



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

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PLANNING COMMISSION STAFF REPORT

Hearing Date: September 15, 2021

Case Number: Tentative Subdivision Tract Map TSTM 2021-0005 (North Dantoni Ranch)

Request: A request to create 164 residential lots on 33.18 acres and a Lot A for the LCWD pipeline on 0.20 acres, for a total area of 33.38 acres in the RS (Single-Family Residential) Zoning District.

Location: The property is located west of Dantoni Road, north of Hammonton Smartsville Road, and south of Simpson Dantoni Road in the Linda Community (APNs 018-220-047, 018-220-061, & 018-220-063).

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

Engineer: Sean Minard, MHM, 41204 E Street, P.O. Box B, Marysville, CA 95901

Recommendation: Adopt the attached Mitigated Negative Declaration, Mitigation Monitoring and Reporting Program, and Resolution approving Tentative Subdivision Tract Map TSTM 2021-0005

Background: The project consists of a tentative subdivision tract map that would create 164 residential lots on 33.18-acres and a Lot A for the Linda County Water District "LCWD" pipeline on 0.20 acres, of a 33.38-acre property. The project area is defined as three Yuba County Assessor's Parcel Numbers: APN 018-220-047 at 11.990-acres, APN 018-220-061 at 9.960-acres, and APN 018-220-063 at 10.650-acres. The project site is located directly west of Dantoni Road and south of Simpson Dantoni Road, and 0.20 miles north of Hammonton Smartsville Road in the Linda Community. The 2030 General Plan designates the land use as Valley Neighborhood and the zoning is "RS" Single Family Residential. The North Dantoni Ranch Subdivision proposes 164 residences on roughly 33-acres for a density of 4.96 dwelling units per acre. The "RS" zoning allows a density on the site of 3 to 8 units per acre.

The three properties involved in this project were a part of a larger lot map, Dantoni Ranch Estates – TSTM2002-0606, which was approved in 2003 for 183 lots. Of the 183 proposed lots, Dantoni Ranch Estates Unit 1 recorded 37 units with the remaining three units and 146 lots expiring on February 19, 2019. For this reason, the applicant was required to file a new tentative subdivision map application and are requesting 164 lots – 18 lots more than the originally approved number of lots.

The property is currently undeveloped and vacant. Access is proposed on Dantoni Road and through the existing subdivision, Dantoni Ranch Unit 1, on Hammonton Smartsville Road. There are seven new internal streets proposed: Mickelson Drive, Nicklaus Drive, Woods Drive, Palmer Drive, Hogan Way, Norman Way, and Par 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. As mentioned previously, the applicants are proposing a “Lot A”, which will be dedicated to LCWD to allow them to construct a pipeline to provide services for the subdivision. If LCWD does not accept the offer of dedication for “Lot A”, then it will be incorporated into adjacent lots with easements. Moreover, the parcels will be served by the Linda Fire Protection District for 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 located in a “RS” Single-Family Residential Use zoning district. 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 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 33.38 acre parcel surrounded by both single family residential homes and other vacant infill land. This project is therefore an infill development as it will utilize the vacant space in this residentially 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. The subdivision will allow for additional residences to be developed on newly created parcels.

The “RS” Single-Family Residential zoning district 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-unit dwellings. It also provides a space for community facilities and neighborhood services needed to complement residential areas and for institutions which require a residential environment.

The project is located in the Valley Neighborhood land use designation of the 2030 General Plan. 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 provides residential development at a density of 4.96 dwelling units per acre, thereby, staying

consistent with single family density residential (up to 8 dwelling units per acre) called out in the Development Code for the “RS” zoning district.

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 project is, also, consistent with all the development standards contained in the Development Code.

Surrounding Uses:

	GENERAL PLAN	ZONING	EXISTING LAND USE
Subject Property	Valley Neighborhood	RS	Vacant
North	Natural Resources	AE-80	Farmland
East	Valley Neighborhood	RE	Single-Family Residential
South	Valley Neighborhood	PS	Single-Family Residential
West	Valley Neighborhood	RM	Vacant

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 within the “RS” 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/prevailing 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 does not include more than 500 dwelling units.

Environmental Review: Staff has prepared a Mitigated Negative Declaration and Mitigation Monitoring Plan (Attachments 4 and 5) 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.
- 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.

Attachments:

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

Report Prepared By:



Ciara Fisher
Planner II

**BEFORE THE COUNTY OF YUBA
PLANNING COMMISSION**

**RESOLUTION ADOPTING THE MITIGATED)
NEGATIVE DECLARATION AND)
MITIGATION MONITORING PLAN AND) RESOLUTION NO.: _____
APPROVE TSTM 2021-0005 SUBJECT TO)
THE ATTACHED CONDITIONS OF)
APPROVAL)**

WHEREAS, LGI Homes, filed an application for a Tentative Subdivision Tract Map to create 164 residential lots on 33.18 acres and a Lot A for the LCWD pipeline on 0.20 acres, for a total area of 33.38 acres. The project site is located west of Dantoni Road, north of Hammonton Smartsville Road, and south of Simpson Dantoni Road in the Linda Community at Assessor's Parcel Numbers: 018-220-047, 018-220-061, & 018-220-063; 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 intends 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 September 15, 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 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 finds that the project site is physically suitable for the proposed type of development and the proposed density of development.
4. The Planning Commission 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 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 finds that the project, as conditioned, is in compliance with the Yuba County Development Code.
7. The Planning Commission finds on the basis of the whole record no substantial evidence that the project will have a significant effect on the environment and that the Mitigated Negative Declaration reflects the lead agency's independent judgment and analysis.
8. 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 Determination will be recorded with the County Recorder and Fish and Game Filing Fees will be paid to the County Recorder.

The Planning Commission hereby adopts the Mitigated Negative Declaration and Mitigation Monitoring Plan, incorporated herein by reference and attached as Exhibit A, and approves Tentative Subdivision Tract Map 2021-0005, 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
Chairman**

ATTEST:
Planning Commission Secretary

APPROVED AS TO FORM:
County Counsel

BY: _____

BY:  _____

PROJECT NOTES

OWNER

TEJINDER MAAN
4090 NICOLAUS ROAD
LINCOLN, CA 95648
CONTACT: TEJ MAAN
PHONE: (530) 300-7800

OWNER

MAAN FARMS CORPORATION
4090 NICOLAUS ROAD
LINCOLN, CA 95648
CONTACT: TEJ MAAN
PHONE: (530) 300-7800

APPLICANT

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

ENGINEER/SURVEYOR

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

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 (PUE) SHALL BE PROVIDED ON ALL STREETS LOCATED 10 FEET BEHIND SIDEWALK AND 2.0 FEET LOCATED UNDER SIDEWALK. PUE ON DANTONI ROAD SHALL BE BEHIND SIDEWALK WITH COUNTY ROW.
- THIS EXHIBIT IS FOR TENTATIVE MAP PURPOSES ONLY. ACTUAL DIMENSIONS, ROAD ALIGNMENTS, ACREAGE, AND YIELDS ARE TO BE VERIFIED PRIOR TO FINAL MAP.
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- 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.

COUNTY OF YUBA APPROVAL:

THE COUNTY OF YUBA PLANNING COMMISSION HAS CONSIDERED AND APPROVED RESOLUTION 21-00X APPROVING TENTATIVE PARCEL MAP NO. 2021-005 DURING THE PLANNING COMMISSION MEETING ON _____, 2021.

COUNTY OF YUBA DATE:

LEGAL DESCRIPTION:

PARCEL 1 (APN 019-260-058); PARCELS 2, 3 AND 4 AS SHOWN ON THAT CERTAIN PARCEL MAP NO. 91-28, FILED IN THE OFFICE OF THE COUNTY RECORDER OF THE COUNTY OF YUBA, STATE OF CALIFORNIA, ON AUGUST 12, 1992 IN BOOK 59 OF MAPS, PAGE 31.

