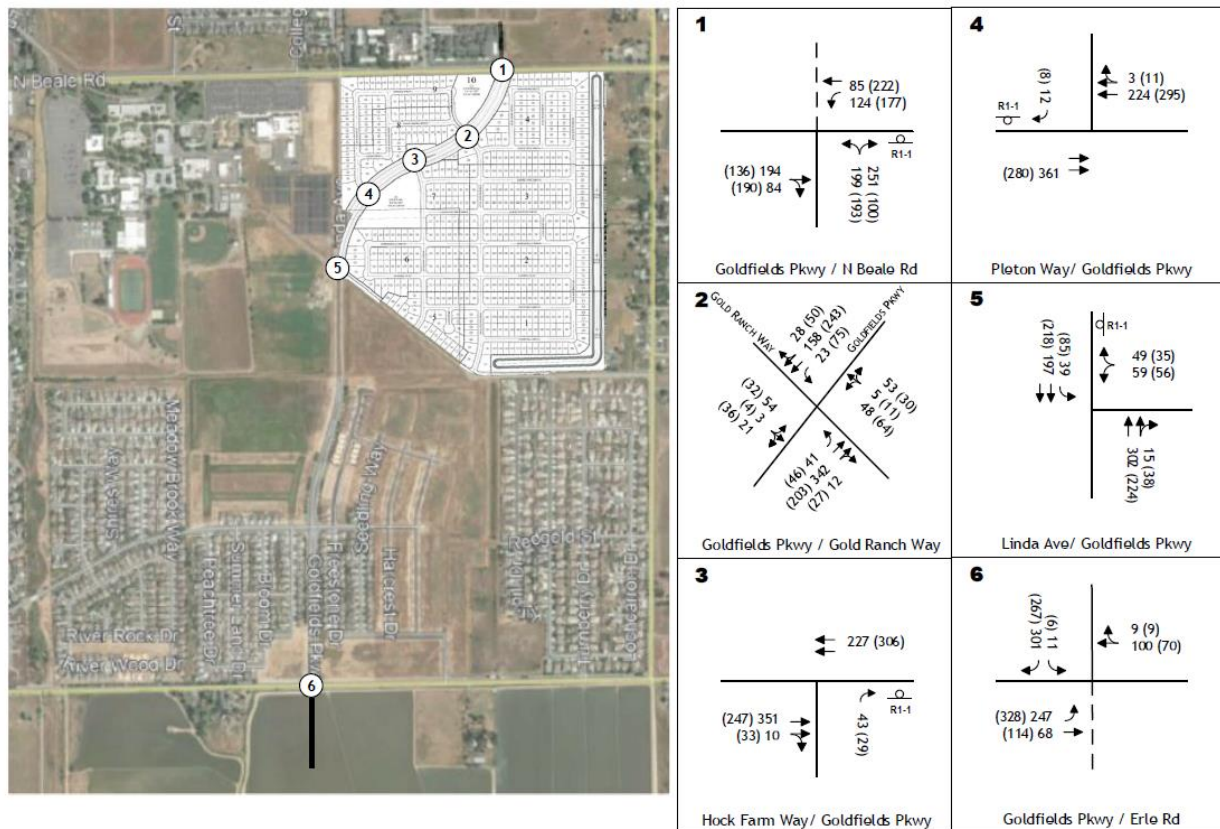
Pedestrians. The project could generate pedestrian activity, primarily as residents walk to destinations to the west along N. Beale Road, including the Yuba-Sutter Transit stop on N. Beale Road about 300 feet west of the project site. Customers of the commercial site could also walk to that use from the college and from the residential areas on the north side of N. Beale Road. The project will provide frontage improvements on N. Beale Road and Goldfields Parkway that

will include sidewalks. An all-weather pedestrian route is needed to safely accommodate pedestrian travel between the project limits and Yuba College / the Yuba Sutter Transit stop. In addition, a safe pedestrian crossing on N. Beale Road will be needed when the commercial site is developed. With these improvements the project's impacts to pedestrian travel are not significant.

Bicycles. The project could generate bicycle traffic between new residences and schools/businesses to the west, and the commercial site could attract bicycle traffic. Class II bike lanes already exist on streets in the area of the project, and project frontage improvement will perpetuate that feature. The commercial site will include on site bicycle amenities (i.e., bike racks) as are typically required by Yuba County. These facilities will be adequate, and the project's impacts to bicycle travel are not significant.

Transit. The project may result in the demand for transit services by residents or commercial site employees. An existing Yuba-Sutter Transit stop is located on N. Beale Road about 300 feet from the project site. The amount of transit use caused by this project is unlikely to result in the need to alter current Yuba-Sutter Transit routes or create the need for additional system capacity along existing routes, and the project will not interfere with the operation of Yuba-Sutter Transit vehicles. The projects impact to transit services is not significant.

Figure 5: Existing Plus Project Traffic Volumes and Lane Configurations



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0483-010 RA 9/26/2016

EXISTING PLUS PROJECT TRAFFIC VOLUMES AND LANE CONFIGURATIONS

figure 5

TABLE 14 EXISTING PLUS GOLDFIELDS RANCH CONDITIONS INTERSECTIONS LEVEL OF SERVICE											
Intersection	Control	AM Peak Hour				PM Peak Hour				Traffic Signal Warrants Met?	
		Existing		EX Plus Project		Existing		EX Plus Project			
		Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS		
1. N. Beale Rd / Goldfields Pkwy Northbound left+right turn ¹ Westbound left turn	NB Stop	16 8	C A	15 9	C A	15 8	C A	28 9	D A	Yes (PM)	
2. Goldfields Pkwy / Gold Ranch Way Eastbound approach Westbound approach Northbound left turn Southbound left turn	EB/WB Stop			16 16 8 8	C C A A			17 21 8 8	C C A A	No	
Goldfields Pkwy / Hock Farm Way Northbound right turn	NB Stop			10	B			9	A		No
Goldfields Pkwy / Pelton Way Southbound right turn	SB Stop			9	A			9	A		No
Goldfields Pkwy / Linda Ave Westbound approach Southbound left	WB Stop	-	-	13 8	B A	-	-	14 8	B A	No	
Erle Rd / Goldfields Pkwy Southbound left turn Southbound right turn Eastbound left turn	SB Stop	15 11 9	C B D	17 13 9	C B A	13 10 8	B B A	16 11 8	C B A	No	
LOS=Level of Service											
¹ widened to separate left and right turn lanes with project											

FUTURE CONDITIONS

This report section describes the effects of Goldfields Ranch within the context of long term traffic conditions projected under the Yuba County General Plan EIR (GPEIR). Because the project is consistent with current zoning (i.e., RS - Single Family District, RM - Medium Density Residential District and NMX - Neighborhood Mixed Use District) and the General Plan (i.e. Valley Neighborhood), the project is already considered within the context of the long term conditions identified in the GPEIR. As a result, three issues remain to be addressed regarding future traffic conditions.

1. Adequacy of local access to Goldfields Parkway
2. Consistency of street design with GPEIR
3. Fair Share contribution to the cost of long-term circulation system improvements

Future Traffic Conditions

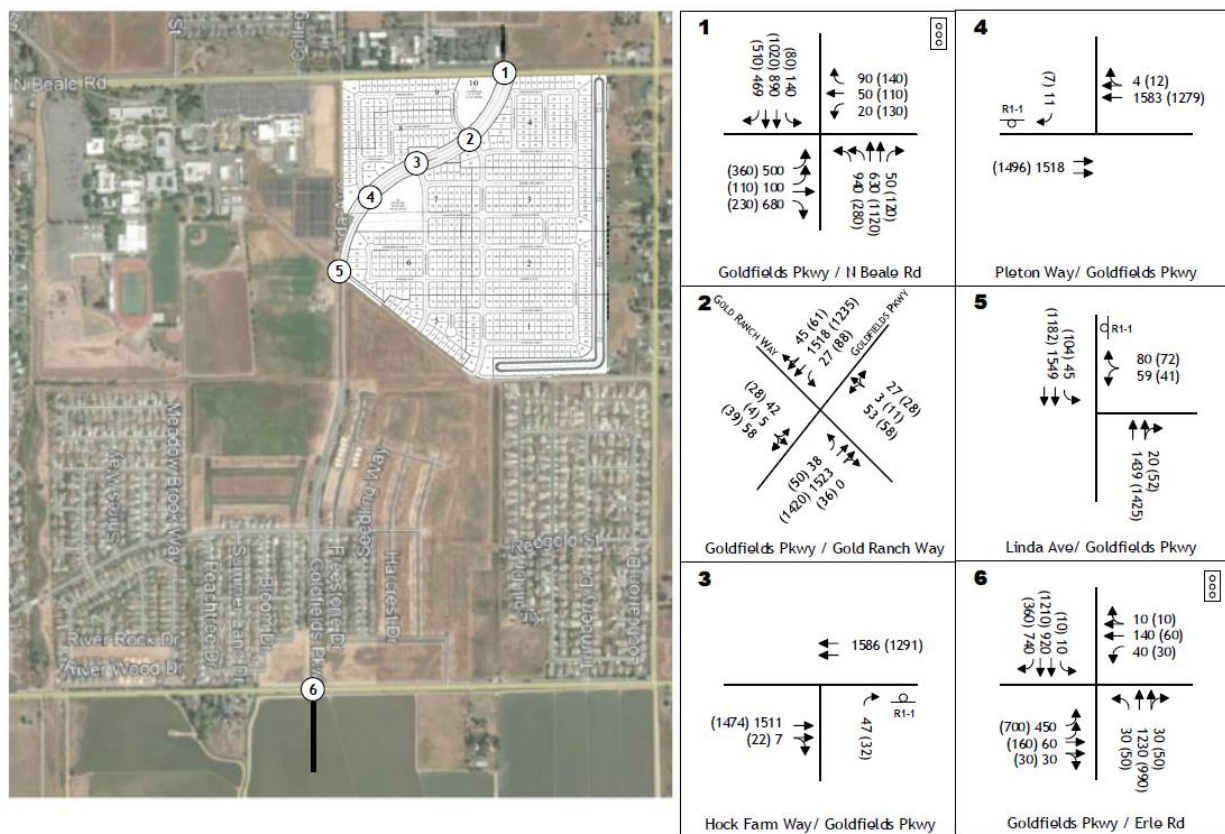
Traffic Volumes. The GPEIR identifies future traffic volume forecasts for build out of the County GP and assuming development under anticipated growth rates. The GPEIR's Growth Scenario 1 has been used for this analysis, and cumulative a.m. and p.m. peak hour intersection volumes for the N. Beale Road / Goldfields Parkway and Erle Road / Goldfields Parkway are available from the GPEIR.

A three-step process was employed to identify long term cumulative traffic volumes for this analysis. First the assignment of project traffic under long term conditions was identified based on the long term trip distribution pattern previously identified. These trips were subtracted from GPEIR forecasts at the two intersections to create the Cumulative – No Project background

condition, and those “No Project” volumes were extended to the study locations south of N. Beale Road. Subsequently project trips were added to the No Project volumes to create long term forecasts at all locations along Goldfields Parkway. Figure 6 presents these Cumulative plus Project volumes.

Long Term Improvements. The GPEIR identifies long term improvements that will be needed at the N. Beale Road / Goldfields Parkway and Erle Road / Goldfields Parkway intersections. These improvements include traffic signals and auxiliary lanes at each location. Figure 6 also identifies these improvements, as well as the intersection geometry anticipated at other locations. As noted, stop sign control is assumed at Gold Ranch Way and at the other locations on Goldfields Parkway.

Figure 6: Cumulative Plus Project Traffic Volumes and Lane Configurations



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CUMULATIVE PLUS PROJECT TRAFFIC VOLUMES AND LANE CONFIGURATIONS

figure 6

Operating Levels of Service. As indicated in Table 15, the two signalized intersections will operate with LOS that satisfies minimum Yuba County standards. However, at the traffic volume levels forecast for Goldfields Parkway in the GPEIR, left turns from stop controlled intersections will experience long delays. As a result, the side street approaches at Gold Ranch Way and Linda Avenue are projected to operate at LOS F, while the right turn only intersections at Hock Farm Way and Pelton Way will operate at LOS C.

TABLE 15 CUMULATIVE PLUS GOLDFIELDS RANCH CONDITIONS INTERSECTION LEVEL OF SERVICE						
Intersection	Control	Cumulative Plus Project				Traffic Signal Warrants Met?
		AM Peak Hour		PM Peak Hour		
		Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS	
1. N. Beale Rd / Goldfields Pkwy	Signal	38.8	D	25.4	C	N.A.
2. Goldfields Pkwy / Gold Ranch Way	EB/WB Stop					Yes
Eastbound approach		>300	F	>300	F	
Westbound approach		>300	F	>300	F	
Northbound left turn		9	C	15	C	
Southbound left turn		17	C	19	C	
Goldfields Pkwy / Hock Farm Way	NB Stop					No
Northbound approach		22	C	20	C	
Goldfields Pkwy / Pelton Way	SB Stop					No
Southbound Approach		20	C	16	C	
Goldfields Pkwy / Linda Ave	WB Stop					Yes
Westbound approach		>300	F	236	F	
Southbound left		17	C	21	C	
Erle Rd / Goldfields Pkwy	Signal	20.8	C	26.8	C	N.A.
LOS=Level of Service						

Local Access Assessment

Alternative to Achieve Level of Service Goals. Measures to deliver LOS satisfying the Yuba County minimum standard at local intersections were evaluated.

Widen Side Street Approaches. The overall delay on each approach would be reduced if each was widened to provide separate right turn lanes, but LOS F would remain for left turns.

All-Way Stop. The volume of background traffic on Goldfields Parkway under cumulative conditions is too large to be accommodated by an all-way stop.

Prohibit Outbound Left Turn onto Goldfields Parkway. Local traffic operations would be acceptable if outbound left turns from side streets onto Goldfields Ranch Parkway were prohibited. However, the distance traveled to instead turn right and make u-turns is very long (i.e., 1,600 feet at Linda Avenue and 800 to 1,600 feet at Gold Ranch Way). Commercial site customers can still reach the N. Beale Road / Goldfields Parkway intersection via access on N. Beale Road rather than turning left at Gold Ranch Way.

Traffic Signals. Traffic signals would deliver adequate Level of Service at the two intersections, but there are issues with signalization to be considered.

- Both locations carry side street volumes that satisfy minimum requirements for single lane approaches under peak hour traffic signal warrants, but neither would satisfy warrants if the side street approach was widened to provide a separate right turn lane.
- The Linda Avenue intersection is more than 2,000 feet from the next full-access intersection to the south (i.e., River Bank Drive), but the Gold Ranch Way intersection is only about 800 feet from N. Beale Road (centerline to centerline). This distance is relatively short for traffic signal separation along a regional facility that is intended to function as an expressway. The GPEIR forecasts 940 northbound left turns in the a.m. peak hour at the Goldfields Parkway / N. Beale Road intersection, and while dual left turn lanes are to be provided, the turn lane storage requirements for that volume may occupy most of the space between N. Beale Road and Gold Ranch Way and leave little room for a left turn lane onto Gold Ranch Way with a signal.