EXCEPTING THEREFROM PARCEL 3, THE FOLLOWING:

ALL THAT REAL PROPERTY SITUATE IN THE COUNTY OF YUBA, STATE OF CALIFORNIA, BEING A PORTION OF PARCEL 3, AS SHOWN ON PARCEL MAP NO. 91-28, FILED IN THE OFFICE OF THE COUNTY RECORDER OF YUBA COUNTY IN BOOK 59 OF MAPS, PAGE 31, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF SAID PARCEL 3, FROM WHICH A RAILROAD SPIKE IN THE CENTERLINE OF DANTONI ROAD, AS SHOWN ON SAID PARCEL MAP BEARS NORTH 47 DEGREE 13' 45" EAST, 114.86 FEET, AND FROM WHICH A BRASS CAP SET IN A MONUMENT WELL AT THE INTERSECTION OF DANTONI ROAD AND HAMPTON-SMARTSVILLE ROAD BEARS SOUTH 23 DEGREE 34' 25" EAST, 2044.57 FEET, THENCE FROM SAID POINT OF BEGINNING AND ALONG THE NORTHEASTERLY LINE OF SAID PARCEL 3, SOUTH 38 DEGREE 12' 31" EAST, 49.85 FEET, THENCE LEAVING SAID NORTHEASTERLY LINE, SOUTH 53 DEGREE 45' 14" WEST, 651.06 FEET, THENCE SOUTH 54 DEGREE 13' 45" WEST, 41.84 FEET TO A POINT ON THE WEST LINE OF SAID PARCEL 3, THENCE ALONG SAID WEST LINE, NORTH 00 DEGREE 35' 54" WEST, 71.53 FEET TO THE NORTHWEST CORNER OF SAID PARCEL 3, THENCE ALONG THE NORTH LINE OF SAID PARCEL 3, NORTH 53 DEGREE 40' 46" EAST, 620.34 FEET TO THE POINT OF BEGINNING.

EXCEPTING THEREFROM PARCEL 4, THE FOLLOWING

A. ALL THAT REAL PROPERTY SITUATE IN THE COUNTY OF YUBA, STATE OF CALIFORNIA, BEING A PORTION OF PARCEL 4, AS SHOWN ON PARCEL MAP NO. 91-28, FILED IN THE OFFICE OF THE COUNTY RECORDER OF YUBA COUNTY IN BOOK 59 OF MAPS, PAGE 31, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT A RAILROAD SPIKE IN THE CENTERLINE OF DANTONI ROAD, AS SHOWN ON SAID PARCEL MAP AND FROM WHICH A BRASS CAP SET IN A MONUMENT WELL AT THE INTERSECTION OF DANTONI ROAD AND HAMPTON-SMARTSVILLE ROAD BEARS SOUTH 00 DEGREE 20' 00" WEST, 2644.64 FEET, THENCE ALONG THE CENTERLINE OF DANTONI ROAD, SOUTH 00 DEGREE 20' 00" WEST, 108.08 FEET, THENCE NORTH 89 DEGREE 40' 00" WEST, 20.00 FEET, THENCE SOUTH 51 DEGREE 13' 46" WEST, 3.16 FEET TO THE NORTHEAST CORNER OF SAID PARCEL 4 AND THE POINT OF BEGINNING, THENCE ALONG THE NORTHERLY LINE OF SAID PARCEL 4, SOUTH 51 DEGREE 13' 46" WEST, 670.46 FEET, THENCE SOUTH 50 DEGREE 00' 46" WEST, 372.87 FEET TO THE SOUTHWESTERLY CORNER OF SAID PARCEL 4, THENCE ALONG THE SOUTHWESTERLY LINE OF SAID PARCEL 4, SOUTH 38 DEGREE 12' 31" EAST, 49.85 FEET, THENCE LEAVING SAID SOUTHWESTERLY LINE, NORTH 52 DEGREE 45' 14" EAST, 169.62 FEET, THENCE NORTH 50 DEGREE 23' 57" EAST, 477.17 FEET, THENCE NORTH 52 DEGREE 09' 37" EAST, 271.02 FEET, THENCE NORTH 54 DEGREE 17' 54" EAST, 54.77 FEET TO A POINT ON THE EAST LINE OF SAID PARCEL 4, THENCE ALONG SAID EAST LINE, NORTH 00 DEGREE 20' 00" EAST, 81.48 FEET TO THE POINT OF BEGINNING.

B. ALL THAT REAL PROPERTY SITUATE IN THE COUNTY OF YUBA, STATE OF CALIFORNIA, BEING A PORTION OF PARCEL 4, AS SHOWN ON PARCEL MAP NO. 91-28, FILED IN THE OFFICE OF THE COUNTY RECORDER OF YUBA COUNTY IN BOOK 59 OF MAPS, PAGE 31, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT A RAILROAD SPIKE IN THE CENTERLINE OF DANTONI ROAD, AS SHOWN ON SAID PARCEL MAP AND FROM WHICH A BRASS CAP SET IN A MONUMENT WELL AT THE INTERSECTION OF DANTONI ROAD AND HAMPTON-SMARTSVILLE ROAD BEARS SOUTH 00 DEGREE 20' 00" WEST, 2644.64 FEET, THENCE ALONG THE CENTERLINE OF DANTONI ROAD, SOUTH 00 DEGREE 20' 00" WEST, 108.08 FEET, THENCE NORTH 89 DEGREE 40' 00" WEST, 20.00 FEET, THENCE SOUTH 51 DEGREE 13' 46" WEST, 3.16 FEET TO THE NORTHEAST CORNER OF SAID PARCEL 4, THENCE ALONG THE EAST LINE OF SAID PARCEL 4, SOUTH 00 DEGREE 20' 00" WEST, 81.48 FEET TO THE POINT OF BEGINNING, THENCE CONTINUING ALONG SAID EAST LINE, SOUTH 00 DEGREE 20' 00" WEST, 897.22 FEET, THENCE LEAVING SAID EAST LINE, NORTH 69 DEGREE 55' 13" WEST, 259.61 FEET, THENCE NORTH 51 DEGREE 00' 56" WEST, 344.37 FEET, THENCE NORTH 00 DEGREE 42' 16" WEST, 240.15 FEET, THENCE NORTH 50 DEGREE 23' 57" EAST, 369.54 FEET, THENCE NORTH 52 DEGREE 09' 37" EAST, 271.02 FEET, THENCE NORTH 54 DEGREE 17' 54" EAST, 54.77 FEET TO THE POINT OF BEGINNING.

THE ABOVE DESCRIBED EXCEPTED PARCELS ARE DESCRIBED IN A FINAL ORDER OF CONDEMNATION RECORDED NOVEMBER 21, 2011 AS INSTRUMENT NO. 2011-014104 OF OFFICIAL RECORDS.

LAND USE SUMMARY

LOT SUMMARY*

VILLAGE NO. 1 =	62 LOTS	13.32 AC	4.65 DU/AC
VILLAGE NO. 2 =	41 LOTS	07.87 AC	5.21 DU/AC
VILLAGE NO. 3 =	61 LOTS	11.99 AC	5.09 DU/AC

SUBTOTAL = 164 LOTS 33.18 AC 4.94 DU/AC

LOT A - LCWD PIPELINE** 00.20 AC

SUBTOTAL = 00.20 AC

TOTAL = 33.38 AC

*ALL ACREAGES AND DENSITIES INCLUDE DANTONI ROAD.

**LOT A COULD BE INCORPORATED INTO ADJACENT LOTS WITH EASEMENTS.

SCHOOL DISTRICT

MARYSVILLE UNIFIED SCHOOL DISTRICT
APN 018-220-047
APN 018-220-061
APN 018-220-063

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

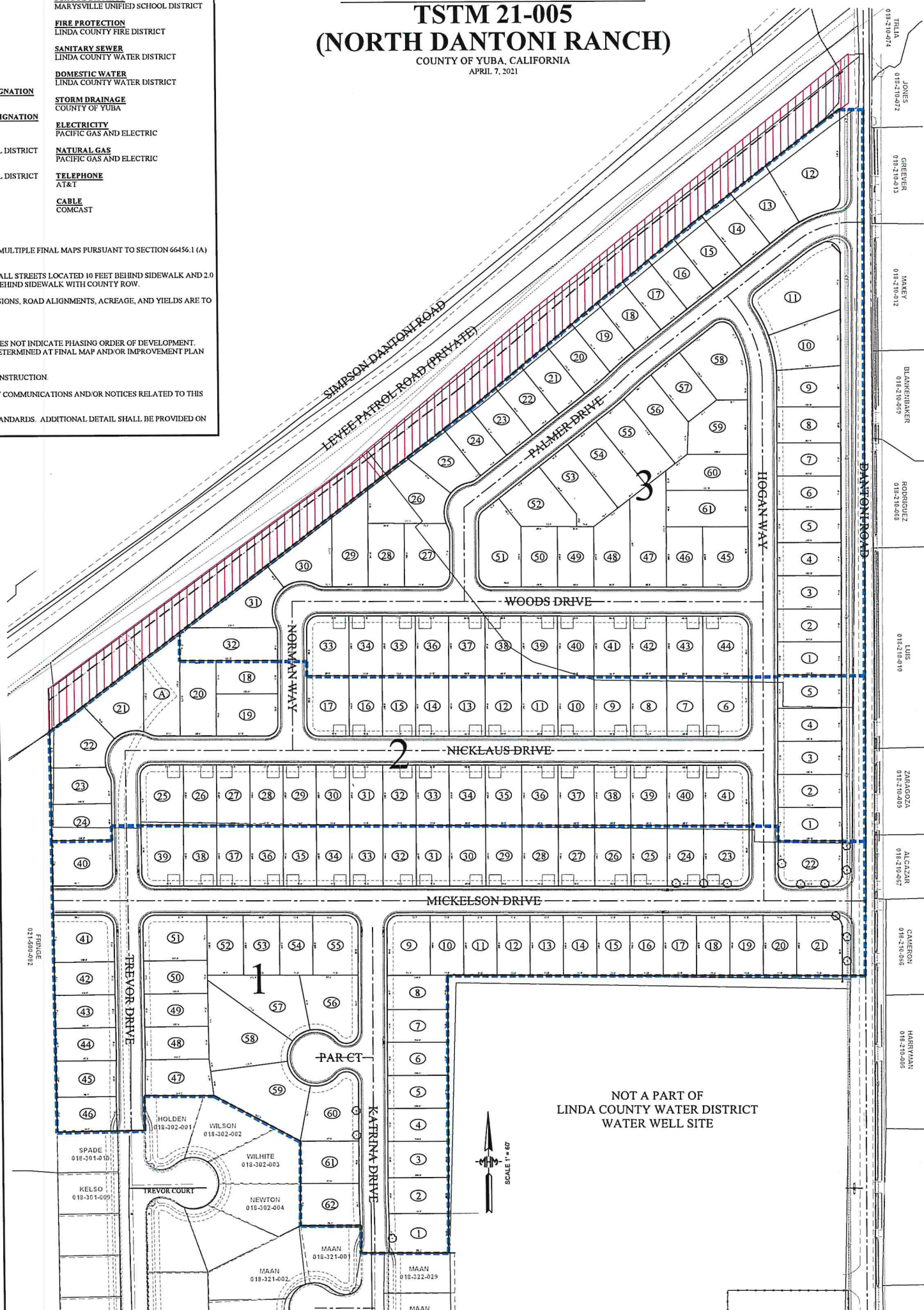
TENTATIVE SUBDIVISION TRACT MAP

TSTM 21-005

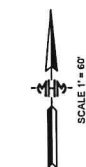
(NORTH DANTONI RANCH)

COUNTY OF YUBA, CALIFORNIA

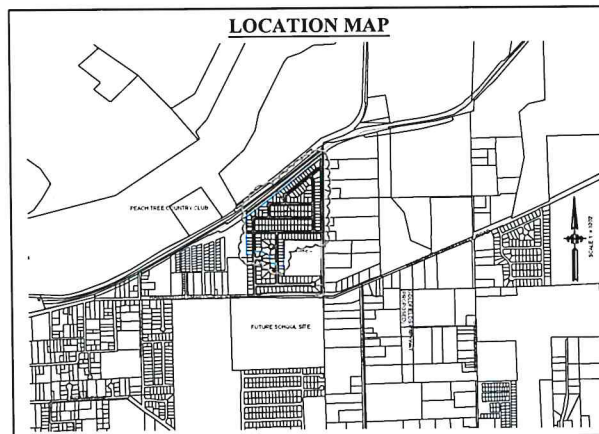
APRIL 7, 2021



NOT A PART OF
LINDA COUNTY WATER DISTRICT
WATER WELL SITE



LOCATION MAP



2 INDICATES PROPOSED PHASE

SURVEYORS STATEMENT:
I HEREBY STATE THAT ALL EASEMENTS OF RECORD ARE SHOWN AND LABELED PER PRELIMINARY TITLE REPORT BY FIRST AMERICAN TITLE COMPANY ORDER NUMBER 0131-62447ALA DATED JANUARY 26, 2020.



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

M.H.M.
ENGINEERS & SURVEYORS SINCE 1892

1204 E STREET, P.O. BOX B
MARYSVILLE, CA 95901
TEL: 530.742.6485
FAX: 530.742.5639

PROJECT NOTES

OWNER
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LINCOLN, CA 95648
CONTACT: TEJ MAAN
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COUNTY OF YUBA DATE: _____

LEGAL DESCRIPTION:

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EXCEPTING THEREFROM PARCEL 4, THE FOLLOWING

A. ALL THAT REAL PROPERTY SITUATE IN THE COUNTY OF YUBA, STATE OF CALIFORNIA, BEING A PORTION OF PARCEL 4, AS SHOWN ON PARCEL MAP NO. 91-28, FILED IN THE OFFICE OF THE COUNTY RECORDER OF YUBA COUNTY IN BOOK 59 OF MAPS, PAGE 31, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT A RAILROAD SPIKE IN THE CENTERLINE OF DANTONI ROAD, AS SHOWN ON SAID PARCEL MAP AND FROM WHICH A BRASS CAP SET IN A MONUMENT WELL AT THE INTERSECTION OF DANTONI ROAD AND HAMPTON-SMARTSVILLE ROAD BEARS SOUTH 00 DEGREE 20' 00" WEST, 2644.64 FEET; THENCE ALONG THE CENTERLINE OF DANTONI ROAD, SOUTH 00 DEGREE 20' 00" WEST, 108.08 FEET; THENCE NORTH 89 DEGREE 40' 00" WEST, 20.00 FEET; THENCE SOUTH 51 DEGREE 13' 46" WEST, 5.16 FEET TO THE NORTHEAST CORNER OF SAID PARCEL 4 AND THE POINT OF BEGINNING; THENCE ALONG THE NORTHERLY LINE OF SAID PARCEL 4, SOUTH 51 DEGREE 13' 46" WEST, 670.46 FEET; THENCE NORTH 54 DEGREE 17' 54" EAST, 54.77 FEET TO A POINT ON THE EAST LINE OF SAID PARCEL 4; THENCE ALONG SAID EAST LINE, NORTH 00 DEGREE 20' 00" EAST, 81.48 FEET TO THE POINT OF BEGINNING.