Recommended Access Concept. In the short-term full access is feasible at both Linda Avenue and Gold Ranch Way intersections with stop sign control. If background traffic increases in the future as anticipated under the GPEIR, then these actions are recommended:

1. Limit the Gold Ranch Way approaches to left turns in and right turns in-and-out only
2. Install a traffic signal at Linda Way.

The project proponents should be responsible for funding median modifications to prohibit outbound left turns and should contribute their fair share to the cost of a Goldfields Parkway / Linda Avenue traffic signal.

Consistency with GPEIR

The GPEIR identifies the improvements needed to meet County LOS goals at the N. Beale Road / Goldfields Parkway intersection. Table 15 compares those lane requirements to the street sections identified in the Goldfields Ranch tentative map. Review of the table indicates that under the GPEIR, the northbound, southbound and eastbound approaches would require additional lanes beyond those accommodated under the tentative map. The design of the tentative map should be revised as needed to accommodate the lanes identified in the GPEIR. However, Goldfields Ranch should not be directly responsible for the cost of improvement beyond those normally included in frontage improvements.

TABLE 15 N. BEALE ROAD / GOLDFIELDS PARKWAY INTERSECTION DESIGN REQUIREMENTS						
Approach	Goldfields Ranch Tentative map			GPEIR Cumulative Conditions		
	Left Turn	Through	Right Turn	Left Turn	Through	Right Turn
Northbound	1	2	0	2	2	1
Southbound	1	2	0	1	2	1
Eastbound	1	2	0	2	1	1
Westbound	1	2	0	1	1	1

Fair Share Percentage

The extent of future traffic growth caused by Goldfields Ranch Subdivision has been estimated and used to identify the project's "fair share" of future traffic volumes at each study intersection. As noted in Table 16, the fair share has been determined based on Goldfields Ranch Subdivision trips as a percentage of the total net future traffic created by all growth.

TABLE 16 INTERSECTION FAIR SHARE CALCULATIONS									
Intersection	Existing (vph)	PM Traffic under Cumulative Conditions				Net Future Traffic F	Fair Share Percentage		
		Goldfields Ranch		Other Growth D	Total E		Goldfields Ranch		Other Growth D/F
		Commercial B	Residential C				Commercial B/F	Residential C/F	
	A	B	C	D	E	F	B/F	C/F	D/F
1. N. Beale Rd / Goldfields Pkwy	717	67	272	2,954	4,210	3,293	2.0%	8.3%	89.7%
2. Goldfields Pkwy / Gold Ranch Way	365	104	377	2,212	3,058	2,693	3.9%	14.0%	82.1%
Goldfields Pkwy / Hock Farm Way	365	22	219	2,213	2,819	2,454	0.9%	8.9%	90.2%
Goldfields Pkwy / Pelton Way	365	22	194	2,213	2,794	2,429	0.9%	8.0%	91.1%
Goldfields Pkwy / Linda Ave	375	22	241	2,216	2,854	2,476	0.9%	9.7%	89.4%
Erle Rd / Goldfields Pkwy	586	13	175	2,886	3,660	3,074	0.4%	5.7%	93.9%
LOS = Level of Service Net Future Traffic (F) is total cumulative minus Existing (E-A)									

CONCLUSION

Current traffic operating conditions in the area of the project meet the minimum LOS requirements of the Yuba County General Plan. Peak hour traffic signal warrants are met during the a.m. peak hour under the current intersection configuration at the N. Beale Road / Goldfields Parkway intersection based on MUTCD requirements. Class II bike lanes are available, and Yuba-Sutter Transit routes have a stop on N. Beale Road near the project.

- The project consists of 499 single family residential lots and a 2.4 acre commercial site that could be developed with roughly 26,000 sf of retail uses. Under these assumptions the project could generate 5,618 daily primary vehicle trips, with 424 trips in the a.m. peak hour and 559 trips in the p.m. peak hour.
- The impact of the project's residences on regional VMT is not significant under CEQA because the project is located in a "Low VMT generating area" of unincorporated Yuba County as determined by SACOG. While no plans exist for developing the commercial site, based on its probable size it is likely that uses on the site can be presumed to have a less than significant impact as a "locally serving retail" under OPR guidance.
- Adequate facilities for pedestrian, bicyclists and transit riders exist in this area, and with the development of an all-weather pedestrian path west from the site to the existing Yuba-Sutter Transit stop on N. Beale Road near the site, the project's impacts to these alternative transportation modes is not significant.

The addition of project traffic will increase delays at study intersections, but all locations will continue to satisfy minimum Yuba County LOS requirements under Existing plus

Project conditions. While the project will improve the N. Beale Road / Goldfields parky intersection, at buildout the project is expected to result in satisfaction of peak hour traffic signal warrants during the p.m. peak hour. However, assuming that the project proceeds in phases and the commercial site is developed last, with planned intersection improvements all residential lots could be developed before traffic signal warrants are satisfied. It is important to note however, that satisfying peak hour warrants for one hour may not by itself justify installing a traffic signal. Conversely, the effects of large trucks are not addressed directly by traffic signal warrants, and gravel trucks turning onto / off of N. Beale Road is an issue. As the subdivision is occupied it would be prudent to consider all applicable warrants and actual traffic conditions before installing a traffic signal.

- The project's long term traffic operations effects have been considered as part of the Yuba County General Plan EIR, and that document notes the long term improvements that will be needed to address cumulative traffic effects at the Goldfields Parkway / N. Beale Road and Goldfields Parkway/Erle Road intersection. The project should contribute its fair share to the cost of long term improvements by incorporating the following Mitigation Measure:

Mitigation Measure 17.1 Fair Share for Long Term Improvements

1. Design the layout of the Tentative Subdivision Map to accommodate the long term improvements at the Goldfields Parkway / N. Beale Road intersection noted in the GPEIR, and
 2. Contribute a pro rata fair share to the cost of traffic signals at the Goldfields Parkway / N. Beale Road intersection (i.e., 10.3%), and the Goldfields Parkway / Erle Road intersection (i.e., 6.1%).
- Local street access to Goldfields Parkway could become problematic in the long term if background traffic growth increases as forecast in the GPEIR. Left turns onto Goldfields Parkway will experience long delays. While full access with sides street stop sign controls is feasible under short term conditions, the following Mitigation Measure is recommended for long term conditions:

Mitigation Measure 17.2 Long Term Conditions

1. Limit access at the Goldfields Parkway / Gold Ranch Way intersection to left turns in and right turns in-and-out only.
2. Install a traffic signal at the Goldfields Parkway / Linda Avenue intersection.

With the aforementioned Mitigation Measures, the additional 499 parcels and commercial uses will cause a transportation impact that is *less than significant with mitigation incorporated*.

c) Goldfields Parkway, North Beale Road, and Linda Avenue are existing roads that will provide access to the project site. Moreover, the new streets are laid out in a grid type pattern with all intersections at 90-degree angles to one another and are shown with at least a 200-foot separation from one another, meeting Yuba County's road standards. Hazards due to a design

feature of the project would not be substantially increased as a result of this project and there would be ***no impact***.

d) Emergency access to the project site would be via Goldfields Parkway and Linda Avenue from North Beale Road. In addition all of the streets within the subdivision will comply with all county street width standards. There are no cul-de-sacs that exceed the length requirement as set by the County. There are no features of the proposed subdivision that would result in inadequate emergency access. Therefore, the project will have ***no impact***.

XVIII. TRIBAL CULTURAL RESOURCES

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion/Conclusion/Mitigation:

a) Please refer to Chapter V, Cultural Resources, for a summary of the study and findings made in the Cultural Resource Inventory Survey that was prepared by Sean Michael Jensen, M.A. from Genesis.

The study included a search of State data bases, including all records and documents available at the North Central Information Center, and intensive pedestrian survey, have resulted in identifying no tribal cultural resources (TCRs) and sites within the project property. Therefore, no additional treatment or mitigated action is recommended for any of the three sites and would create a *less than significant impact*.

b) Yuba County Planning Department requested AB-52 consultation with the United Auburn Indian Community (UAIC), due to their request for consultation on all discretionary projects within Yuba County. The UAIC was established in 1917 when the United States acquired land in trust for the Auburn Band near the City of Auburn and formally established the reservation, known as the Auburn Rancheria. In 1953, the United States Congress enacted the Rancheria Acts, authorizing the termination of federal trust responsibilities to a number of California Indian tribes including the Auburn Band. With the exception of a 2.8-parcel containing a tribal church and a park, the government sold the land comprising the Auburn Rancheria. The United States terminated federal recognition of the Auburn Band in 1967. Finally, in 1970, President Nixon declared the policy of termination a failure. In 1976, both the United States Senate and House of Representatives expressly repudiated this policy in favor of a new federal policy entitled Indian Self-Determination. In 1991, surviving members of the Auburn Band reorganized their tribal government as the United Auburn Indian Community (UAIC) and requested the United States to formally restore their federal recognition. In 1994, Congress passed the Auburn Indian

Restoration Act, which restored the Tribe's federal recognition. The Act provided that the Tribe may acquire land in Placer County to establish a new reservation.

The UAIC responded to the Early Consultation request on June 3, 2021. Anna Starkey, with the UAIC, requested photographs of the subject property and upon receipt of the photographs closed consultation under AB-52. Specifically stating:

“Thank you for providing the overview photographs of the Goldfields Ranch project. Based on the information provided, we have no additional comments. Please include our unanticipated discoveries mitigation measure in your CEQA document, then we can close consultation.”

The following mitigation measure was requested by the UAIC on June 6, 2021 to address inadvertent discoveries of potential TCRs, archaeological, or cultural resources during a project's ground disturbing activities. Therefore, in the event of the accidental discovery or recognition of tribal cultural resources in the project area the impact upon tribal cultural resources would be *less than significant impact with mitigation incorporated*.

Mitigation Measure 18.1 Inadvertent Discoveries Of TCRs

If any suspected TCRs are discovered during ground disturbing construction activities, all work shall cease within 100 feet of the find, or an agreed upon distance based on the project area and nature of the find. A Tribal Representative from a California Native American tribe that is traditionally and culturally affiliated with a geographic area shall be immediately notified and shall determine if the find is a TCR (PRC §21074). The Tribal Representative will make recommendations for further evaluation and treatment as necessary.

Preservation in place is the preferred alternative under CEQA and UAIC protocols, and every effort must be made to preserve the resources in place, including through project redesign. Culturally appropriate treatment may be, but is not limited to, processing materials for reburial, minimizing handling of cultural objects, leaving objects in place within the landscape, returning objects to a location within the project area where they will not be subject to future impacts. The Tribe does not consider curation of TCR's to be appropriate or respectful and request that materials not be permanently curated, unless approved by the Tribe.

The contractor shall implement any measures deemed by the CEQA lead agency to be necessary and feasible to preserve in place, avoid, or minimize impacts to the resource, including, but not limited to, facilitating the appropriate tribal treatment of the find, as necessary. Treatment that preserves or restores the cultural character and integrity of a Tribal Cultural Resource may include Tribal Monitoring, culturally appropriate recovery of cultural objects, and reburial of cultural objects or cultural soil.

Work at the discovery location cannot resume until all necessary investigation and evaluation of the discovery under the requirements of the CEQA, including AB 52, has been satisfied.

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

Discussion/Conclusion/Mitigation:

a) The project site is currently outside of any local water agency and will therefore be required to be annexed into the Linda County Water District (LCWD) prior to Final Map Recordation. The annexation process is completed with the YUBA Local Agency Formation Commission (LAFCo). Upon annexation, the project will receive water and wastewater service by LCWD and therefore will have a ***less than significant impact***.

The district has indicated that a new water and sewer line is required in order to provide adequate water capacity and wastewater services to the proposed project. The water and sewer line will extend along the entirety of the western property lines of APNs 019-260-059, 019-260-089, and 019-260-058 along Goldfields Parkway to Linda Avenue a portion of the northern property line of APN 019-260-058 along North Beale Road. Specifically, the waterline will be approximately 3,600 lineal feet and the sewer main will be approximately 4,350 lineal feet. Moreover, the proposed water and sewer line will be installed within the existing County Right Of Way. Projects within the right-of way that involve the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures involving negligible or no expansion of use beyond that existing at the time of the lead agencies determination shall not have an impact on the environment. All required infrastructure expansions will be located in the existing right-of-way and will therefore create a ***less than significant impact***.

b) The construction of 499 homes and commercial uses will require the expansion of the water supplies provided by LCWD. As a result, the LCWD provided a “will-serve” letter for the applicants, indicating they will have an adequate water supply upon the expansion of their water facilities and will provide services to the project. Due to this, no significant impacts related to the adequacy of the water supply for the project were identified during the course of the project review. Since no major concerns have been expressed, any impact related to water supply is expected to be *less than significant*.

c) Upon annexation, LCWD will provide wastewater treatment. The project has been conditioned to ensure that the utility district will receive adequate funding from the project to provide for any needed future expansion of the wastewater treatment facilities. For this reason, there will be a *less than significant impact*.

d) & e) Upon annexation, LCWD will provide service to the 499 lots and commercial uses. Recyclable solid waste collected by LCWD is taken to a materials recovery facility on State Route 20, outside of the City of Marysville, and all other waste is taken to a landfill on Ostrom Road. The Ostrom Road landfill has a capacity of 41,822,300 cubic yards, and has adequate capacity to serve the project site. The project will have a minimal effect on these facilities and the impact would be *less than significant*.

XX. WILDFIRE	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose people or structures to significant risks, including down slope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

DISCUSSION/CONCLUSION/MITIGATION:

a) Access to the project site will not be impacted by construction activities. Therefore, project related impacts to the adopted emergency response plan and emergency evacuation plan would be *less than significant*.

b), c) & d) The project is not located within a State Responsibility Area established by CalFire. All homes will be required to meet current Building Code requirements for sprinkler systems and other design features to reduce fire risk. Therefore, impacts by wildfire will be *less than significant*.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

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

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

Discussion/Conclusion/Mitigation:

a) As discussed in the Biological Resources section, the proposed development will have a ***less than significant impact*** to habitat of a fish or wildlife species. The site is not located in a sensitive or critical habitat area, is void of any water sources and would not conflict with any local policies, ordinances or adopted Habitat Conservation Plans.

As discussed in the Cultural Resources and Tribal Cultural Resources section, construction could potentially impact cultural resources. Proposed mitigation measures in **MM5.1, MM5.2, and MM18.1**, would reduce the impact to ***less than significant with mitigation***.

b) The project site was already identified through the General Plan and Zoning Designation for residential development. Therefore, the project is considered to have a ***less than significant impact***, or cause cumulatively considerable effects.

c) The project is a 499-lot subdivision that is not expected to have any substantial adverse effect on humans. The project has the potential to result in long-term operational emissions of criteria

air pollutants such as PM₁₀, PM_{2.5}, CO, and SO₂ as well as O₃ precursors such as ROGs and NO_x. These effects are subject to mitigation measures MM3.1 & MM3.2 as well as standard mitigation measures as set forth by the Feather River Air Quality Management District. Due to the nature and size of the project, no substantial adverse effects on humans are expected as result of the project. Therefore, the project is considered to have *a less than significant impact with mitigation*.

REFERENCES

1. Yuba County 2030 General Plan Environmental Impact Report, AECOM.
2. Yuba County 2030 General Plan, AECOM.
3. Yuba County Development Code 2015.
4. Yuba County Important Farmland Map 2012. California Department of Conservation.
5. Biological Assessment and Wetland Determination, Marcus H. Bole & Associates, March 2021.
6. Cultural Resource Inventory Survey, Genesis Society, March 2021.
7. Air Quality Assessment, ECORP Consulting, Inc., May 2021
8. Vehicle Miles Traveled (VMT) Impact Analysis, KD Anderson & Associates, Inc., July 2021

MITIGATION MONITORING PLAN
TSTM 2021-0004 AND CZ 2021-0002 (GOLDFIELDS RANCH)

MM 1.1 Exterior Lighting All exterior lighting shall be directed downwards and away from adjacent properties and rights of way. Lighting shall be shielded such that the element is not directly visible, and lighting shall not spill across property lines.		
Timing/Implementation <i>Prior to approval of Site Improvement and/or Master Plans.</i>	Enforcement/Monitoring Yuba County Planning and Public Works Department	
Performance Criteria Building Permit Review	Verification Cost N/A	
		Date Complete (If applicable)

MITIGATION MONITORING PLAN
TSTM 2021-0004 AND CZ 2021-0002 (GOLDFIELDS RANCH)

MM 3.1 FRAQMD Fugitive Dust Control Plan

1. Implement the Fugitive Dust Control Plan.
2. Construction equipment exhaust emissions shall not exceed FRAQMD Regulation III, Rule 3.0, Visible Emissions limitations (40 percent opacity or Ringlemann 2.0).
3. 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.
4. Limiting idling time to 5 minutes – saves fuel and reduces emissions. (State idling rule: commercial diesel vehicles- 13 CCR Chapter 10 Section 2485 effective 02/01/2005; off road diesel vehicles- 13 CCR Chapter 9 Article 4.8 Section 2449 effective 05/01/2008).
5. Utilize existing power sources (e.g., power poles) or clean fuel generators rather than temporary power generators.
6. Develop a traffic plan to minimize traffic flow interference from construction activities. The plan may include advance public notice 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.
7. 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 CARB Portable Equipment Registration with the State or a local district permit. The owner/operator shall be responsible for arranging appropriate consultations with CARB or FRAQMD to determine registration and permitting requirements prior to equipment operation at the site.

Timing/Implementation

Upon start of construction activities.

Enforcement/Monitoring

Yuba County Public Works Department

Performance Criteria

Permit verification , or clearance documents, from FRAQMD

Verification Cost

N/A

Date Complete (If applicable)

MITIGATION MONITORING PLAN
TSTM 2021-0004 AND CZ 2021-0002 (GOLDFIELDS RANCH)

MM 3.1 FRAQMD Best Available Mitigation Measures (BAMMs)

1. All grading operations on a project should be suspended when winds exceed 20 miles per hour or when winds carry dust beyond the property line despite implementation of all feasible dust control measures.
2. Construction sites shall be watered as directed by the Department of Public Works (DPW) or FRAQMD and as necessary to prevent fugitive dust violations.
3. An operational water truck should be available at all times. Apply water to control dust as needed to prevent visible emissions violations and offsite dust impacts.
4. Onsite dirt piles or other stockpiled PM should be covered, wind breaks installed, and water and/or soil stabilizers employed to reduce wind-blown dust emissions. Incorporate the use of approved non-toxic soil stabilizers according to manufacturer's specifications to all inactive construction areas.
5. All transfer processes involving a free fall of soil or other PM shall be operated in such a manner as to minimize the free fall distance and fugitive dust emissions.
6. Apply approved chemical soil stabilizers according to the manufacturer's specifications, to all- inactive construction areas (previously graded areas that remain inactive for 96 hours) including unpaved roads and employee/equipment parking areas.
7. To prevent track-out, wheel washers should be installed where project vehicles and/or equipment exit onto paved streets from unpaved roads. Vehicles and/or equipment shall be washed prior to each trip. Alternatively, a gravel bed may be installed as appropriate at vehicle/equipment site exit points to effectible remove soil buildup on tires and tracks to prevent/diminish track-out.
8. Paved streets shall be swept frequently (water sweeper with reclaimed water recommended; wet broom) if soil material has been carried onto adjacent paved, public thoroughfares from the project site.
9. Provide temporary traffic control as needed during all phases of construction to improve traffic flow, as deemed appropriate by the DPW and/or Caltrans and to reduce vehicle dust emissions. An effective measure is to enforce vehicle traffic speeds at or below 15 miles per hour.
10. Reduce traffic speeds on all unpaved surfaces to 15 miles per hour or less and reduce unnecessary vehicle traffic by restricting access. Provide appropriate training, onsite enforcement, and signage.
11. Reestablish ground cover on the construction site as soon as possible and prior to final occupancy, through seeding and watering.
12. Disposal by Burning: Open burning is yet another source of fugitive gas and particulate emissions and shall be prohibited at the project site. No open burning or vegetation waste (natural plant growth wastes) or other legal or illegal burn materials (trash, demolition debris, et. al.) may be conducted at the project site. Vegetative wastes should be chipped or delivered to waste or energy facilities (permitted biomass facilities), mulched, composted, or used for firewood. It is unlawful to haul waste materials offsite for disposal by open burning.

Timing/Implementation

Upon start of construction activities.

Enforcement/Monitoring

Yuba County Public Works Department

Performance Criteria

Permit verification , or clearance documents, from FRAQMD

Verification Cost

N/A

Date Complete (If applicable)

MITIGATION MONITORING PLAN
TSTM 2021-0004 AND CZ 2021-0002 (GOLDFIELDS RANCH)

MM 3.3 Grading Plan

Prior to issuance of a grading permit, the Project applicant shall submit a grading plan for review and approval by the County of Yuba Planning Department ensuring that all Project ground- disturbing equipment used during construction activities shall be California Air Resources Board (CARB) Tier 4 Certified, as set forth in Section 2423 of Title 13 of the California Code of Regulations, and Part 89 of Title 40 of the Code of Federal Regulations.

Timing/Implementation

Prior to issuance of a grading permit.

Enforcement/Monitoring

Yuba County Public Works Department

Performance Criteria

Permit verification , or clearance documents, from FRAQMD

Verification Cost

N/A

Date Complete (If applicable)

MITIGATION MONITORING PLAN
TSTM 2021-0004 AND CZ 2021-0002 (GOLDFIELDS RANCH)

MM 5.1 Inadvertent Discovery Of Human Remains

Consultation in the event of inadvertent discovery of human remains: In the event that human remains are inadvertently encountered during trenching or other ground- disturbing activity or at any time subsequently, State law shall be followed, which includes but is not limited to immediately contacting the County Coroner's office upon any discovery of human remains.

Timing/Implementation <i>Prior to the start of, and during, construction activities.</i>	Enforcement/Monitoring Yuba County Planning Department	
Performance Criteria N/A	Verification Cost N/A	
		Date Complete (If applicable)

MITIGATION MONITORING PLAN
TSTM 2021-0004 AND CZ 2021-0002 (GOLDFIELDS RANCH)

MM 5.2 Inadvertent Discovery of Cultural Material Consultation in the event of inadvertent discovery of cultural material: The present evaluation and recommendations are based on the findings of an inventory- level surface survey only. There is always the possibility that important unidentified cultural materials could be encountered on or below the surface during the course of future development activities. This possibility is particularly relevant considering the constraints generally to archaeological field survey, and particularly where past ground disturbance activities (e.g., road grading, livestock grazing, etc.) have partially obscured historic ground surface visibility, as in the present case. In the event of an inadvertent discovery of previously unidentified cultural material, archaeological consultation should be sought immediately.		
Timing/Implementation <i>Prior to the start of, and during, construction activities.</i>	Enforcement/Monitoring Yuba County Planning Department	
Performance Criteria N/A	Verification Cost N/A	
		Date Complete (If applicable)

MITIGATION MONITORING PLAN
TSTM 2021-0004 AND CZ 2021-0002 (GOLDFIELDS RANCH)

MM 10.1 National Pollution Discharge Elimination (NPDES) Permit

Prior to the County's approval of a grading plan or site improvement plans, the project applicant shall obtain from the Central Valley Regional Water Quality Control Board a National Pollution Discharge Elimination (NPDES) Permit for the disturbance of over one acre. Further, approval of a General Construction Storm Water Permit (Order No. 99-08-DWQ) is required along with a Small Construction Storm Water Permit. The permitting process also requires that a Storm Water Pollution Prevention Plan (SWPPP) be prepared prior to construction activities. The SWPPP is used to identify potential construction pollutants that may be generated at the site including sediment, earthen material, chemicals, and building materials. The SWPPP also describes best management practices that will be employed to eliminate or reduce such pollutants from entering surface waters.

Timing/Implementation <i>Prior to the approval of a grading plan or site improvement plans.</i>	Enforcement/Monitoring Yuba County Public Works Department	
Performance Criteria N/A	Verification Cost N/A	
		Date Complete (If applicable)

MITIGATION MONITORING PLAN
TSTM 2021-0004 AND CZ 2021-0002 (GOLDFIELDS RANCH)

MM 10.2 Drainage Plan <p>Prior to recordation of a Final Map, a plan for a permanent solution for drainage shall be submitted to and approved by Yuba County and the Public Works Division. The drainage and improvement plans shall provide details relative to drainage, piping, and swales. Further, the Drainage Plan shall specify how drainage waters shall be detained onsite and/or conveyed to the nearest natural or publicly maintained drainage channel or facility and shall provide that there shall be no increase in the peak flow runoff above existing conditions.</p>		
Timing/Implementation <i>Prior to Recordation of Final Map.</i>	Enforcement/Monitoring Yuba County Public Works Department	
Performance Criteria N/A	Verification Cost N/A	
		Date Complete (If applicable)

MITIGATION MONITORING PLAN
TSTM 2021-0004 AND CZ 2021-0002 (GOLDFIELDS RANCH)

MM 17.1 Fair Share for Long Term Improvements		
<ol style="list-style-type: none"> 1. Design the layout of the Tentative Subdivision Map to accommodate the long term improvements at the Goldfields Parkway / N. Beale Road intersection noted in the GPEIR, and 2. Contribute a pro rata fair share to the cost of traffic signals at the Goldfields Parkway / N. Beale Road intersection (i.e., 10.3%), and the Goldfields Parkway / Erle Road intersection (i.e., 6.1%). 		
Timing/Implementation <i>Discretion of the Public Works Department</i>	Enforcement/Monitoring Yuba County Public Works Department	
Performance Criteria N/A	Verification Cost N/A	
		Date Complete (If applicable)

MITIGATION MONITORING PLAN
TSTM 2021-0004 AND CZ 2021-0002 (GOLDFIELDS RANCH)

MM 17.2 Long Term Conditions 1. Limit access at the Goldfields Parkway / Gold Ranch Way intersection to left turns in and right turns in-and-out only. 2. Install a traffic signal at the Goldfields Parkway / Linda Avenue intersection.		
Timing/Implementation <i>Discretion of the Public Works Department</i>	Enforcement/Monitoring Yuba County Public Works Department	
Performance Criteria N/A	Verification Cost N/A	
		Date Complete (If applicable)

MITIGATION MONITORING PLAN
TSTM 2021-0004 AND CZ 2021-0002 (GOLDFIELDS RANCH)

MM 18.1 Inadvertent Discoveries Of TCRs

If any suspected TCRs are discovered during ground disturbing construction activities, all work shall cease within 100 feet of the find, or an agreed upon distance based on the project area and nature of the find. A Tribal Representative from a California Native American tribe that is traditionally and culturally affiliated with a geographic area shall be immediately notified and shall determine if the find is a TCR (PRC §21074). The Tribal Representative will make recommendations for further evaluation and treatment as necessary.

Preservation in place is the preferred alternative under CEQA and UAIC protocols, and every effort must be made to preserve the resources in place, including through project redesign. Culturally appropriate treatment may be, but is not limited to, processing materials for reburial, minimizing handling of cultural objects, leaving objects in place within the landscape, returning objects to a location within the project area where they will not be subject to future impacts. The Tribe does not consider curation of TCR's to be appropriate or respectful and request that materials not be permanently curated, unless approved by the Tribe.

The contractor shall implement any measures deemed by the CEQA lead agency to be necessary and feasible to preserve in place, avoid, or minimize impacts to the resource, including, but not limited to, facilitating the appropriate tribal treatment of the find, as necessary. Treatment that preserves or restores the cultural character and integrity of a Tribal Cultural Resource may include Tribal Monitoring, culturally appropriate recovery of cultural objects, and reburial of cultural objects or cultural soil.

Work at the discovery location cannot resume until all necessary investigation and evaluation of the discovery under the requirements of the CEQA, including AB 52, has been satisfied.

Timing/Implementation <i>Prior to the start of, and during, construction activities.</i>	Enforcement/Monitoring Yuba County Planning Department	
Performance Criteria N/A	Verification Cost N/A	
		Date Complete (If applicable)

PROPOSED
DEPARTMENT OF PUBLIC WORKS
CONDITIONS OF APPROVAL

CASE: TSTM 2021-0004
Goldfields Ranch

1. The Public Works Director may reasonably modify any of the Public Works conditions contained herein. The required street widths as stated herein shall take precedence over those as shown on the tentative map.
2. Improvements required by the herein stated conditions due to health, safety, and any required mitigating measure shall be completed prior to recording the Final Map.
4. Owner shall dedicate to the County of Yuba sufficient right-of-way in fee simple strips of land 48 feet in width, including the area within knuckles and intersection return curves, for the interior streets as shown on the Tentative Tract Map. The right-of-way line shall be located 0.50 foot behind the back of the (future) sidewalk. Corner radii shall be dedicated in accordance with Yuba County standards.
5. Owner shall provide and offer to dedicate to the County of Yuba a 10-foot easement for public services along the interior street frontage of this property measured from a point 0.50-foot from the back of the (future) sidewalk.
6. Road construction for the interior streets as shown on the tentative map shall meet the requirements for an Urban Residential (Local) Road in conformance with the Yuba County Standard (Drawing No. 101) or as modified by the Public Works Director. Such standard includes curbs, gutters, with an attached sidewalk.
7. Owner shall dedicate to the County of Yuba sufficient right-of-way in fee simple a strip of land 132 feet in width, for the Goldfields Parkway as shown on the Tentative Tract Map. The right-of-way line shall be located at the back of the (future) masonry wall.
8. Road construction for Goldfields Parkway as shown on the tentative map shall meet the requirements for an Urban Arterial (Major) Road in conformance with the Yuba County Standard (Drawing No. 103) or as modified by the Public Works Director. Such standard includes a median, curbs, gutters, detached sidewalks, landscape strips and masonry walls.
9. Owner shall dedicate to the County of Yuba sufficient right-of-way in fee simple to provide a 66-foot strip of land adjoining the centerline of North Beale Road lying within the bounds of this property. The right-of-way line shall be located at the back of the (future) masonry wall.