B. ALL THAT REAL PROPERTY SITUATE IN THE COUNTY OF YUBA, STATE OF CALIFORNIA, BEING A PORTION OF PARCEL 4, AS SHOWN ON PARCEL MAP NO. 91-28, FILED IN THE OFFICE OF THE COUNTY RECORDER OF YUBA COUNTY IN BOOK 59 OF MAPS, PAGE 31, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT A RAILROAD SPIKE IN THE CENTERLINE OF DANTONI ROAD, AS SHOWN ON SAID PARCEL MAP AND FROM WHICH A BRASS CAP SET IN A MONUMENT WELL AT THE INTERSECTION OF DANTONI ROAD AND HAMPTON-SMARTSVILLE ROAD BEARS SOUTH 00 DEGREE 20' 00" WEST, 2644.64 FEET; THENCE ALONG THE CENTERLINE OF DANTONI ROAD, SOUTH 00 DEGREE 20' 00" WEST, 108.08 FEET; THENCE NORTH 89 DEGREE 40' 00" WEST, 20.00 FEET; THENCE SOUTH 51 DEGREE 13' 46" WEST, 5.16 FEET TO THE NORTHEAST CORNER OF SAID PARCEL 4; THENCE ALONG THE EAST LINE OF SAID PARCEL 4, SOUTH 00 DEGREE 20' 00" WEST, 81.48 FEET TO THE POINT OF BEGINNING; THENCE CONTINUING ALONG SAID EAST LINE, SOUTH 00 DEGREE 20' 00" WEST, 897.22 FEET; THENCE LEAVING SAID EAST LINE, NORTH 89 DEGREE 55' 13" WEST, 259.61 FEET; THENCE NORTH 51 DEGREE 00' 50" WEST, 354.37 FEET; THENCE NORTH 00 DEGREE 42' 16" WEST, 240.15 FEET; THENCE NORTH 50 DEGREE 23' 57" EAST, 369.54 FEET; THENCE NORTH 52 DEGREE 09' 37" EAST, 271.02 FEET; THENCE NORTH 54 DEGREE 17' 54" EAST, 54.77 FEET TO THE POINT OF BEGINNING.

THE ABOVE DESCRIBED EXCEPTED PARCELS ARE DESCRIBED IN A FINAL ORDER OF CONDEMNATION RECORDED NOVEMBER 21, 2011 AS INSTRUMENT NO. 2011R-014104 OF OFFICIAL RECORDS.

LAND USE SUMMARY

LOT SUMMARY*

VILLAGE NO. 1 =	62 LOTS	13.32 AC	4.65 DU/AC
VILLAGE NO. 2 =	41 LOTS	07.87 AC	5.21 DU/AC
VILLAGE NO. 3 =	61 LOTS	11.99 AC	5.09 DU/AC

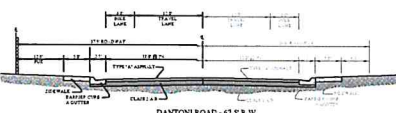
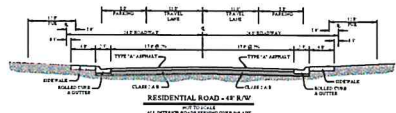
SUBTOTAL =	164 LOTS	33.18 AC	4.94 DU/AC
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LOT A - LCWD PIPELINE**	00.20 AC
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SUBTOTAL =	00.20 AC
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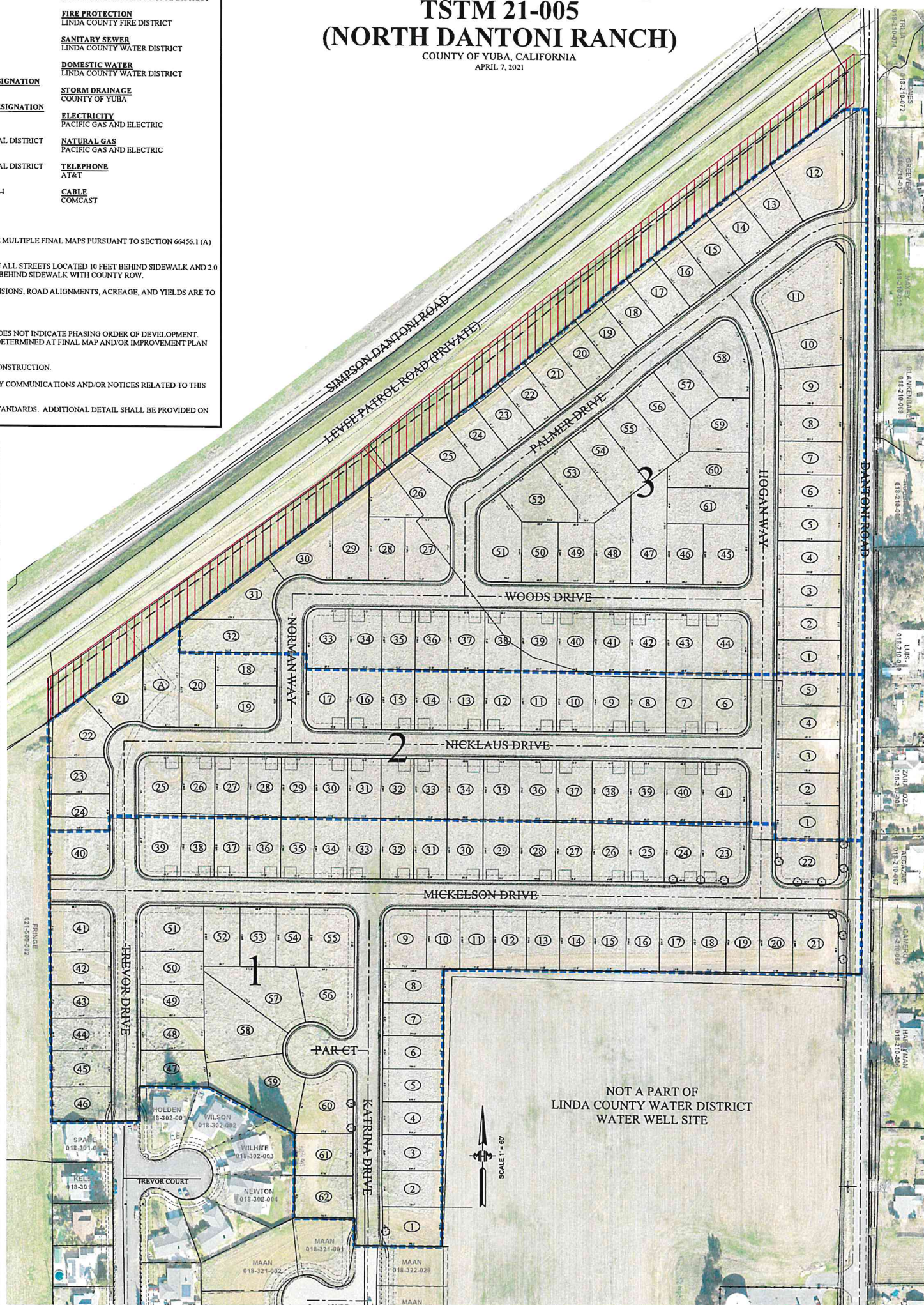
TOTAL =	33.38 AC
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*ALL ACREAGES AND DENSITIES INCLUDE DANTONI ROAD.
**LOT A COULD BE INCORPORATED INTO ADJACENT LOTS WITH EASEMENTS.



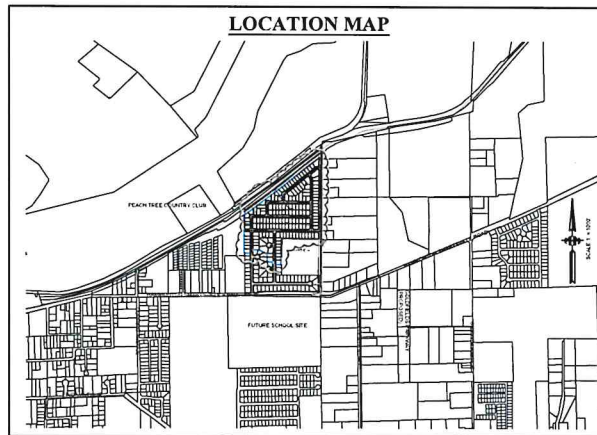
TENTATIVE SUBDIVISION TRACT MAP TSTM 21-005 (NORTH DANTONI RANCH)

COUNTY OF YUBA, CALIFORNIA
APRIL 7, 2021



NOT A PART OF
LINDA COUNTY WATER DISTRICT
WATER WELL SITE

LOCATION MAP



2 INDICATES PROPOSED PHASE

SURVEYORS STATEMENT:
I HEREBY STATE THAT ALL EASEMENTS OF RECORD ARE SHOWN AND LABELED PER PRELIMINARY TITLE REPORT BY FIRST AMERICAN TITLE COMPANY ORDER NUMBER 0131-62447ALA DATED JANUARY 26, 2020.