10. Road construction for North Beale Road as shown on the tentative map shall meet the half width requirements for an Urban Arterial (Major) Road in conformance with the Yuba County Standard (Drawing No. 103) or as modified by the Public Works Director. Such standard includes a median, curb, gutter, detached sidewalk, landscape strip and a masonry wall.
11. East of the intersection of Linda Avenue and proposed “Gold Ranch Way” as shown on the tentative map, owner shall dedicate to the County of Yuba sufficient right-of-way in fee simple to provide a 24-foot strip of land adjoining the centerline of Linda Avenue lying within the bounds of this property. The right-of-way line shall be located 0.50 foot behind the back of the (future) sidewalk. Owner shall provide and offer to dedicate to the County of Yuba a 10-foot easement for public services northerly of and coincident with this 24-foot right-of-way.
12. Road construction for Linda Avenue, east of the intersection with proposed “Gold Ranch Way” as shown on the tentative map shall meet the half-width requirements for an Urban Residential (Local) Road in conformance with the Yuba County Standard (Drawing No. 101) or as modified by the Public Works Director. Such standard includes curbs, gutters, with an attached sidewalk.
13. West of the intersection of Linda Avenue and proposed “Gold Ranch Way” as shown on the tentative map, owner shall dedicate to the County of Yuba sufficient right-of-way in fee simple to provide a 27-foot strip of land adjoining the centerline of Linda Avenue lying within the bounds of this property. The right-of-way line shall be located 0.50 foot behind the back of the (future) curb. Owner shall provide and offer to dedicate to the County of Yuba a 22-foot easement for public services northerly of and coincident with this 27-foot right-of-way.
14. Road construction for Linda Avenue, west of the intersection with proposed “Gold Ranch Way” as shown on the tentative map shall meet the requirements for an Urban Residential (Local) Road in conformance with the Yuba County Standard (Drawing No. 101), with an additional 7 feet of paved surface per half width to include sufficient area for on-street parking (24-foot pavement width instead of the 17-foot width as shown on standard drawing 101). For the northerly half-width, such standard includes curb, gutter, landscape strip, and a detached sidewalk. For the southerly half-width, construction shall include the paved section only; the curbs, gutters, landscape strip and detached sidewalk for the southerly half-width will not be required for this project.
15. Owner shall be responsible for the construction the drainage canal as shown on the tentative map in Lots A through D. Owner shall dedicate to the County of Yuba in fee simple parcels shown as Lots A though D on the tentative map.
16. Owner shall dedicate to the County of Yuba in fee simple Lot E as shown on the tentative map to be used for a public park (Gold Park per the tentative map). Park improvements shall be constructed or bonded for prior to the filing of the final map.

17. Owner shall warranty all improvements required by these Conditions of Approval for a period of 12 months from the time the improvements are accepted by the Public Works Department and a Notice of Completion is recorded.
18. Owner shall provide a one-year warranty bond for all street and drainage improvements required by these conditions of approval. The warranty bond period will commence after the Notice of Completion is recorded.
19. Owner shall provide a streetlight plan to be approved by the Public Works Department. Streetlights shall be LED type models and be maintained by Pacific Gas & Electric (PG&E). Owner shall maintain all streetlights until accepted by the Public Works Department. Prior to map recordation the Owner shall pay the County for two (2) years of service for the streetlights in accordance with rates (LS1-E) set by PG&E.
20. Improvement plans, prepared in compliance with Sections 3 and 7 of the Yuba County Standards shall be submitted to and approved by the Public Works Department prior to any construction. The initial submittal shall also include the necessary calculations for all improvements and associated drainage facilities along with the appropriate plan checking fees based upon a preliminary engineer's estimate. The engineer's estimate shall include estimated costs for the construction of the road and drainage improvements, landscaping requirements (if any), and construction staking. Such approvals shall include the alignment and grades of roads and drainage facilities.
21. All road and drainage construction required by these conditions of approval shall be inspected in compliance with Section 4 of the Yuba County Standards and approved by the Yuba County Department of Public Works. Owner's contractor shall meet on-site with the Public Works Department representative prior to the commencement of work to discuss the various aspects of the project.
22. Owner shall submit a Preliminary Soils Report prepared by a registered civil engineer and based upon adequate test borings to the Public Works Department for review in compliance with section 66490 of the Subdivision Map Act. Should such preliminary soils report indicate the presence of critically expansive soils or other soils problems which, if not corrected, would lead to structural defects, a soils investigation of each lot in the subdivision may be required by the decision-making authority (section 11.40.040 (G) of Yuba County Ordinance Code).
23. Any improvement work within the County right-of-ways for roadway connections and/or road widening or other improvements shall be accomplished under an encroachment permit issued by the Public Works Department. Improvement plans and associated checking and inspection fees shall be submitted to the Public Works Department for review and approval before any construction will be permitted within the County right-of-way.
24. Owner shall submit a drainage plan to provide for on-site and off-site storm water drainage for the project, designed by a registered civil engineer, to the Public Works Department for review

and approval, prior to any construction. The drainage design for the project shall result in a zero percent increase in the storm water discharge from the project compared to the pre-development state using a 100-year storm event peak discharge. Owner shall construct such approved drainage facilities in order to provide drainage from access roads and lots to acceptable natural drainage courses.

25. Prior to the approval of any grading permit or improvement plans, owner must submit documentation demonstrating that all necessary permits and approvals have been obtained, which may include: a 404 permit from Army Corps of Engineers; including Section 7 consultation with the U.S. Fish and Wildlife Service, 401 certification from the Regional Water Quality Control Board, 2081/1602 permit, as necessary, from the California Department of Fish and Wildlife, and pre-construction surveys for special status species.
26. Whenever construction or grading activities will disrupt an area of 1 acre or more of soil or is less than 1 acre but is associated with a larger common plan of development, it is required to obtain a National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction Activities, NPDES No. CAS000004, Order No. 2013-0001-DWQ. Coverage under the General Permit must be obtained prior to any construction. More info may be found: <http://www.swrcb.ca.gov/stormwtr/construction.html>. Owner must obtain an approved and signed Notice of Intent (NOI) from the Regional Water Quality Control Board (RWQCB), a Waste Discharge Identification (WDID) number and a Storm Water Pollution Prevention Plan (SWPPP), as described by either the RWQCB or the State Water Regional Control Board (SWRCB). The SWPPP shall describe and identify the use of Storm Water Best Management Practices (BMP's) and must be reviewed by the Yuba County Public Works Department prior to the Department's approval of Improvement Plans or issuance of a Grading Permit for the project. See Yuba County's Storm water Regulations for Construction Activities Procedures for details. According to state law it is the responsibility of the property owner that the SWPPP is kept up to date to reflect changes in site conditions and is available on the project site at all times for review by local and state inspectors. Erosion and sediment control measures, non-storm water and material management measures, and post-construction storm water management measures for this project shall be in substantial compliance with the SWPPP.
27. Owner shall submit an erosion and sediment control plan for the project, designed by a registered civil engineer, to the Department of Public Works for review and approval prior to each phase of construction and/or grading permit. Erosion and sediment control measures shall conform to Section 11 of the Yuba County Improvement Standards and all Yuba County Ordinance Codes. Owner shall implement such erosion and sediment control measures as per the approved plan prior to construction or grading.
28. Strict control over dust problems created during construction shall be adhered to with regard to surrounding properties and public facilities. The construction specifications and/or improvement plans shall have items reflecting dust control measures in detail and shall be approved by the Public Works Department.

29. Owner shall pay an in-lieu fee for parkland dedication per Yuba County Development Code §11.45.060 prior to filing the final map.
30. Owner shall be responsible for giving 60 days notice to the appropriate public utilities, PG&E, AT&T, Comcast, etc., prior to any new construction or development of this project.
31. Owner shall name the access road in a manner determined by Chapter 9.70 of the Yuba County Ordinance Code and be approved by the Address Coordinator at the Department of Public Works.
32. Owner shall provide all necessary street signs and pavement markings, including, but not limited to, street name signs, stop signs, speed limit signs, stop legends, limit lines, and crosswalks, as required by the Public Works Department.
33. Owner shall provide a concrete base or bases for the placement of a centralized mail delivery unit or units within the subdivision as directed by the United States Postal Service. Specifications and location(s) of such base(s) shall be determined pursuant to the applicable requirements of the Postal Service and the Yuba County Department of Public Works, with due consideration for streetlight location, traffic safety, security and consumer convenience. Such base(s) shall be located within a Public Service Easement. Owner shall provide a letter from the Postal Service to the County Surveyor stating that the location of the centralized mail delivery unit or units comply with their requirements and that they have no objection to the filing of the final map.
34. Owner shall provide public service easements as necessary for any existing overhead or underground utilities, sewer lines, waterlines, etc. which may provide service to any or all of the lots being created by this final map. Such easements shall have a minimum width of 10 feet or larger as may be required by the service provider and shall be clearly identified by metes and bounds on the final map. Any relocation or rearrangement of the public service provider's facilities to accommodate this project shall be at the Owner's expense.
35. Owner shall be required to pay all taxes, past and current, including those amounts levied as of January 1, but not yet billed, on the property prior to filing the Final Map.
36. Owner shall submit a current Preliminary Title Report or Subdivision Map Guarantee, in favor of Yuba County, two (2) check prints of the Final Map, calculations, supporting documentation and map checking fees to the County Surveyor, Department of Public Works for checking, approval and filing of the Final Map. An updated Subdivision Map Guarantee shall be provided 1 week prior to filing the final map with the Yuba County Recorder.
37. Owner shall petition to be assessed for County Service Area 70 (CSA 70) prior to filing the Final Map.

38. Owner shall petition to be assessed for zone of benefit C for County Service Area 52 (CSA 52C) or the purpose of receiving extended services provided by the CSA, such as fire protection services, local park, recreation or parkway facilities and services, and miscellaneous extended services including street and highway sweeping, street and highway lighting, landscape maintenance, park and open space maintenance, drainage system maintenance, fire services, and emergency services; prior to filing the Final Map.
39. Owner shall have the property surveyed and have corner monuments placed at all lot corners in conformance with requirements of the County Surveyor, chapter 11.41 of the Yuba County Ordinance Code and the California Subdivision Map Act (Government Code section 66410 and following).
40. Prior to commencing performance of any public improvement or facility to be dedicated to County, and subject to approval by the Public Works Department, Owner shall acquire and present proof of general and automobile liability and Workers Compensation and Employers Liability insurance. Such general and automobile liability insurance shall name the County and its agents as additional insured.
41. All easements of record that affect this property are to be shown on the Final Map.
42. Prior to submitting the final map to the Recorder's Office for filing, all outstanding County fees due to the Community Development and Services Agency departments shall be paid in full.
43. Prior to filing the Final Map, written approvals shall be submitted to the County Surveyor from all of the appropriate utility service providers that their requirements have been met and that financial arrangements have been made to insure their facilities will be installed and that they are satisfied with the public utility easements as shown on the Final Map.
44. Owner shall submit a copy of the final map for review by the Planning Department for conformance with the Department's conditions of approval, mitigation measures or other requirements. Before the final map can be filed with the Yuba County Recorder, a statement from the Planning Director which states that the final map is found to be in conformity with the Department's conditions of approval, mitigation measures and requirements shall be received by the County Surveyor.
45. Owner shall submit a copy of the final map for review by the Environmental Health Department for conformance with the Department's conditions of approval and other requirements. Before the final map can be filed with the Yuba County Recorder, a statement from the Environmental Health Department Director which states that the final map has been found to be in conformity with the Environmental Health Department conditions and requirements and that it is in conformance with the requirements of Chapter 7.07 of the Yuba County Ordinance Code shall be received by the County Surveyor.

46. Owner shall submit a copy of the final map to the Linda County Water District (LCWD) for review to determine conformance with the LCWD requirements. Before the final map can be filed with the Yuba County Recorder, a letter from the Linda County Water District is to be submitted to the County Surveyor which states that the LCWS requirements have been met and that any public service easements as may be shown on the final map are satisfactory and that there are no objections to filing the final map.
47. Owner shall submit a copy of the final map to the Linda Fire Protection District (LFPD) for review to determine conformance with the District's requirements. Before the final map can be filed with the Yuba County Recorder, a letter from the Linda Fire Protection District is to be submitted to the County Surveyor which states that the District's requirements have been met and that there are no objections to filing the final map.

ENVIRONMENTAL HEALTH DEPARTMENT
CONDITIONS OF APPROVAL
TSTM2021-0004

1. Owner shall connect parcel(s) 1 - 499 to Linda County Water District for water and sewer services.
2. Owner shall submit to Environmental Health a "Will Serve" letter from Linda County Water District for water and sewer services and facilities for parcel(s) 1-499.
3. All abandoned, wrecked, dismantled, or inoperative vehicles, machines, and equipment shall be removed by Owner from the subject site.
4. All existing trash and debris shall be removed from the subject site.
5. All abandoned or inactive wells on the subject site shall be destroyed or maintained in accordance with the "Water Well Standards: State of California, Bulletin 74-81". Environmental Health Division-Conditions of Approval
6. All abandoned septic tanks on the subject site shall be destroyed in accordance with the requirements of Yuba County Environmental Health Department.

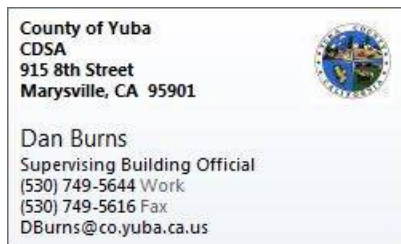
Fisher, Ciara

From: Burns, Danny
Sent: Monday, April 19, 2021 8:00 AM
To: Fisher, Ciara; Johnston, Nick
Cc: Perkins, Kevin; Franken, Vanessa; Maddux, Dave
Subject: RE: TSTM2021-0004 & CZ2021-0002; Goldfields Ranch

Ciara,

After review of the proposals and landtrak records the building department has no objections for the project but any and all improvements to the property will require all appropriate permits and shall comply to all state, local, and federal requirements.

Dan



From: Marquez, Melanie <mmarquez@CO.YUBA.CA.US>
Sent: Friday, April 16, 2021 4:45 PM
To: Fisher, Ciara <cfisher@CO.YUBA.CA.US>; Burns, Danny <dburns@CO.YUBA.CA.US>; Benedict, Christopher <cbenedict@CO.YUBA.CA.US>; Johnston, Nick <njohnston@CO.YUBA.CA.US>
Cc: Perkins, Kevin <kperkins@CO.YUBA.CA.US>; Hochstrasser, Margaret <mhochstrasser@CO.YUBA.CA.US>; Nix, Amanda <anix@CO.YUBA.CA.US>; Franken, Vanessa <vfranken@CO.YUBA.CA.US>; Crouse, Pam <pcrouse@CO.YUBA.CA.US>; Maddux, Dave <dmaddux@CO.YUBA.CA.US>; Olsen, Jeff (Public Works) <jolsen@CO.YUBA.CA.US>; PGE Plan Review <PGEPlanReview@pge.com>
Subject: RE: TSTM2021-0004 & CZ2021-0002; Goldfields Ranch

Hello Ciara,

Code Enforcement division does not have any comments regarding the subject project.

Thanks,

Melanie Marquez

Administrative Services Officer
County of Yuba, CDSA
(530) 749-5430 – Main
(530) 749-5643 – Direct
(530) 749-5616 – Fax
mmarquez@co.yuba.ca.us



April 15, 2021

Ciara Fisher
County of Yuba
915 8th St, Ste 123
Marysville, CA 95901

Ref: Gas and Electric Transmission and Distribution

Dear Ciara Fisher,

Thank you for submitting the Goldfields Ranch plans for our review. PG&E will review the submitted plans in relationship to any existing Gas and Electric facilities within the project area. If the proposed project is adjacent/or within PG&E owned property and/or easements, we will be working with you to ensure compatible uses and activities near our facilities.

Attached you will find information and requirements as it relates to Gas facilities (Attachment 1) and Electric facilities (Attachment 2). Please review these in detail, as it is critical to ensure your safety and to protect PG&E's facilities and its existing rights.

Below is additional information for your review:

1. This plan review process does not replace the application process for PG&E gas or electric service your project may require. For these requests, please continue to work with PG&E Service Planning: https://www.pge.com/en_US/business/services/building-and-renovation/overview/overview.page.
2. If the project being submitted is part of a larger project, please include the entire scope of your project, and not just a portion of it. PG&E's facilities are to be incorporated within any CEQA document. PG&E needs to verify that the CEQA document will identify any required future PG&E services.
3. An engineering deposit may be required to review plans for a project depending on the size, scope, and location of the project and as it relates to any rearrangement or new installation of PG&E facilities.

Any proposed uses within the PG&E fee strip and/or easement, may include a California Public Utility Commission (CPUC) Section 851 filing. This requires the CPUC to render approval for a conveyance of rights for specific uses on PG&E's fee strip or easement. PG&E will advise if the necessity to incorporate a CPUC Section 851 filing is required.

This letter does not constitute PG&E's consent to use any portion of its easement for any purpose not previously conveyed. PG&E will provide a project specific response as required.

Sincerely,

Plan Review Team
Land Management



Attachment 1 – Gas Facilities

There could be gas transmission pipelines in this area which would be considered critical facilities for PG&E and a high priority subsurface installation under California law. Care must be taken to ensure safety and accessibility. So, please ensure that if PG&E approves work near gas transmission pipelines it is done in adherence with the below stipulations. Additionally, the following link provides additional information regarding legal requirements under California excavation laws: <https://www.usanorth811.org/images/pdfs/CA-LAW-2018.pdf>

1. **Standby Inspection:** A PG&E Gas Transmission Standby Inspector must be present during any demolition or construction activity that comes within 10 feet of the gas pipeline. This includes all grading, trenching, substructure depth verifications (potholes), asphalt or concrete demolition/removal, removal of trees, signs, light poles, etc. This inspection can be coordinated through the Underground Service Alert (USA) service at 811. A minimum notice of 48 hours is required. Ensure the USA markings and notifications are maintained throughout the duration of your work.
2. **Access:** At any time, PG&E may need to access, excavate, and perform work on the gas pipeline. Any construction equipment, materials, or spoils may need to be removed upon notice. Any temporary construction fencing installed within PG&E's easement would also need to be capable of being removed at any time upon notice. Any plans to cut temporary slopes exceeding a 1:4 grade within 10 feet of a gas transmission pipeline need to be approved by PG&E Pipeline Services in writing PRIOR to performing the work.
3. **Wheel Loads:** To prevent damage to the buried gas pipeline, there are weight limits that must be enforced whenever any equipment gets within 10 feet of traversing the pipe.

Ensure a list of the axle weights of all equipment being used is available for PG&E's Standby Inspector. To confirm the depth of cover, the pipeline may need to be potholed by hand in a few areas.

Due to the complex variability of tracked equipment, vibratory compaction equipment, and cranes, PG&E must evaluate those items on a case-by-case basis prior to use over the gas pipeline (provide a list of any proposed equipment of this type noting model numbers and specific attachments).

No equipment may be set up over the gas pipeline while operating. Ensure crane outriggers are at least 10 feet from the centerline of the gas pipeline. Transport trucks must not be parked over the gas pipeline while being loaded or unloaded.

4. **Grading:** PG&E requires a minimum of 36 inches of cover over gas pipelines (or existing grade if less) and a maximum of 7 feet of cover at all locations. The graded surface cannot exceed a cross slope of 1:4.
5. **Excavating:** Any digging within 2 feet of a gas pipeline must be dug by hand. Note that while the minimum clearance is only 12 inches, any excavation work within 24 inches of the edge of a pipeline must be done with hand tools. So to avoid having to dig a trench entirely with hand tools, the edge of the trench must be over 24 inches away. (Doing the math for a 24 inch



wide trench being dug along a 36 inch pipeline, the centerline of the trench would need to be at least 54 inches [$24/2 + 24 + 36/2 = 54$] away, or be entirely dug by hand.)

Water jetting to assist vacuum excavating must be limited to 1000 psig and directed at a 40° angle to the pipe. All pile driving must be kept a minimum of 3 feet away.

Any plans to expose and support a PG&E gas transmission pipeline across an open excavation need to be approved by PG&E Pipeline Services in writing PRIOR to performing the work.

6. Boring/Trenchless Installations: PG&E Pipeline Services must review and approve all plans to bore across or parallel to (within 10 feet) a gas transmission pipeline. There are stringent criteria to pothole the gas transmission facility at regular intervals for all parallel bore installations.

For bore paths that cross gas transmission pipelines perpendicularly, the pipeline must be potholed a minimum of 2 feet in the horizontal direction of the bore path and a minimum of 12 inches in the vertical direction from the bottom of the pipe with minimum clearances measured from the edge of the pipe in both directions. Standby personnel must watch the locator trace (and every ream pass) the path of the bore as it approaches the pipeline and visually monitor the pothole (with the exposed transmission pipe) as the bore traverses the pipeline to ensure adequate clearance with the pipeline. The pothole width must account for the inaccuracy of the locating equipment.

7. Substructures: All utility crossings of a gas pipeline should be made as close to perpendicular as feasible ($90^\circ \pm 15^\circ$). All utility lines crossing the gas pipeline must have a minimum of 12 inches of separation from the gas pipeline. Parallel utilities, pole bases, water line 'kicker blocks', storm drain inlets, water meters, valves, back pressure devices or other utility substructures are not allowed in the PG&E gas pipeline easement.

If previously retired PG&E facilities are in conflict with proposed substructures, PG&E must verify they are safe prior to removal. This includes verification testing of the contents of the facilities, as well as environmental testing of the coating and internal surfaces. Timelines for PG&E completion of this verification will vary depending on the type and location of facilities in conflict.

8. Structures: No structures are to be built within the PG&E gas pipeline easement. This includes buildings, retaining walls, fences, decks, patios, carports, septic tanks, storage sheds, tanks, loading ramps, or any structure that could limit PG&E's ability to access its facilities.

9. Fencing: Permanent fencing is not allowed within PG&E easements except for perpendicular crossings which must include a 16 foot wide gate for vehicular access. Gates will be secured with PG&E corporation locks.

10. Landscaping: Landscaping must be designed to allow PG&E to access the pipeline for maintenance and not interfere with pipeline coatings or other cathodic protection systems. No trees, shrubs, brush, vines, and other vegetation may be planted within the easement area. Only those plants, ground covers, grasses, flowers, and low-growing plants that grow unsupported to a maximum of four feet (4') in height at maturity may be planted within the easement area.



11. Cathodic Protection: PG&E pipelines are protected from corrosion with an “Impressed Current” cathodic protection system. Any proposed facilities, such as metal conduit, pipes, service lines, ground rods, anodes, wires, etc. that might affect the pipeline cathodic protection system must be reviewed and approved by PG&E Corrosion Engineering.

12. Pipeline Marker Signs: PG&E needs to maintain pipeline marker signs for gas transmission pipelines in order to ensure public awareness of the presence of the pipelines. With prior written approval from PG&E Pipeline Services, an existing PG&E pipeline marker sign that is in direct conflict with proposed developments may be temporarily relocated to accommodate construction work. The pipeline marker must be moved back once construction is complete.

13. PG&E is also the provider of distribution facilities throughout many of the areas within the state of California. Therefore, any plans that impact PG&E’s facilities must be reviewed and approved by PG&E to ensure that no impact occurs which may endanger the safe operation of its facilities.



Attachment 2 – Electric Facilities

It is PG&E's policy to permit certain uses on a case by case basis within its electric transmission fee strip(s) and/or easement(s) provided such uses and manner in which they are exercised, will not interfere with PG&E's rights or endanger its facilities. Some examples/restrictions are as follows:

1. **Buildings and Other Structures:** No buildings or other structures including the foot print and eave of any buildings, swimming pools, wells or similar structures will be permitted within fee strip(s) and/or easement(s) areas. PG&E's transmission easement shall be designated on subdivision/parcel maps as **"RESTRICTED USE AREA – NO BUILDING."**
2. **Grading:** Cuts, trenches or excavations may not be made within 25 feet of our towers. Developers must submit grading plans and site development plans (including geotechnical reports if applicable), signed and dated, for PG&E's review. PG&E engineers must review grade changes in the vicinity of our towers. No fills will be allowed which would impair ground-to-conductor clearances. Towers shall not be left on mounds without adequate road access to base of tower or structure.
3. **Fences:** Walls, fences, and other structures must be installed at locations that do not affect the safe operation of PG&E's facilities. Heavy equipment access to our facilities must be maintained at all times. Metal fences are to be grounded to PG&E specifications. No wall, fence or other like structure is to be installed within 10 feet of tower footings and unrestricted access must be maintained from a tower structure to the nearest street. Walls, fences and other structures proposed along or within the fee strip(s) and/or easement(s) will require PG&E review; submit plans to PG&E Centralized Review Team for review and comment.
4. **Landscaping:** Vegetation may be allowed; subject to review of plans. On overhead electric transmission fee strip(s) and/or easement(s), trees and shrubs are limited to those varieties that do not exceed 15 feet in height at maturity. PG&E must have access to its facilities at all times, including access by heavy equipment. No planting is to occur within the footprint of the tower legs. Greenbelts are encouraged.
5. **Reservoirs, Sumps, Drainage Basins, and Ponds:** Prohibited within PG&E's fee strip(s) and/or easement(s) for electric transmission lines.
6. **Automobile Parking:** Short term parking of movable passenger vehicles and light trucks (pickups, vans, etc.) is allowed. The lighting within these parking areas will need to be reviewed by PG&E; approval will be on a case by case basis. Heavy equipment access to PG&E facilities is to be maintained at all times. Parking is to clear PG&E structures by at least 10 feet. Protection of PG&E facilities from vehicular traffic is to be provided at developer's expense AND to PG&E specifications. Blocked-up vehicles are not allowed. Carports, canopies, or awnings are not allowed.
7. **Storage of Flammable, Explosive or Corrosive Materials:** There shall be no storage of fuel or combustibles and no fueling of vehicles within PG&E's easement. No trash bins or incinerators are allowed.



8. Streets and Roads: Access to facilities must be maintained at all times. Street lights may be allowed in the fee strip(s) and/or easement(s) but in all cases must be reviewed by PG&E for proper clearance. Roads and utilities should cross the transmission easement as nearly at right angles as possible. Road intersections will not be allowed within the transmission easement.

9. Pipelines: Pipelines may be allowed provided crossings are held to a minimum and to be as nearly perpendicular as possible. Pipelines within 25 feet of PG&E structures require review by PG&E. Sprinklers systems may be allowed; subject to review. Leach fields and septic tanks are not allowed. Construction plans must be submitted to PG&E for review and approval prior to the commencement of any construction.

10. Signs: Signs are not allowed except in rare cases subject to individual review by PG&E.

11. Recreation Areas: Playgrounds, parks, tennis courts, basketball courts, barbecue and light trucks (pickups, vans, etc.) may be allowed; subject to review of plans. Heavy equipment access to PG&E facilities is to be maintained at all times. Parking is to clear PG&E structures by at least 10 feet. Protection of PG&E facilities from vehicular traffic is to be provided at developer's expense AND to PG&E specifications.

12. Construction Activity: Since construction activity will take place near PG&E's overhead electric lines, please be advised it is the contractor's responsibility to be aware of, and observe the minimum clearances for both workers and equipment operating near high voltage electric lines set out in the High-Voltage Electrical Safety Orders of the California Division of Industrial Safety (<https://www.dir.ca.gov/Title8/sb5g2.html>), as well as any other safety regulations. Contractors shall comply with California Public Utilities Commission General Order 95 (http://www.cpuc.ca.gov/gos/GO95/go_95_startup_page.html) and all other safety rules. No construction may occur within 25 feet of PG&E's towers. All excavation activities may only commence after 811 protocols has been followed.

Contractor shall ensure the protection of PG&E's towers and poles from vehicular damage by (installing protective barriers) Plans for protection barriers must be approved by PG&E prior to construction.

13. PG&E is also the owner of distribution facilities throughout many of the areas within the state of California. Therefore, any plans that impact PG&E's facilities must be reviewed and approved by PG&E to ensure that no impact occurs that may endanger the safe and reliable operation of its facilities.

Fisher, Ciara

From: Peter Angelonides <PAngelonides@FRAQMD.ORG>
Sent: Thursday, August 12, 2021 11:36 AM
To: Fisher, Ciara
Subject: Re: Air Quality Studies for Goldfields Ranch and North Dantoni Ranch - Linda

Hi Ciara,

Thank you again for the opportunity to provide comments and forwarding the responses to FRAQMD for the Goldfields Ranch and the North Dantoni Ranch projects. FRAQMD does not have any additional concerns going forward. The discrepancies in emissions factors and vehicle trips can be attributed to FRAQMD using the most recent version of CalEEMod.

Sincerely,

Peter Angelonides
Air Quality Planner I
Feather River Air Quality Management District
541 Washington Ave.
Yuba City, CA 95991
Office:(530) 634-7659 Ext. 209
Telework:(530) 324-6964
pangelonides@fraqmd.org



From: Fisher, Ciara <cfisher@CO.YUBA.CA.US>
Sent: Wednesday, August 11, 2021 9:12 AM
To: Peter Angelonides <PAngelonides@FRAQMD.ORG>
Subject: RE: Air Quality Studies for Goldfields Ranch and North Dantoni Ranch - Linda

Thank you! Have a nice day.

Ciara Fisher
Planner II
County of Yuba
Office: 530-749-5463 | Cell: 530-812-6082
 Please consider the environment before printing this email

From: Peter Angelonides <PAngelonides@FRAQMD.ORG>
Sent: Wednesday, August 11, 2021 9:00 AM
To: Fisher, Ciara <cfisher@CO.YUBA.CA.US>
Subject: Re: Air Quality Studies for Goldfields Ranch and North Dantoni Ranch - Linda

Hi Ciara,

Thank you for forwarding back these comments and documents. I will review the answers to the questions and files. I contact you with updates soon.