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

M.H.M.
ENGINEERS & SURVEYORS SINCE 1892

1204 E STREET, P.O. BOX B
MARYSVILLE, CA 95901
TEL: 530.742.6485
FAX: 530.742.5639

Attachment 3
**DRAFT CONDITIONS OF APPROVAL
YUBA COUNTY PLANNING COMMISSION**

Applicant: LGI Homes
Owner: Tejinder Maan
APN: 018-220-046, 061, & 063

Case Number: TSTM 2021-0005
Public Hearing Date: September 15, 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 2021-0005 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 September 27, 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.

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PUBLIC WORKS DEPARTMENT:

- 7) 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.
- 8) 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.
- 9) Owner shall dedicate to the County of Yuba sufficient right-of-way in fee simple to provide a 44-foot strip of land adjoining the centerline of Dantoni Road lying within the bounds of this property.
- 10) Owner shall offer to dedicate to the public, in fee simple, the lot designated "A" to the Linda County Water District for a pipeline, or as may be designated or approved by the Public Works Department.
- 11) Frontage access rights for ingress and egress along the entire frontage of Dantoni Road are to be restricted and offered for dedication to Yuba County, except for openings for Palmer Drive and Mickelson Drive.
- 12) 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 internal access streets as shown on the Tentative Tract Map. The right-of-way line shall be located 0.50 foot behind the back of curb. Corner radii shall be dedicated in accordance with Yuba County standards.
- 13) 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.
- 14) 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.
- 15) Owner shall provide and offer to dedicate to the County of Yuba a ten (10)-foot public utility easement along the interior street frontage of this property measured from a point 0.50-foot from the back of the (future) street curb. Corner radii shall be dedicated in accordance with Yuba County standards.
- 16) Street construction along Dantoni Road shall meet the requirements for an Urban Collector Road in conformance with the Yuba County Standards (Drawing 102) without a median or as modified by the Public Works Director. Such standard includes curbs, gutters, attached sidewalk, landscaping, and a masonry wall.

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- 17) 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.
- 18) 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.
- 19) 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.
- 20) 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).
- 21) 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
- 22) 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 or include unsteady modeling which considers the location of the property in the watershed and the peak flow downstream is increased by the project. Owner shall construct such approved drainage facilities in order to provide drainage from access roads and lots to acceptable natural drainage courses.

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- 23) 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.
- 24) 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 information may be found at:
<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 Stormwater 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-stormwater and material management measures, and post-construction stormwater management measures for this project shall be in substantial compliance with the SWPPP.
- 25) 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.
- 26) 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.
- 27) Owner shall pay an in-lieu fee for parkland dedication per Yuba County Development Code §11.45.060 prior to filing the final map.
- 28) 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.

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- 29) Owner shall name all roads 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.
- 30) 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.
- 31) 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.
- 32) 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.
- 33) 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.
- 34) 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.
- 35) Owner shall petition to be assessed for County Service Area 70 (CSA 70) prior to filing the Final Map.
- 36) Owner shall petition to be assessed for an appropriate County Service Area (CSA), for 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.

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Case Number: TSTM 2021-0005
Public Hearing Date: September 15, 2021

- 37) 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).
- 38) 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.
- 39) All easements of record that affect this property are to be shown on the Final Map.
- 40) 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.
- 41) 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.
- 42) 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.
- 43) 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.
- 44) 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.

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- 45) 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:

- 46) Owner shall connect parcel(s) 1-164 to Linda County Water District for water and sewer services and facilities prior to building permit final inspection for occupancy.
- 47) 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) 1-164.
- 48) All abandoned, wrecked, dismantled, or inoperative vehicles, machines, and equipment shall be removed by Owner from the subject site.
- 49) All existing trash and debris shall be removed from the subject site.
- 50) 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".
- 51) All abandoned septic tanks on the subject site shall be destroyed in accordance with the requirements of Yuba County Environmental Health Department.

BUILDING DEPARTMENT:

- 52) 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:

- 53) The project proponent shall meet all hydrant requirements of the district.
- 54) The project proponent shall meet all fire apparatus access requirements of the current fire code.
- 55) 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

- 56) 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

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Director may approve minor modifications to the final configuration; however, the number of lots shall not exceed that shown on the approved tentative map.

- 57) Satisfy the Mitigation Monitoring Plan for the project in accordance with the California Environmental Quality Act.
- 58) 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.
- 59) Owner shall meet all requirements of the Feather River Air Quality Management District during any project related construction.
- 60) 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.



Ciara Fisher
Planner II

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

	INITIAL STUDY/ MITIGATED NEGATIVE DECLARATION TSTM2021-0005 (North Dantoni Ranch)
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Project Title: Tentative Subdivision Tract Map TSTM 2021-0005 (North Dantoni 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 : 018-220-047, 061, & 063