Sincerely,

Peter Angelonides
Air Quality Planner I
Feather River Air Quality Management District
541 Washington Ave.
Yuba City, CA 95991
Office:(530) 634-7659 Ext. 209
Telework:(530) 324-6964
pangelonides@fraqmd.org



From: Fisher, Ciara <cfisher@CO.YUBA.CA.US>
Sent: Wednesday, August 11, 2021 8:52 AM
To: Peter Angelonides <PAngelonides@FRAQMD.ORG>
Cc: Sondra Spaethe <sspaethe@fraqmd.org>; Perkins, Kevin <kperkins@CO.YUBA.CA.US>
Subject: FW: Air Quality Studies for Goldfields Ranch and North Dantoni Ranch - Linda

Morning Peter,

I received the attached documents and response from ECORP Consulting this morning. Please note that Staff would like all of your questions/concerns resolved before finishing the Environmental Document – essentially to avoid any issues when we release the document for comments before the hearing. The applicant is wanting to get N. Dantoni Ranch on the Planning Commission meeting in September which would require us to release the document this Friday. There is no rush on our end, but if you are able to review and respond by Friday I'm sure the applicant would appreciate it.

Thanks so much for working with us.

Ciara Fisher
Planner II
County of Yuba
Office: 530-749-5463 | Cell: 530-812-6082



Please consider the environment before printing this email

From: Sean Minard <sminard@mhm-inc.com>
Sent: Wednesday, August 11, 2021 6:33 AM
To: Fisher, Ciara <cfisher@CO.YUBA.CA.US>
Cc: Perkins, Kevin <kperkins@CO.YUBA.CA.US>; Evan Licht (evan.licht@lgihomes.com) <evan.licht@lgihomes.com>; Seth Myers (smyers@ecorpconsulting.com) <smyers@ecorpconsulting.com>; Peter Balfour <PBalfour@ecorpconsulting.com>; Collin Crawford-Martin <ccrawfordmartin@ecorpconsulting.com>
Subject: FW: Air Quality Studies for Goldfields Ranch and North Dantoni Ranch - Linda



Attachment 7
Marysville Joint Unified School District

1919 B Street, Marysville, CA 95901 ~ (530) 749-6115 ~ plauseng@mjusd.com

Penny Lauseng, Assistant Superintendent, Business Services

May 10, 2021

County of Yuba
Community Development & Services Agency
Planning Department
915 8th Street
Marysville, CA. 95901
Attn: Clara Fisher, Planner II

RE: Project Number TSTM2021-0004, CZ2021-0002 Goldfields Ranch

To Whom It May Concern,

Please accept this preliminary response to the project impact on school facilities within Marysville Joint Union School District (MJUSD). This response is not intended to replace our comments as allowed under California Environmental Quality Act (CEQA) requirements, rather, to assist the County of Yuba in scoping the environmental review required by CEQA.

Developer Fees Government Code Section 65995 and California Education Code Section 17620 allows school districts to levy fees on residential and or commercial/industrial construction projects within a school district's boundaries. The intent of the fee is to mitigate the impact the development will have on the school(s) that the students will attend.

The impact on school facilities is significant. MJUSD schools will be required to build additional classrooms as well as increase core facilities such as libraries, multiple purpose rooms, restrooms, and other spaces to accommodate the growth. The cost to increase facilities for this growth is the responsibility of the developer.

Marysville Joint Unified School District looks forward to analyzing the growth and discussing mitigation strategies that will provide the students generated from new development with quality public school facilities. MJUSD appreciates your request for preliminary comments.

Sincerely,

A handwritten signature in cursive script that reads 'Penny Lauseng'.

Penny Lauseng
Assistant Superintendent, Business Services
Marysville Joint Unified School District

CC: Brandon Chafey, LGI Homes
Kevin Perkins, Yuba County Planning Department

Fisher, Ciara

From: Anna Starkey <astarkey@auburnrancheria.com>
Sent: Friday, June 11, 2021 10:01 AM
To: Fisher, Ciara
Cc: Anna Cheng
Subject: RE: AB52: TSTM2021-0004 and CZ2021-0002, Goldfields Ranch

Dear Ciara,

Thank you for providing the overview photographs of the Goldfields Ranch project. Based on the information provided, we have no additional comments. Please include our unanticipated discoveries mitigation measure in your CEQA document, then we can close consultation.


Thank you for your time and consideration,
Anna

From: Fisher, Ciara <cfisher@CO.YUBA.CA.US>
Sent: Friday, June 11, 2021 9:15 AM
To: Anna Starkey <astarkey@auburnrancheria.com>
Cc: Anna Cheng <acheng@auburnrancheria.com>
Subject: RE: AB52: TSTM2021-0004 and CZ2021-0002, Goldfields Ranch

Anna,

Attached are photos of Goldfields Ranch. Thanks,

Ciara Fisher
Planner II
County of Yuba
Office: 530-749-5463 | Cell: 530-812-6082

 Please consider the environment before printing this email

From: Anna Starkey <astarkey@auburnrancheria.com>
Sent: Thursday, June 3, 2021 11:12 AM
To: Fisher, Ciara <cfisher@CO.YUBA.CA.US>
Cc: Anna Cheng <acheng@auburnrancheria.com>
Subject: FW: AB52: TSTM2021-0004 and CZ2021-0002, Goldfields Ranch

Good morning,

Thank you for providing the second notification and cultural report to review for the above referenced project. Below is my original email response in April to the AB52 notification. Please respond that you've received this email.

I have reviewed the cultural report and have the following comments. On the first page in the Abstract portion and in the Prehistoric Resources section, the author states that *"The probability of encountering buried archaeological sites within the APE is low. This*

conclusion is derived in part from the observed soil matrices which have been subjected to a high degree of disturbance associated with past agricultural cultivation activities”. I wanted to let you know, and maybe you can reiterate to the author of the report, that this is not true. I’ve personally excavated many archaeological sites that were in fields used for agriculture for over 100 years, including deep ripping. Disturbed soils have nothing to do with presence or absence. He also NEVER includes photographs, which is one of the things we use to determine if we want a site visit or not. Can you please ask the consultant to provide photographs of their survey?

As I’ve mentioned previously, this is something that should always be included in cultural reports, without exception. Have you been able to draft the standards that must be included for cultural studies with Yuba County? I know we’ve talked about this in the past and it does not appear that your consultant is including any of the things that we’ve requested (photographs of the survey area, buried site sensitivity using geoarchaeological or geological data, etc.). This information should always be standard in any qualified and competent cultural study.

Lastly, we would like to review the CEQA document when it becomes available to ensure our attached mitigation measure and consultation is appropriately included. Thank you again for taking these matters into consideration, and for involving the UAIC in the planning process. We look forward to reviewing the documents requested.

Kind Regards,
Anna Starkey

From: Anna Starkey
Sent: Thursday, April 29, 2021 12:24 PM
To: 'c.fisher@co.yuba.ca.us' <c.fisher@co.yuba.ca.us>
Subject: AB52: TSTM2021-0004 and CZ2021-0002, Goldfields Ranch

Good afternoon Ms. Fisher,
Thank you for the notification and opportunity to consult on the Goldfields Ranch project. Our records do not show any previously recorded tribal cultural resources in the project area and there appears to be a low potential for any buried resources to be present. Please include the attached unanticipated discoveries mitigation measure in the TCR chapter of your CEQA document.

Thank you,
Anna Starkey

The United Auburn Indian Community is now accepting electronic consultation request, project notifications, and requests for information! Please fill out and submit through our website. Do not mail hard copy letters or documents. <https://auburnrancheria.com/programs-services/tribal-preservation>



Anna M. Starkey, M.A., RPA
Cultural Regulatory Specialist
Tribal Historic Preservation Department | UAIC
10720 Indian Hill Road
Auburn, CA 95603
Direct line: (916) 251-1565 | Cell: (530) 863-6503
astarkey@auburnrancheria.com | www.auburnrancheria.com

Fisher, Ciara

From: Quillman, Gabriele@Wildlife <Gabriele.Quillman@wildlife.ca.gov>
Sent: Thursday, May 13, 2021 8:46 AM
To: Fisher, Ciara; cdsa
Cc: Wildlife R2 CEQA
Subject: CDFW's preliminary comments on the Goldfields Ranch project

Dear Ms. Fisher:

The California Department of Fish and Wildlife (CDFW) received and reviewed the Early Consultation from the County of Yuba Community Development & Services Agency for the Goldfields Ranch project (Project) in Yuba County pursuant to the California Environmental Quality Act (CEQA) statute and guidelines.

Thank you for the opportunity to provide comments and recommendations regarding those activities involved in the Project that may affect California fish, wildlife, plants and their habitats. Likewise, we appreciate the opportunity to provide comments regarding those aspects of the Project that CDFW, by law, may need to exercise its own regulatory authority under the Fish and Game Code (Fish & G. Code).

CDFW ROLE

CDFW is California's Trustee Agency for fish and wildlife resources and holds those resources in trust by statute for all the people of the State (Fish & G. Code, §§ 711.7, subd. (a) & 1802; Pub. Resources Code, § 21070; CEQA Guidelines § 15386, subd. (a)). CDFW, in its trustee capacity, has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species (*Id.*, § 1802.). Similarly, for purposes of CEQA, CDFW provides, as available, biological expertise during public agency environmental review efforts, focusing specifically on projects and related activities that have the potential to adversely affect fish and wildlife resources.

CDFW may also act as a Responsible Agency under CEQA. (Pub. Resources Code, § 21069; CEQA Guidelines, § 15381.) CDFW expects that it may need to exercise regulatory authority as provided by the Fish and Game Code. As proposed, for example, the Project may be subject to CDFW's lake and streambed alteration regulatory authority. (Fish & G. Code, § 1600 et seq.) Likewise, to the extent implementation of the Project as proposed may result in "take" as defined by State law of any species protected under the California Endangered Species Act (CESA) (Fish & G. Code, § 2050 et seq.), the project proponent may seek related take authorization as provided by the Fish and Game Code.

PROJECT DESCRIPTION SUMMARY

The Project site is located at 2434 Beale Highway, south of North Beale Road on both sides of Goldfields Parkway in the community of Linda, County of Yuba, California; on Assessor's Parcel Numbers (APNs) 019-260-058-000 and 019-260-089-000.

The Project includes the creation of 499 residential lots on 94.06 acres, a commercial lot on 2.63 acres, a park on 4.2 acres, a canal on 10.88 acres, and two semi-public lots on 0.46 acres for a total area of 122.07 acres. The Project also includes a Change of Zone for 119.44 acres into Single Family Residential and for the 2.63 acre commercial lot to remain Neighborhood Mixed Use.

COMMENTS AND RECOMMENDATIONS

CDFW offers the comments and recommendations presented below to assist the Yuba County Community Development & Services Agency in adequately identifying and/or mitigating the Project's significant, or potentially significant, impacts on biological resources. The comments and recommendations are also offered to enable CDFW to adequately review

and comment on the proposed Project with respect to impacts on biological resources. CDFW recommends that the forthcoming CEQA document address the following:

Assessment of Biological Resources

Section 15125(c) of the CEQA Guidelines states that knowledge of the regional setting of a project is critical to the assessment of environmental impacts and that special emphasis should be placed on environmental resources that are rare or unique to the region. To enable CDFW staff to adequately review and comment on the Project, the CEQA document should include a complete assessment of the flora and fauna within and adjacent to the Project footprint, with emphasis on identifying rare, threatened, endangered, and other sensitive species and their associated habitats. CDFW recommends that the CEQA document specifically include:

1. An assessment of all habitat types located within the Project footprint, and a map that identifies the location of each habitat type. CDFW recommends that floristic, alliance- and/or association-based mapping and assessment be completed following *The Manual of California Vegetation*, second edition (Sawyer 2009). Adjoining habitat areas should also be included in this assessment where site activities could lead to direct or indirect impacts offsite. Habitat mapping at the alliance level will help establish baseline vegetation conditions.
2. A general biological inventory of the fish, amphibian, reptile, bird, and mammal species that are present or have the potential to be present within each habitat type onsite and within adjacent areas that could be affected by the Project. CDFW recommends that the California Natural Diversity Database (CNDDDB), as well as previous studies performed in the area, be consulted to assess the potential presence of sensitive species and habitats. A nine United States Geologic Survey (USGS) 7.5-minute quadrangle search is recommended to determine what may occur in the region, larger if the Project area extends past one quad (see *Data Use Guidelines* on the Department webpage www.wildlife.ca.gov/Data/CNDDDB/Maps-and-Data). Please review the webpage for information on how to access the database to obtain current information on any previously reported sensitive species and habitat, including Significant Natural Areas identified under Chapter 12 of the Fish and Game Code, in the vicinity of the Project. CDFW recommends that CNDDDB Field Survey Forms be completed and submitted to CNDDDB to document survey results. Online forms can be obtained and submitted at: <https://www.wildlife.ca.gov/Data/CNDDDB/Submitting-Data>.

Please note that CDFW's CNDDDB is not exhaustive in terms of the data it houses, nor is it an absence database. CDFW recommends that it be used as a starting point in gathering information about the *potential presence* of species within the general area of the Project site. Other sources for identification of species and habitats near or adjacent to the Project area should include, but may not be limited to, State and federal resource agency lists, California Wildlife Habitat Relationship (CWHR) System, California Native Plant Society (CNPS) Inventory, agency contacts, environmental documents for other projects in the vicinity, academics, and professional or scientific organizations.

Species-specific surveys may be conducted in order to ascertain the presence of species with the potential to be directly or indirectly affected by Project activities. Survey and monitoring protocols and guidelines for some special-status species are available at: www.wildlife.ca.gov/Conservation/Survey-Protocols. Some aspects of the Project may warrant periodic updated surveys for certain sensitive taxa, particularly if the Project is proposed to occur over a protracted time frame, or in phases, or if surveys are completed during periods of drought or deluge.

3. A thorough, recent (within the last two years), floristic-based assessment of special-status plants and natural communities, following CDFW's *Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities* (see www.wildlife.ca.gov/Conservation/Plants).
4. Information on the regional setting that is critical to an assessment of environmental impacts, with special emphasis on resources that are rare or unique to the region.

Analysis of Direct, Indirect, and Cumulative Impacts to Biological Resources

The CEQA document should provide a thorough discussion of the Project's potential direct, indirect, and cumulative impacts on biological resources. To ensure that Project impacts on biological resources are fully analyzed, the following information should be included in the analysis:

1. The CEQA document should define the threshold of significance for each impact and describe the criteria used to determine whether the impacts are significant (CEQA Guidelines, § 15064, subd. (f)).
2. A discussion of potential impacts from lighting, noise, human activity, and wildlife-human interactions created by Project activities, especially those adjacent to natural areas, exotic and/or invasive species occurrences, and drainages. The CEQA document should address Project-related changes to drainage patterns and water quality within, upstream, and downstream of the Project site, including: volume, velocity, and frequency of existing and post-Project surface flows; polluted runoff; soil erosion and/or sedimentation in streams and water bodies; and post-Project fate of runoff from the Project site.
3. A discussion of potential indirect Project impacts on biological resources, including resources in areas adjacent to the Project footprint, such as nearby public lands (e.g. National Forests, State Parks, etc.), open space, adjacent natural habitats, riparian ecosystems, wildlife corridors, and any designated and/or proposed reserve or mitigation lands (e.g., preserved lands associated with a Conservation or Recovery Plan, or other conserved lands).

Mitigation Measures for Project Impacts to Biological Resources

The CEQA document should include appropriate and adequate avoidance, minimization, and/or mitigation measures for all significant or potentially significant impacts that are expected to occur as a result of the construction and long-term operation and maintenance of the Project. CDFW also recommends that the environmental documentation provide scientifically supported discussion regarding adequate avoidance, minimization, and/or mitigation measures to address the Project's significant impacts upon fish and wildlife and their habitat. For individual projects, mitigation should be roughly proportional to the level of impacts. In order for mitigation measures to be effective, they must be specific, enforceable, and feasible actions that will improve environmental conditions. When proposing measures to avoid, minimize, or mitigate impacts, CDFW recommends consideration of the following:

1. *Fully Protected Species*: Several Fully Protected Species (Fish & G. Code § 3511) have the potential to occur within the vicinity of the Project area, including, but not limited to: golden eagle (*Aquila chrysaetos*), bald eagle (*Haliaeetus leucocephalus*), greater sandhill crane (*Antigone canadensis tabida*), California black rail (*Laterallus jamaicensis coturniculus*), and white-tailed kite (*Elanus leucurus*). Fully protected species may not be taken or possessed at any time. Project activities described in the CEQA document should be designed to completely avoid any fully protected species that have the potential to be present within or adjacent to the Project area. CDFW also recommends that the CEQA document fully analyze potential adverse impacts to fully protected species due to habitat modification, loss of foraging habitat, and/or interruption of migratory and breeding behaviors. CDFW recommends that the Lead Agency include in the analysis how appropriate avoidance, minimization and mitigation measures will reduce indirect impacts to fully protected species.
2. *Sensitive Plant Communities*: CDFW considers sensitive plant communities to be imperiled habitats having both local and regional significance. Plant communities, alliances, and associations with a statewide ranking of S-1, S-2, S-3, and S-4 should be considered sensitive and declining at the local and regional level. These ranks can be obtained by querying the CNDDB and are included in *The Manual of California Vegetation* (Sawyer 2009). The CEQA document should include measures to fully avoid and otherwise protect sensitive plant communities from Project-related direct and indirect impacts.
3. *Mitigation*: CDFW considers adverse Project-related impacts to sensitive species and habitats to be significant to both local and regional ecosystems, and the CEQA document should include mitigation measures for adverse

Project-related impacts to these resources. Mitigation measures should emphasize avoidance and reduction of Project impacts. For unavoidable impacts, onsite habitat restoration, enhancement, or permanent protection should be evaluated and discussed in detail. If onsite mitigation is not feasible or would not be biologically viable and therefore not adequately mitigate the loss of biological functions and values, offsite mitigation through habitat creation and/or acquisition and preservation in perpetuity should be addressed.

The CEQA document should include measures to perpetually protect the targeted habitat values within mitigation areas from direct and indirect adverse impacts in order to meet mitigation objectives to offset Project-induced qualitative and quantitative losses of biological values. Specific issues that should be addressed include restrictions on access, proposed land dedications, long-term monitoring and management programs, control of illegal dumping, water pollution, increased human intrusion, etc.

4. *Habitat Revegetation/Restoration Plans*: Plans for restoration and revegetation should be prepared by persons with expertise in the regional ecosystems and native plant restoration techniques. Plans should identify the assumptions used to develop the proposed restoration strategy. Each plan should include, at a minimum: (a) the location of restoration sites and assessment of appropriate reference sites; (b) the plant species to be used, sources of local propagules, container sizes, and seeding rates; (c) a schematic depicting the mitigation area; (d) a local seed and cuttings and planting schedule; (e) a description of the irrigation methodology; (f) measures to control exotic vegetation on site; (g) specific success criteria; (h) a detailed monitoring program; (i) contingency measures should the success criteria not be met; and (j) identification of the party responsible for meeting the success criteria and providing for conservation of the mitigation site in perpetuity. Monitoring of restoration areas should extend across a sufficient time frame to ensure that the new habitat is established, self-sustaining, and capable of surviving drought.

CDFW recommends that local onsite propagules from the Project area and nearby vicinity be collected and used for restoration purposes. Onsite seed collection should be appropriately timed to ensure the viability of the seeds when planted. Onsite vegetation mapping at the alliance and/or association level should be used to develop appropriate restoration goals and local plant palettes. Reference areas should be identified to help guide restoration efforts. Specific restoration plans should be developed for various Project components as appropriate. Restoration objectives should include protecting special habitat elements or re-creating them in areas affected by the Project. Examples may include retention of woody material, logs, snags, rocks, and brush piles. Fish and Game Code sections 1002, 1002.5 and 1003 authorize CDFW to issue permits for the take or possession of plants and wildlife for scientific, educational, and propagation purposes. Please see our website for more information on Scientific Collecting Permits at www.wildlife.ca.gov/Licensing/Scientific-Collecting#53949678-regulations-.

5. *Nesting Birds*: Please note that it is the Project proponent's responsibility to comply with all applicable laws related to nesting birds and birds of prey. Migratory non-game native bird species are protected by international treaty under the federal Migratory Bird Treaty Act (MBTA) of 1918, as amended (16 U.S.C. 703 *et seq.*). CDFW implemented the MBTA by adopting the Fish and Game Code section 3513. Fish and Game Code sections 3503, 3503.5 and 3800 provide additional protection to nongame birds, birds of prey, their nests and eggs. Sections 3503, 3503.5, and 3513 of the Fish and Game Code afford protective measures as follows: section 3503 states that it is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by the Fish and Game Code or any regulation made pursuant thereto; section 3503.5 states that it is unlawful to take, possess, or destroy any birds in the orders 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 the Fish and Game Code or any regulation adopted pursuant thereto; and section 3513 states that it is unlawful to take or possess any migratory nongame bird as designated in the MBTA or any part of such migratory nongame bird except as provided by rules and regulations adopted by the Secretary of the Interior under provisions of the MBTA.

Potential habitat for nesting birds and birds of prey is present within the Project area. The Project should disclose all potential activities that may incur a direct or indirect take to nongame nesting birds within the

Project footprint and its vicinity. Appropriate avoidance, minimization, and/or mitigation measures to avoid take must be included in the CEQA document.

CDFW recommends that the CEQA document include specific avoidance and minimization measures to ensure that impacts to nesting birds or their nests do not occur. Project-specific avoidance and minimization measures may include, but not be limited to: Project phasing and timing, monitoring of Project-related noise (where applicable), sound walls, and buffers, where appropriate. The CEQA document should also include specific avoidance and minimization measures that will be implemented should a nest be located within the Project site. In addition to larger, protocol level survey efforts (e.g. Swainson's hawk surveys) and scientific assessments, CDFW recommends a final preconstruction survey be required no more than three (3) days prior to vegetation clearing or ground disturbance activities, as instances of nesting could be missed if surveys are conducted earlier.

6. *Moving out of Harm's Way*: The Project is anticipated to result in the clearing of natural habitats that support native species. To avoid direct mortality, the lead agency may condition the CEQA document to require that a qualified biologist with the proper permits be retained to be onsite prior to and during all ground- and habitat-disturbing activities. The qualified biologist with the proper permits may move out of harm's way special-status species or other wildlife of low or limited mobility that would otherwise be injured or killed from Project-related activities. Movement of wildlife out of harm's way should be limited to only those individuals that would otherwise be injured or killed, and individuals should be moved only as far as necessary to ensure their safety (i.e., CDFW does not recommend relocation to other areas). It should be noted that the temporary relocation of onsite wildlife does not constitute effective mitigation for habitat loss.
7. *Translocation of Species*: CDFW generally does not support the use of relocation, salvage, and/or transplantation as the sole mitigation for impacts to rare, threatened, or endangered species as these efforts are generally experimental in nature and largely unsuccessful.

The CEQA document should incorporate mitigation performance standards that would ensure that impacts are reduced to a less-than-significant level. Mitigation measures proposed in the CEQA document should be made a condition of approval of the Project.

California Endangered Species Act

CDFW is responsible for ensuring appropriate conservation of fish and wildlife resources including threatened, endangered, and/or candidate plant and animal species, pursuant to the California Endangered Species Act (CESA). CDFW recommends that a CESA Incidental Take Permit (ITP) be obtained if the Project has the potential to result in "take" (Fish & G. Code § 86 defines "take" as "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill") of State-listed CESA species, either through construction or over the life of the Project.

State-listed species with the potential to occur in the area include, but are not limited to: Swainson's hawk (*Buteo swainsoni*), tricolored blackbird (*Agelaius tricolor*), giant garter snake (*Thamnophis gigas*), and Hartweg's golden sunburst (*Pseudobahia bahiifolia*).

The CEQA document should disclose the potential of the Project to take State-listed species and how the impacts will be avoided, minimized, and mitigated. Please note that mitigation measures that are adequate to reduce impacts to a less-than significant level to meet CEQA requirements may not be enough for the issuance of an ITP. To issue an ITP, CDFW must demonstrate that the impacts of the authorized take will be minimized and fully mitigated (Fish & G. Code §2081 (b)). To facilitate the issuance of an ITP, if applicable, CDFW recommends the CEQA document include measures to minimize and fully mitigate the impacts to any State-listed species the Project has potential to take. CDFW encourages early consultation with staff to determine appropriate measures to facilitate future permitting processes and to engage with the U.S. Fish and Wildlife Service and/or National Marine Fisheries Service to coordinate specific measures if both State and federally listed species may be present within the Project vicinity.

Native Plant Protection Act

The Native Plant Protection Act (NPPA) (Fish & G. Code §1900 *et seq.*) prohibits the take or possession of State-listed rare and endangered plants, including any part or product thereof, unless authorized by CDFW or in certain limited circumstances. Take of State-listed rare and/or endangered plants due to Project activities may only be permitted through an ITP or other authorization issued by CDFW pursuant to California Code of Regulations, Title 14, section 786.9 subdivision (b).

Lake and Streambed Alteration Program

The CEQA document should identify all perennial, intermittent, and ephemeral rivers, streams, lakes, other hydrologically connected aquatic features, and any associated biological resources/habitats present within the entire Project footprint (including utilities, access and staging areas). The environmental document should analyze all potential temporary, permanent, direct, indirect and/or cumulative impacts to the above-mentioned features and associated biological resources/habitats that may occur because of the Project. If it is determined that the Project will result in significant impacts to these resources the CEQA document should propose appropriate avoidance, minimization and/or mitigation measures to reduce impacts to a less-than-significant level.

Section 1602 of the Fish and Game Code requires an entity to notify CDFW prior to commencing any activity that may do one or more of the following: substantially divert or obstruct the natural flow of any river, stream or lake; substantially change or use any material from the bed, channel or bank of any river, stream, or lake; or deposit debris, waste or other materials that could pass into any river, stream or lake. Please note that "any river, stream or lake" includes those that are episodic (i.e., those that are dry for periods of time) as well as those that are perennial (i.e., those that flow year-round). This includes ephemeral streams and watercourses with a subsurface flow. It may also apply to work undertaken within the flood plain of a body of water.

If CDFW determines that the Project activities may substantially adversely affect an existing fish or wildlife resource, a Lake and Streambed Alteration (LSA) Agreement will be issued which will include reasonable measures necessary to protect the resource. CDFW's issuance of an LSA Agreement is a "project" subject to CEQA (see Pub. Resources Code 21065). To facilitate issuance of an LSA Agreement, if one is necessary, the CEQA document should fully identify the potential impacts to the lake, stream, or riparian resources, and provide adequate avoidance, mitigation, and monitoring and reporting commitments. Early consultation with CDFW is recommended, since modification of the Project may avoid or reduce impacts to fish and wildlife resources. To obtain an LSA notification package, please go to

<https://www.wildlife.ca.gov/Conservation/LSA/Forms>.

Please note that other agencies may use specific methods and definitions to determine impacts to areas subject to their authorities. These methods and definitions often do not include all needed information for CDFW to determine the extent of fish and wildlife resources affected by activities subject to Notification under Fish and Game Code section 1602. Therefore, CDFW does not recommend relying solely on methods developed specifically for delineating areas subject to other agencies' jurisdiction (such as United States Army Corps of Engineers) when mapping lakes, streams, wetlands, floodplains, riparian areas, etc. in preparation for submitting a Notification of an LSA.

CDFW relies on the lead agency environmental document analysis when acting as a responsible agency issuing an LSA Agreement. CDFW recommends lead agencies coordinate with us as early as possible, since potential modification of the proposed Project may avoid or reduce impacts to fish and wildlife resources and expedite the Project approval process.

The following information is required for the processing of an LSA Notification and CDFW recommends incorporating this information, if applicable, into any forthcoming CEQA document(s) to avoid subsequent documentation and Project delays:

1. Mapping and quantification of lakes, streams, and associated fish and wildlife habitat (e.g., riparian habitat, freshwater wetlands, etc.) that will be temporarily and/or permanently impacted by the Project, including impacts from access and staging areas. Please include an estimate of impact to each habitat type.

2. Discussion of specific avoidance, minimization, and mitigation measures to reduce Project impacts to fish and wildlife resources to a less-than-significant level. Please refer to section 15370 of the CEQA Guidelines.

ENVIRONMENTAL DATA

CEQA requires that information developed in environmental impact reports and negative declarations be incorporated into a database, which may be used to make subsequent or supplemental environmental determinations (Pub. Resources Code, § 21003, subd. (e)). Accordingly, please report any special-status species and natural communities detected during Project surveys to the California Natural Diversity Database (CNDDDB). The CNDDDB field survey form can be found at the following link: <https://www.wildlife.ca.gov/Data/CNDDDB/Submitting-Data>. The completed form can be submitted online or mailed electronically to CNDDDB at the following email address: CNDDDB@wildlife.ca.gov.

FILING FEES

The Project, as proposed, would have an effect on fish and wildlife, and assessment of filing fees is necessary. Fees are payable upon filing of the Notice of Determination by the Lead Agency and serve to help defray the cost of environmental review by CDFW. Payment of the fee is required in order for the underlying project approval to be operative, vested, and final. (Cal. Code Regs, tit. 14, § 753.5; Fish & G. Code § 711.4; Pub. Resources Code, § 21089.)

CONCLUSION

Pursuant to Public Resources Code sections 21092 and 21092.2, CDFW requests written notification of proposed actions and pending decisions regarding the Project. Written notifications shall be directed to: California Department of Fish and Wildlife North Central Region, 1701 Nimbus Road, Rancho Cordova, CA 95670.