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

General Plan Designation(s): Valley Neighborhood

Zoning: "RS" Single Family Residential

Contact Person: Ciara Fisher, Planner II

Phone Number: (530) 749-5470

Date Prepared: August 2021

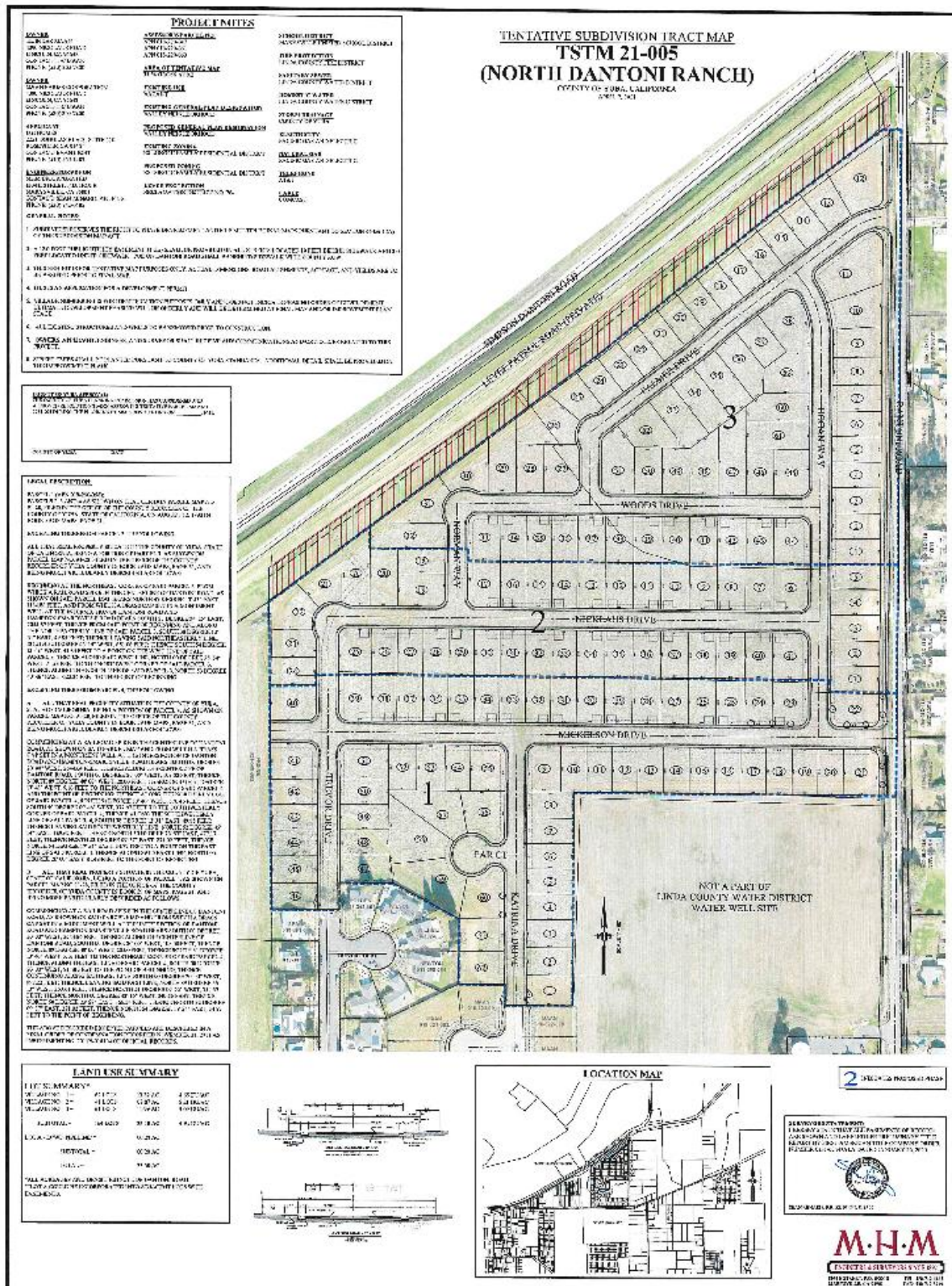
Project Description

The project consists of a tentative subdivision tract map that would create 164 residential lots on 33.18-acres and a Lot A for the Linda County Water District "LCWD" pipeline on 0.20 acres, of a 33.38-acre property. The project area is defined as three Yuba County Assessor's Parcel Numbers: APN 018-220-047 at 11.990-acres, APN 018-220-061 at 9.960-acres, and APN 018-220-063 at 10.650-acres. The project site is located directly west of Dantoni Road and south of Simpson Dantoni Road, and 0.20 miles north of Hammonton Smartsville Road in the Linda Community. The 2030 General Plan designates the land use as Valley Neighborhood and the zoning is "RS" Single Family Residential. The North Dantoni Ranch Subdivision proposes 164 residences on roughly 33-acres for a density of 4.96 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 Dantoni Road and through the existing subdivision, Dantoni Ranch Unit 1, on Hammonton Smartsville Road. There are seven new internal streets proposed: Mickelson Drive, Nicklaus Drive, Woods Drive, Palmer Drive, Hogan Way, Norman Way, and Par 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.

Figure 1: Site Plan



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

The project area is located immediately adjacent to the west side of Dantoni Road, and immediately north of Hammonton-Smartsville Road, a short distance south of Simpson Dantoni Road and the Linda Levee, within the community of Linda, Yuba County, California. Lands affected are located within a portion of the New Helvetia Land Grant within Township 15 North, Range 4 East, as shown on the USGS Yuba City, California, 7.5' Series quadrangle.

The project area consists of northern Sacramento Valley lands located approximately 1.25- miles southeast of the Yuba 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 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

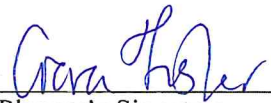
Attachment 4

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

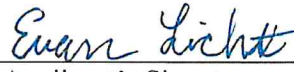
- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☒ I find that although the proposed project could have a significant effect on the environment there will not be a significant effect in this case because revisions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

9/7/21

Date



Applicant's Signature
Evan Licht, Officer

8-19-2021

Date

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 2021-0005 (North Dantoni 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 of single family homes. 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*.

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 a Prime Farmland or Statewide Importance. Therefore, ***no impact*** to agricultural lands is anticipated.

b) The property is zoned Single Family Residential “RS”, which allows for low density 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***.

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.

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.

Attachment 4

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.

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).

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

- 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.

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

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.

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	NOX	PM10
Construction in 2022	15.36	39.89	19.89
Construction in 2023	15.03	30.58	3.57
Construction in 2024	14.80	28.71	3.44
Construction in 2025	14.54	26.55	3.29
<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.

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	NOX	PM10
Construction in 2022	12.99	9.17	18.34
Construction in 2023	12.87	8.28	2.38
Construction in 2024	12.79	8.10	2.37
Construction in 2025	12.73	7.93	2.37
<i>FRAQMD Significance</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, NOx, 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.

Table 7. Operational-Related Emissions - Unmitigated			
Emission Source	Pollutant (pounds per day)		
	ROG	NOX	PM10
Summer Emissions			
Area	256.03	5.06	43.51
Energy	0.13	1.08	0.09
Mobile	2.89	5.54	9.40
Total:	259.05	11.68	53.00
Winter Emissions			
Area	256.03	5.06	43.51
Energy	0.13	1.08	0.09
Mobile	2.09	6.25	9.40
Total:	258.25	12.39	53.00
<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.

Table 8. Operational-Related Emissions - Mitigated

Emission Source	Pollutant (pounds per day)		
	ROG	NOX	PM10
Summer Emissions			
Area	5.05	0.16	0.08
Energy	0.13	1.08	0.09
Mobile	2.89	5.54	9.40
Total:	8.07	6.78	9.56

Winter Emissions

Area	5.05	0.16	0.08
Energy	0.13	1.08	0.09
Mobile	2.09	6.25	9.40
Total:	7.27	7.49	9.56
<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 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 with the imposition of mitigation measures MM3.3 and MM3.4, as shown 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 single-family residences located east, west and south of the Project site, with the closest receptors located directly adjacent to the eastern and southern Project site boundaries. Therefore, impact to sensitive receptors is *less than significant*.

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 0.23 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 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 1,561 weekday traffic trips, 1,625 trips on Saturdays, and 1,414 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 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*.

IV. BIOLOGICAL RESOURCES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 ±32.6-acre property (Action Area) of agricultural land (row crops) located northwest of the intersection of Dantoni Road and Hammononton Smartville Road, City of Linda, Yuba County, California. The Action Area is defined as three Yuba County Assessor's Parcel Numbers: APN 018-220-047 at 11.990-acres, APN 018-220-061 at 9.960-acres, and APN 018-220-063 at 10.650-acres. The Action Area is located on the

U.S. Geological survey (USGS) Yuba City 7.5-minute topographic quadrangle, Township 15 North, Range 4 East, New Helvetia Land Grant. The center of the Action Area is approximately 39.1379674N, -121.5358271W. The terrain elevation within the Action Area is uniformly level at 70 feet above mean sea level (msl). Currently the Action Area is fallow agricultural land. The site is bounded on the north and west by agricultural properties and to the east and south by residential properties.

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 (CNDDDB, 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 ±32.6-acre parcel of agricultural land currently fallow. Immediately adjacent to the east and the south of the Action Area are residential properties. Additionally, the 10-acre Linda County Water District is immediately south 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 eighty 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 (*Zenaida 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.

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.

Attachment 4

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	Suitable habitat exists within 10 miles of the Action Area. Marginal habitat within the Clark Lateral (south of Action Area). 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/SSC/_	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.
MAMMALS				
Hoary bat	_/_/_	Roost in large to medium	A/HA	There are no extensive parcels of riparian habitat with dense foliage within or near the Action Area.

Attachment 4

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Common Name (Scientific Name)	Status Fed/State/ CNPS	General Habitat Description	Habitat Present/ Habitat Absent	Rationale
<i>(Lariurus cinereus)</i>		sized trees with dense foliage.		None were observed during the habitat survey. No Effect.
PLANTS				
Woolly rose-mallow (<i>Hibiscus lasiocarpus</i> var. <i>occidentalis</i>)	_/_/1B.2	Marshes and swamps (freshwater). Moist, fresh-water soaked river banks & low peat islands in sloughs.	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 CNDDB 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 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 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	Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	Cause a substantial adverse change in the significance of a historical resource as defined in 15064.5?	<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 32.6-acres of land located immediately adjacent to the west side of Dantoni Road, and immediately north of Hammonton- Smartsville Road, a short distance south of Simpson Dantoni Road and the Linda Levee, 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 32.6-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 32.6-acres of land located immediately adjacent to the west side of Dantoni Road, and immediately north of Hammonton-Smartsville Road, a short distance south of Simpson Dantoni Road and the Linda Levee, within the community of Linda, Yuba County, California. Lands affected are located within a portion of the New Helvetia Land Grant within Township 15 North, Range 4 East, as shown on the USGS Yuba City, California, 7.5' Series quadrangle.

Environment

The project area consists of northern Sacramento Valley lands located approximately 1.25- miles southeast of the Yuba 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 February 14, 2020 (I.C. File # YUB-20-8). This search documented the following existing conditions for a 0.25-mile radius centered on the APE:

- According to the Information Center's records, one historic-era site (P-58-1620), a segment of the Linda Levee, has been recorded immediately adjacent to the present APE's northern boundary. Seven (7) additional resources have been documented within the 0.25-mile search radius, but outside of the present APE.
- According to the Information Center, portions of the present APE have been subjected to previous archaeological investigation as a result of four (4) investigations. Three (3) additional investigations have been conducted within the 0.25-mile search radius. All seven of these investigations are summarized as follows:

NCIC#	Date	Author(s)
007913	2002	Kraft, White
007922	1990	Bouey
008370	2002	Williams, Huberland, Westwood, Kraft, Thomas, Dwyer, Hope
008370B	2002	Williams, Hope
008370C	2002	Caltrans
009423	2008	Grant
010542	2010	HDR and DTA
011626	2013	Crawford
012377	2016	Burns, Hale, Giancinto

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 5-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, a contemporary, residential subdivision, and associated built environment, are located within the southwestern portion of the APE. Contemporaneous with this 1990s-era development is a water pump and distribution system facility located within the southeastern portion of the APE, immediately west of Dantoni Road. 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 during the historic period.

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), episodic flooding, and contemporary residential subdivision development.

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 32.6-acres of land located immediately adjacent to the west side of Dantoni Road, and immediately north of Hammonton- Smartsville Road, a short distance south of Simpson Dantoni Road and the Linda Levee, 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 164 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 has will be used for residential purposes. The project is within the Olivehurst Public Utility District (OPUD) 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 OPUD, 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 164 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 type="checkbox"/>	<input checked="" 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 Linda Elementary School, which is 0.50 miles away from the project site – therefore, more than a ¼ miles away. There would be **no impact** to surrounding land uses concerning hazardous materials and this project.

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: Mickelson Drive, Nicklaus Drive, Woods Drive, Palmer Drive, Hogan Way, Norman Way, and Par Court. All of the new roads will connect to existing roads, Trevor Drive, Katrina Drive and Dantoni Road. 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 164 homes. The applicant would be required to annex into LCWD and submit "Will Serve" letters to the Public Works Department prior to recordation of the final map. There would be *no impact*.

c) i) The project will result in the disturbance of approximately 33.38 acres of vacant land. The project will result in a total of 164 single-family residences 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 164 single-family residences 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. 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 consistent with the goals and policies of the Single Family Residential (RS) zone and Valley Neighborhood general plan designation by creating parcels 164 parcels on 33.18 acres. The RS zone allows a density of 3-8 units per acre – the applicants are proposing approximately 5 units per acre (164 units/33.18 acres = 4.9 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 164 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 164 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 164 single-family residences where none currently exist. Based on 2.9 people per dwelling unit, this will result in a population increase of roughly 476 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 ($164 \text{ units} / 33.38 \text{ acres} = 4.9 \text{ units per acre}$). 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 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. 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 164 single-family residences. Thus, it would generate an additional demand for parks and recreational facilities. As discussed in above in the Public Services section, the project will addresses the impacts from the increased usage through a combination of 2.378 acres of parkland dedication or 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 are no parks 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). 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		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:					
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 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 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 type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<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 May, 2021. Here is a summary of the study:

Project Characteristics

The Ostrom Ranch Subdivision proposes 164 single family residences on 34 acres located south of Simpson – Dantoni Road and west of Dantoni Road, as noted in the subdivision map (Figure 1).

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 on Evaluating Transportation Impacts in CEQA* provides recommended thresholds for determining the significance of VMT impacts associated with land use development projects. Specific thresholds are provided for residential, office, and retail commercial types of development. For residential projects, the technical advisory generally recommends establishing a 15 percent reduction in VMT, compared to a baseline, as a significance threshold. That is, if a project would result in a reduction of at least 15 percent in VMT, compared to a baseline, the project can be considered to have a less than significant impact. The significance threshold may be thought of as 85 percent of baseline conditions (100 percent less 15 percent equals 85 percent). A project that would not result in a reduction of at least 15 percent is considered to have a significant impact. The technical advisory notes,

“A proposed project exceeding a level of 15 percent below existing VMT per capita may indicate a significant transportation impact. Existing VMT per capita may be measured as regional VMT per capita or as city VMT per capita.”

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 can be presumed to have a less than significant impact.

Screening 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 notes the North Dantoni Ranch Subdivision trip generation estimate.

TABLE 11 NORTH DANTONI RANCH TRIP GENERATION ESTIMATE				
Land Use	Unit	Daily Trip Per Unit	Quantity	Daily Trips
Single family Residence	Dwelling unit (du)	9.44	164 du's	1,548

The project is projected to generate 1,548 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 North Dantoni 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.

The Sacramento Area Council of Governments (SACOG) has identified **Low VMT generating locations** within this region, including Yuba County. The North Dantoni Ranch Subdivision location within SACOG region was determined, and the per capita VMT characteristics of the existing residences in this area of Yuba County was identified, as noted in Table 12. As shown, the Yuba County average per capita VMT rate for residences is 24.9 vehicles miles per day. The location primarily containing the North Dantoni Ranch subdivision has a rate of 14.89. The OPR recommended goal for Yuba County would be a 15% reduction, 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 12 PER CAPITA VMT CHARACTERISTICS				
<i>SACOG Regional Average</i>	<i>Yuba County Average</i>	<i>15% reduction from Yuba County Average</i>	<i>N. Dantoni Ranch Subdivision Area</i>	<i>Reduction Greater</i>
20.82	24.92	21.18	14.89	yes
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.

Conclusion

The North Dantoni Ranch Subdivision 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.

Therefore, the additional 164 parcels will cause a **less than significant** transportation impact.

c) Trevor Drive, Katrina Drive, and Dantoni Road 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. The new Mickelson Drive road will be stubbed out on the west end for future extension into an adjacent subdivision at a later date. 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 Trevor Drive and Katrina Drive from Hammonton Smartsville Road, and Dantoni 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) 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 prehistoric 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) 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 North Dantoni 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 11, 2021 to address inadvertent discoveries of potential tribal cultural resources (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 will receive water and wastewater service by the Linda County Water District (LCWD). The district has indicated that adequate water capacity and wastewater treatment capacity exists to serve the proposed project. 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 164 homes will involve the use of the existing water supplies, however 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) 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) LCWD will continue to provide service to the 164 lots. 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 164-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 ROG_s 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., June 2021
8. Vehicle Miles Traveled (VMT) Impact Analysis, KD Anderson & Associates, Inc., May 2021

**MITIGATION MONITORING PLAN
TSTM 2021-0005 (NORTH DANTONI 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 2021-0005 (NORTH DANTONI 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 2021-0005 (NORTH DANTONI 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 2021-0005 (NORTH DANTONI 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 2021-0005 (NORTH DANTONI 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 2021-0005 (NORTH DANTONI 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

Prior to the start of, and during, construction activities.

Enforcement/Monitoring

Yuba County Planning Department

Performance Criteria

N/A

Verification Cost

N/A

Date Complete (If applicable)

**MITIGATION MONITORING PLAN
TSTM 2021-0005 (NORTH DANTONI 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 2021-0005 (NORTH DANTONI 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 2021-0005 (NORTH DANTONI 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 2021-0005

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.
3. Owner shall dedicate to the County of Yuba sufficient right-of-way in fee simple to provide a 44-foot strip of land adjoining the centerline of Dantoni Road lying within the bounds of this property.
4. Frontage access rights for ingress and egress along the entire frontage of Dantoni Road are to be restricted and offered for dedication to Yuba County, except for openings for Palmer Drive and Mickelson Drive.
5. 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 internal access streets as shown on the Tentative Tract Map. The right-of-way line shall be located 0.50 foot behind the back of curb. Corner radii shall be dedicated in accordance with Yuba County standards.
6. 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.
7. 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.
8. Owner shall provide and offer to dedicate to the County of Yuba a 12-foot easement for pedestrian, landscaping, street signs, traffic safety signs, and streetlights along the interior street frontage of this property measured from a point 0.50-foot from the back of the (future) street curb.
9. Owner shall provide and offer to dedicate to the County of Yuba a 22-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) street curb.