CDFW appreciates the opportunity to provide early comments on the Goldfields Ranch Project and recommends that the Yuba County Community Development & Services Agency address CDFW's comments and concerns in the forthcoming CEQA document. CDFW personnel are available for consultation regarding biological resources and strategies to minimize impacts.

If you have any questions regarding the comments provided in this letter, or wish to schedule a meeting and/or site visit, please contact me at (916) 358-2955 or gabriele.quillman@wildlife.ca.gov.

Sincerely,

Gabriele (Gabe) Quillman
She/Her
California Department of Fish and Wildlife – North Central Region
1701 Nimbus Road, Suite A
Rancho Cordova, CA 95670
(916) 358-2955

Fisher, Ciara

From: Javier Rios <jrios@lindawater.com>
Sent: Thursday, September 30, 2021 4:57 PM
To: Fisher, Ciara
Subject: RE: Initial Study for TSTM2021-0004 and CZ2021-0002 Goldfields Ranch

Ciara – The water and sewer line would both be installed prior to construction of these new homes. Without these lines, the development would not be able to have water and sewer service from the District. I am thinking that this project is constructed by the summer of 2022. As far as the length of the lines goes, the waterline will be approximately 3,600 LF and the sewer main will be approximately 4,350 LF. And yes, the line will be installed in the areas you identified.

Thanks,
Javier Rios

From: Fisher, Ciara <cfisher@CO.YUBA.CA.US>
Sent: Wednesday, September 29, 2021 11:01 AM
To: Javier Rios <jrios@lindawater.com>
Subject: RE: Initial Study for TSTM2021-0004 and CZ2021-0002 Goldfields Ranch

Also, what would be the timing for the installation of the sewer/water line? Would it be prior to Final Map Recordation or construction of homes, etc.?

Thanks,

Ciara Fisher
Planner II
County of Yuba
Office: 530-749-5463 | Cell: 530-812-6082

 Please consider the environment before printing this email

From: Fisher, Ciara
Sent: Wednesday, September 29, 2021 10:48 AM
To: Javier Rios <jrios@lindawater.com>
Subject: RE: Initial Study for TSTM2021-0004 and CZ2021-0002 Goldfields Ranch

Morning Javier,

I'm working on amending the Final IS/MND and just wanted to confirm: The sewer and water line will extend along Linda Avenue and a portion of N. Beale Road, correct? It will not be installed anywhere else? Also, what is the length of the line being installed?

Thanks!

Ciara Fisher
Planner II
County of Yuba
Office: 530-749-5463 | Cell: 530-812-6082



From: Javier Rios <jrios@lindawater.com>

Sent: Thursday, September 23, 2021 11:47 AM

To: Fisher, Ciara <cfisher@CO.YUBA.CA.US>

Subject: Initial Study for TSTM2021-0004 and CZ2021-0002 Goldfields Ranch

Ciara – As we discussed, the Goldfields Ranch project will require a sewer and water line in the existing right of way of Goldfields Parkway. I wanted to make sure those improvements are covered in the Initial Study you guys are putting together. Attached are the draft design plans for the water and sewer improvements. Let me know if you need additional details.

Thanks,

Javier Rios-Farias

District Engineer

Linda County Water District

P: (530) 743-2481 | M: (916) 475-3339

jrios@lindawater.com

California Department of Transportation

DISTRICT 3
703 B STREET | MARYSVILLE, CA 95901-5556
(530) 741-4233 | FAX (530) 741-4245 TTY 711
www.dot.ca.gov



May 11, 2021

GTS# 03-YUB-2021-00099

Ms. Ciara Fisher
Planner II
County of Yuba Planning Department
915 8th Street
Marysville, CA 95901

Re: TSTM2021-0004 and CZ2021-0002 Goldfields Ranch

Dear Ms. Fisher:

Thank you for including the California Department of Transportation (Caltrans) in the Initial Consultation review process for the project referenced above. The mission of Caltrans is to provide a safe, sustainable, integrated, and efficient transportation system to enhance California's economy and livability. The Local Development-Intergovernmental Review (LD-IGR) Program reviews land use projects and plans through the lenses of our mission and state planning priorities of infill, conservation, and travel-efficient development. To ensure a safe and efficient transportation system, we encourage early consultation and coordination with local jurisdictions and project proponents on all development projects that utilize the multimodal transportation network.

The proposed project would create 499 residential lots on 94.06 acres with 2.63 commercial lot, a 4.2 acre park, a canal on 10.88 acres and two semi-public lots on 0.46 located at 2434 Beale Highway, south of North Beale Road in the community of Linda in Yuba County. The following comments are based the tentative subdivision tract map received.

Forecasting & Modeling/ Traffic Operations

The proposed development will generate over 4,711 trips daily, with over 500 trips during the peak hours. Please prepare a transportation impact study report emphasizing Vehicle Miles Traveled (VMT) Analysis at SR 70/Feather River Blvd (NB) and SR 70/Feather River Blvd ramps.

The increase of vehicle trips exceeding 100 during peak hour from this project constitutes an anticipated impact with regard to VMT under Senate Bill 743. The

Ms. Ciara Fisher
May 11, 2021
Page 2

transportation study should document this concern, the impact, and identify adequate mitigation measures.

The report should include trip generation from all the new developments and include VMT analysis for the construction completion year (Project Opening Year) as well as horizon year and existing conditions and existing conditions + future conditions. The future conditions will be based off the increased volumes from off the proposed housing development (499 housing units).

Also, indicate if the County has any plans for future improvements at these interchanges.

Encroachment Permit

Any project along or within the State's ROW requires an encroachment permit issued by Caltrans. To apply, a completed encroachment permit application, environmental documentation, and five sets of plans clearly indicating State ROW must be submitted to:

Hikmat Bsaibess
California Department of Transportation
District 3, Office of Permits
703 B Street
Marysville, CA 95901

Please provide our office with copies of any further actions regarding this project. We would appreciate the opportunity to review and comment on any changes related to this development.

If you have any question regarding these comments or require additional information, please contact Deborah McKee, Intergovernmental Review Coordinator for Yuba County, by phone (530) 821-8411 or via email at deborah.mckee@dot.ca.gov.

Sincerely,

 for

GARY ARNOLD, Branch Chief
Office of Transportation Planning
Regional Planning Branch—North

California Department of Transportation

DISTRICT 3
703 B STREET | MARYSVILLE, CA 95901-5556
(530) 741-4233 | FAX (530) 741-4245 TTY 711
www.dot.ca.gov



October 7, 2021

GTS# 03-YUB-2021-00123

Ms. Ciara Fisher, Planner II
Planning Department
County of Yuba
915 8th Street
Marysville, CA 95901

Re: TSTM2021-0004 and CS2021-0002 Goldfields Ranch

Dear Ms. Fisher:

Thank you for including the California Department of Transportation (Caltrans) in the Initial Study/Mitigated Negative Declaration review process for the project referenced above. The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. The Local Development-Intergovernmental Review (LD-IGR) Program reviews land use projects and plans through the lenses of our mission and state planning priorities of infill, conservation, and travel-efficient development. To ensure a safe and efficient transportation system, we encourage early consultation and coordination with local jurisdictions and project proponents on all development projects that utilize the multimodal transportation network.

The proposed project would create 499 residential lots on 94.06 acres, a commercial lot on 2.63 acres, a park on 4.2 acres, a canal on 10.88 acres, and two semipublic lots on 0.46 acres for a total of 122.07 acres. This includes a Change of Zone for 119.44 acres into single family residential and for the 2.63-acre commercial lot to remain Neighborhood Mixed Use in the Linda Community in Yuba County. The following comments are based the document package received.

Forecasting & Modeling

Please provide clarification on the weighted average calculations of the percent project area under each VMT forecasting area as represented by the hexagons in the analysis. This is due to the report basing VMT calculations on OPR's recommended regional goal of 15% VMT reduction, while the project's analysis uses the Yuba County average per capita VMT which is 24.9. The issue is that, when the OPR regional recommendations are used, the regional average per capita VMT which is 20.82 for Yuba County should be used for comparison. The reason is because the Yuba County

Ms. Ciara Fisher, Planner II
 October 7, 2021
 Page 2

does not have any specific VMT thresholds yet, and the SACOG regional VMT thresholds are utilized for the analysis. Therefore, when we use the OPR recommendations, we need to compare the project induced VMT with the regional average per capita VMT threshold. According to the VMT analysis, the project is located in four separate VMT forecasting areas with average per capita VMT rates of 15.36, 17.56, 18.74, and 20.71 which the overall average for the project would be 18.09. The report shows a weighted average of 17.75 per the calculations of the consultant. For this reason, we need the clarification we request above.

Based on our findings, by using 20.82 regional average VMT, the threshold VMT is 17.697 and comparing it to the project generated per capita VMT of 18.09, the project crosses the 85% regional average threshold.

Also, page 83 of the report, Table 13 shows the project would generate 17.54 VMT per capita but the paragraph above the table shows 17.75 VMT per capita. Accordingly, the induced VMT by the project would have a significant impact and the developers need to consider the proper mitigation measures to reduce the VMT. Please clarify whether the table and text should be consistent in showing per capita VMT generation.

A potential mitigation measure for project induced VMT could include, but not be limited to adding a bus stop in the vicinity of the project area to encourage the public transit usage. It could also include adding and widening the bike lanes on Linda Avenue and Goldfields Parkway to make it safer and encourage the residents to use more active transportation modes.

Traffic Operations

In the May 11, 2021 03-YUB-2021-00099 IGR response letter, the letter requested that "the transportation study should document this concern, the impact, and identify adequate mitigation measures." Please describe the traffic impacts to the SR 70/Feather River Blvd. interchange specifically those traffic impacts made because of this proposed project. The applicant can use ADT values from the Caltrans Traffic Census Program website (<https://dot.ca.gov/programs/traffic-operations/census>) and use projected volumes from the project for the analysis (existing + future conditions). The applicant can also use other Caltrans resources for this analysis as well, if necessary. Please also include analysis that mentions the existing conditions at this intersection.

The applicant should also discuss impacts to the SR 70/Erle Rd. interchange (traffic impacts made because of this proposed project). Again, the applicant can use ADT values from the Caltrans Traffic Census Program website

Ms. Ciara Fisher, Planner II
October 7, 2021
Page 3

(<https://dot.ca.gov/programs/traffic-operations/census>) and use projected volumes from the project for the analysis (existing + future conditions). The applicant can use other Caltrans resources for this analysis as well, if necessary. Please also include analysis that mentions the existing conditions at this intersection.

Proportional share agreement(s) may provide Yuba County and Caltrans Transportation Planning with a means to address potential cumulative impacts at the SR 70/Feather River Blvd. interchange, and the SR 70/Erle Rd. interchange. The project's nexus and proportionality to the impacts and mitigation would be based on the results of the analysis of transportation impacts to the two interchanges associated with this project.

Encroachment Permit

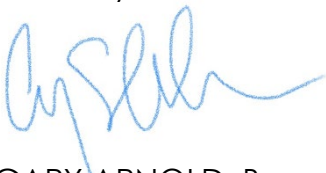
Any project along or within the State's ROW requires an encroachment permit issued by Caltrans. To apply, a completed encroachment permit application, environmental documentation, and five sets of plans clearly indicating State ROW must be submitted to:

Hikmat Bsaibess
California Department of Transportation
District 3, Office of Permits
703 B Street
Marysville, CA 95901

Please provide our office with copies of any further actions regarding this project. We would appreciate the opportunity to review and comment on any changes related to this development.

If you have any question regarding these comments or require additional information, please contact Deborah McKee, Intergovernmental Review Coordinator for Yuba County, by phone (530) 821-8411 or via email at deborah.mckee@dot.ca.gov.

Sincerely,



GARY ARNOLD, Branch Chief
Office of Transportation Planning
Regional Planning Branch—North

KD Anderson & Associates, Inc.

Transportation Engineers

October 11, 2021

Ms. Ciara Fisher, Planner II
Yuba County – Planning Department
915 8th Street
Marysville, Ca

**RE: TSTM 2021-004 AND CS2021-002 GOLDFIELDS RANCH:
CALTRANS COMMENTS ON TRANSPORTATION IMPACT ANALYSIS**

Dear Ms. Fisher:

I have reviewed Caltrans comments of October 7, 2021 on the Goldfields Ranch Subdivision project and have the following responses to their questions.

VMT Analysis. The comment relating to Forecasting and Modeling asks for additional information relating to the derivation of the project’s weighted Average Per Capita VMT. As noted in the analysis and identified in the table below, the Goldfields Ranch project covers parts of four distinct Average VMT per Capita “hexagons” in SACOG’s mapping. Nearly half of the site falls within one particularly low VMT generating hexagon, but the analysis reported a weighted Average per Capita VMT that accounted for the proportion of the project within each of the four hexagons. The resulting project average of 17.54 Per Capita VMT falls within both the SCOG regional 85% reduction goal and the unincorporated Yuba County 85% reduction goal. Please note that the text of the report contained a typo and misidentified the project’s weighted average as 17.75. The report’s Table 5 correctly noted the 17.54 value. No additional analysis is required.

TABLE 5 GOLDFIELDS RANCH WEIGHTED AVERAGE PER CAPITA VMT					
Area	Average per Capita VMT	Percentage of Project Total Area	Weighted Average per Capita VMT	85% Reduction Goal	
				SACOG Region	Unincorporated Yuba County
1	15.36	47%	7.21		
2	20.71	20%	4.14		
3	18.74	32%	5.99		
4	19.12	1%	0.20		
Total		100%	17.54	17.70	21.18

Ms. Ciara Fisher, Planner II
Yuba County – Planning Department
October 11, 2021
Page 2

Project Effects on State Highways and Contribution to Improvement Costs. Comments relating to Traffic Operations ask that the project's traffic impacts to the SR 70 / Feather River Blvd interchange and to the SR 70 / Erle Road interchange be quantified and compared to long term traffic volume forecasts for each facility in order to suggest a proportionate share for the Goldfields Ranch responsibility for future improvements. Such analysis is not required because Yuba County has already acted to create and implement a regional traffic impact fee program. Following adoption of the General Plan and certification of the GPEIR, Yuba County developed the regional impact fee to mitigate the effects of development under the General Plan. The fee program determined that General Plan impacts required contribution to the cost of improvements to the SR 70 / Erle Road interchange, but improvements to the SR 70 / Feather River Blvd interchange were not identified. Yuba County regularly monitors traffic operating conditions on a county-wide basis and allocates funds collected under the fee program from new development accordingly.

Development in Goldfields Ranch will contribute to the cost of regional improvements such as work at the SR 70 / Erle Road interchange by paying adopted Yuba County traffic impact fees. No additional analysis is required.

Thank you for your attention to this information. Please feel free to contact me if you have any questions.

Sincerely Yours,

KDAnderson & Associates, Inc.

A handwritten signature in black ink, appearing to read 'K. Anderson', with a long horizontal flourish extending to the right.

Kenneth D. Anderson, P.E.
President

cc: Sean Minard, Evan Licht

KDA