10. 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 a detached sidewalk and landscaping.
11. Street construction along Dantoni Road shall meet the requirements for an Urban Collector Road in conformance with the Yuba County Standards (Drawing 102) or as modified by the Public Works Director. Such standard includes curbs, gutters, attached sidewalk, landscaping, and a masonry wall.
12. 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.
13. 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.
14. 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.
15. 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).
16. 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.

17. 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.
18. 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.
19. 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 information may be found at <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 Stormwater 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-stormwater and material management measures, and post-construction stormwater management measures for this project shall be in substantial compliance with the SWPPP.
20. 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.

21. 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.
22. Owner shall pay an in-lieu fee for parkland dedication per Yuba County Development Code §11.45.060 prior to filing the final map.
23. 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.
24. 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.
25. 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.
26. 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.
27. Approximate centerlines of all perennial streams or ditches within this division shall be shown on the Tentative Map.
28. 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.
29. 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.
30. 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.

31. Owner shall petition to be assessed for County Service Area 70 (CSA 70) prior to filing the Final Map.
32. 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).
33. 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.
34. All easements of record that affect this property are to be shown on the Final Map.
35. 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.
36. 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.
37. 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.
38. 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.

Attachment 6

39. 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.
40. 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.

Attachment 6

ENVIRONMENTAL HEALTH DEPARTMENT CONDITIONS OF APPROVAL TSTM2021-0005

1. Owner shall connect parcel(s) 1 - 164 to Olivehurst Public Utilities District for water and sewer services.
2. Owner shall submit to Environmental Health a "Will Serve" letter from Olivehurst Public Utilities District for water and sewer services and facilities for parcel(s) 1-164.
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: Marquez, Melanie
Sent: Monday, August 16, 2021 9:04 AM
To: Fisher, Ciara
Subject: RE: Initial Study for TSTM2021-0005 North Dantoni Ranch

Hi 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



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From: Fisher, Ciara <cfisher@CO.YUBA.CA.US>
Sent: Friday, August 13, 2021 1:39 PM
To: Benedict, Christopher <cbenedict@CO.YUBA.CA.US>; Johnston, Nick <njohnston@CO.YUBA.CA.US>; Marquez, Melanie <mmarquez@CO.YUBA.CA.US>; Burns, Danny <dburns@CO.YUBA.CA.US>; Emergency_Services <EmergencyServices@CO.YUBA.CA.US>; Mckee, Deborah@DOT <deborah.mckee@dot.ca.gov>; PGE Plan Review <PGEPlanReview@pge.com>; Morawcznski, Nicholas <nmorawcznski@CO.YUBA.CA.US>; kyleh@lindafire.org; lindawater@succeed.net; Peter Angelonides <PAngelonides@FRAQMD.ORG>
Cc: Perkins, Kevin <kperkins@CO.YUBA.CA.US>; Hochstrasser, Margaret <mhochstrasser@CO.YUBA.CA.US>; Peterson, Daniel <dpeterson@CO.YUBA.CA.US>
Subject: Initial Study for TSTM2021-0005 North Dantoni Ranch

Hello everyone, happy Friday!

Please review the attached Initial Study/MND for the North Dantoni Ranch Tentative Subdivision Map. The project is scheduled for the September 15th Planning Commission meeting. Please let me know if you have any comments for the environmental document by **September 8th**.

Fisher, Ciara

From: Anna Starkey <astarkey@auburnrancheria.com>
Sent: Tuesday, August 17, 2021 10:36 AM
To: Fisher, Ciara
Cc: Anna Cheng
Subject: RE: Initial Study for TSTM2021-0005 North Dantoni Ranch

Good morning,

Thank you for providing the IS/MND for review. The TCR chapter is presented accurately, which is greatly appreciated.

UAIC has no comments and appreciates the opportunity to consult with Yuba County.

Kindly,
Anna


From: Fisher, Ciara <cfisher@CO.YUBA.CA.US>
Sent: Friday, August 13, 2021 1:39 PM
To: Benedict, Christopher <cbenedict@CO.YUBA.CA.US>; Johnston, Nick <njohnston@CO.YUBA.CA.US>; Marquez, Melanie <mmarquez@CO.YUBA.CA.US>; Burns, Danny <dburns@CO.YUBA.CA.US>; Emergency_Services <EmergencyServices@CO.YUBA.CA.US>; Mckee, Deborah@DOT <deborah.mckee@dot.ca.gov>; PGE Plan Review <PGEPlanReview@pge.com>; Morawczynski, Nicholas <nmorawczynski@CO.YUBA.CA.US>; kyleh@lindafire.org; lindawater@succeed.net; Peter Angelonides <PAngelonides@FRAQMD.ORG>
Cc: Perkins, Kevin <kperkins@CO.YUBA.CA.US>; Hochstrasser, Margaret <mhochstrasser@CO.YUBA.CA.US>; Peterson, Daniel <dpeterson@CO.YUBA.CA.US>
Subject: Initial Study for TSTM2021-0005 North Dantoni Ranch

Hello everyone, happy Friday!

Please review the attached Initial Study/MND for the North Dantoni Ranch Tentative Subdivision Map. The project is scheduled for the September 15th Planning Commission meeting. Please let me know if you have any comments for the environmental document by **September 8th**.

Thanks,

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

 Please consider the environment before printing this email

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

June 3, 2021

GTS# 03-YUB-2021-00104

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

Re: TSTM2021-0005 North Dantoni 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 164 residential lots on 33.18 acres and a Lot A for the Linda County Water District (LCWD) pipeline on 0.20 acres in the Linda Community. The following comments are based the application package received.

Forecasting & Modeling

The proposed 164 dwelling units of single-family homes, the North Dantoni Ranch project will potentially generate a significant number of new trips within the area.

Please provide:

- A trip generation table and a trip distribution map for the project.
- A VMT analysis to determine the impact of the project.

Traffic Operations

This development will add to the existing congestion. In addition to the trip generation, distribution and VMT data requested above, please indicate whether the County has any plans for future improvements at or near the SR 70/Feather River Boulevard Interchange.

Encroachment Permit

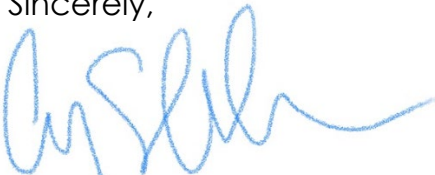
Any project along or within the State's ROW requires an encroachment permit issued by Caltrans. To apply, a completed encroachment permit application, environmental documentation, and five sets of plans clearly indicating State ROW must be submitted to:

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

Fisher, Ciara

From: Mckee, Deborah@DOT <deborah.mckee@dot.ca.gov>
Sent: Wednesday, September 8, 2021 11:27 AM
To: Fisher, Ciara
Subject: TSTM2021-0005 North Dantoni Ranch MND (03-YUB-2021-00122)

Good morning Ciara.

Thank you for submitting the TSTM2021-0005 North Dantoni Ranch MND to our office for review. At this time, we do not have any comments.

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 these parcels.

Thank you,
Deborah

Deborah McKee

Transportation Planning - North
California Department of Transportation, District 3
703 B Street | Marysville, CA 95901
Cell: (530) 821-8411
Email: deborah.mckee@dot.ca.gov
www.dot.ca.gov/d3/

For real-time highway conditions: <http://quickmap.dot.ca.gov/>



May 11, 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 North Dantoni 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.

Attachment 6

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