BEFORE THE BOARD OF SUPERVISORS OF THE COUNTY OF YUBA

RESOLUTION TO ADOPT THE MITIGATED NEGATIVE DECLARATION AND MITIGATION MONITORING PLAN AND APPROVE TSTM 2021-0004 AND CZ 2021-0002 SUBJECT TO THE ATTACHED CONDITIONS OF APPROVAL	)))))	**RESOLUTION NO.:** 2021-190

WHEREAS, LGI Homes – California LLC, filed an application for a Tentative Subdivision Tract Map which would create 499 residential lots on 94.32 acres, a commercial lot on 2.63 acres, a park on 4.2 acres, the major roadways on 9.85 acres, a drainage canal on 10.88 acres, and two semi-public lots on 0.19 acres, for a total area of 122.07 acres located at 2405 Linda Avenue in the Linda Community at Assessor's Parcel Numbers: 019-260-058 & 089; and a request for a Change of Zone to change 19.9 acres of Medium Density Residential "RM" and 16.87 acres of Neighborhood Mixed Use "NMX" into Single Family Residential "RS", for a total of 119.44 acres zoned "RS" and 2.63 acres zoned "NMX"; and

WHEREAS, at their regularly scheduled meeting on November 17, 2021 the Planning Commission held a public hearing and took public testimony on the project, to make a recommendation to the Board of Supervisors to hear the matter de novo, make the required findings, and to make the final determination for the approval, denial, or otherwise, of TSTM 2021-0004 and CZ 2021-0002 and the proposed Mitigated Negative Declaration and Mitigation Monitoring Plan by a vote of 4 yes – 0 no, 1 absent; 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 Board of Supervisors of the County of Yuba and the intent is to recommend adoption of the Mitigated Negative Declaration and Mitigation Monitoring Plan for the proposed project in accordance with the California Environmental Quality Act; and

//

//

NOW, THEREFORE, BE IT RESOLVED AS FOLLOWS:

1. The foregoing recitals are true and correct.

2. The Board of Supervisors finds that the proposed project as revised is consistent with the Community Development 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 Board of Supervisors finds that the project site as revised is physically suitable for the proposed type of development and the proposed density of development.

4. The Board of Supervisors adopts the following 2 findings of fact as stated in the staff report for the Change of Zone (File# CZ 2021-0002):
   - The proposed project is consistent with the Community Development Element and other applicable elements of the Yuba County 2030 General Plan as well as with the Yuba County Zoning Map and Ordinance.
   - The project is physically suitable for the proposed type of density of development.

5. The Board of Supervisors finds that the proposed project and the conditions under which it would be developed or maintained will promote, protect and secure the public health, safety and general welfare and will result in an orderly and beneficial development of the County.

6. The Board of Supervisors finds that the project, as conditioned, meets the County design and improvement standards set forth in the Yuba County Development Code.

7. The Board of Supervisors finds that the project, as conditioned, is in compliance with the Subdivision Map Act and the Yuba County Ordinance Code.

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

PASSED AND ADOPTED at a regular meeting of the Board of Supervisors of the County of Yuba, State of California, December 14, 2021, by the following vote.

AYES: Supervisors Vasquez, Blaser, Fuhrer, Bradford, Fletcher
NOES: None
ABSENT: None
ABSTAIN: None

Chairman
County of Yuba Board of Supervisors

ATTEST: Rachel Ferris
Clerk of the Board of Supervisors

BY: _____
Mary Pasillas, Board Clerk

APPROVED AS TO FORM:
County Counsel

BY: _____

INITIAL STUDY/
MITIGATED NEGATIVE DECLARATION
TSTM2021-0004 and CZ2021-0002 (Goldfields Ranch)

Project Title:	Tentative Subdivision Tract Map TSTM 2021-0004 and Change of Zone CZ2021-0002 (Goldfields Ranch)
Lead Agency Name and Address:	County of Yuba Planning Department 915 8th Street, Suite 123 Marysville, CA 95901
Project Location:	Assessor's Parcel Numbers : 019-260-058 & 089
Applicant/Owner	LGI Homes 2251 Douglas Blvd., Suite 110 Roseville, CA 95661
General Plan Designation(s):	Valley Neighborhood
Zoning:	"RS" Single Family Residential, "RM" Medium Density Residential, & "NMX" Neighborhood Mixed Use
Contact Person:	Ciara Fisher, Planner II
Phone Number:	(530) 749-5470
Date Prepared	September 2021

Project Description

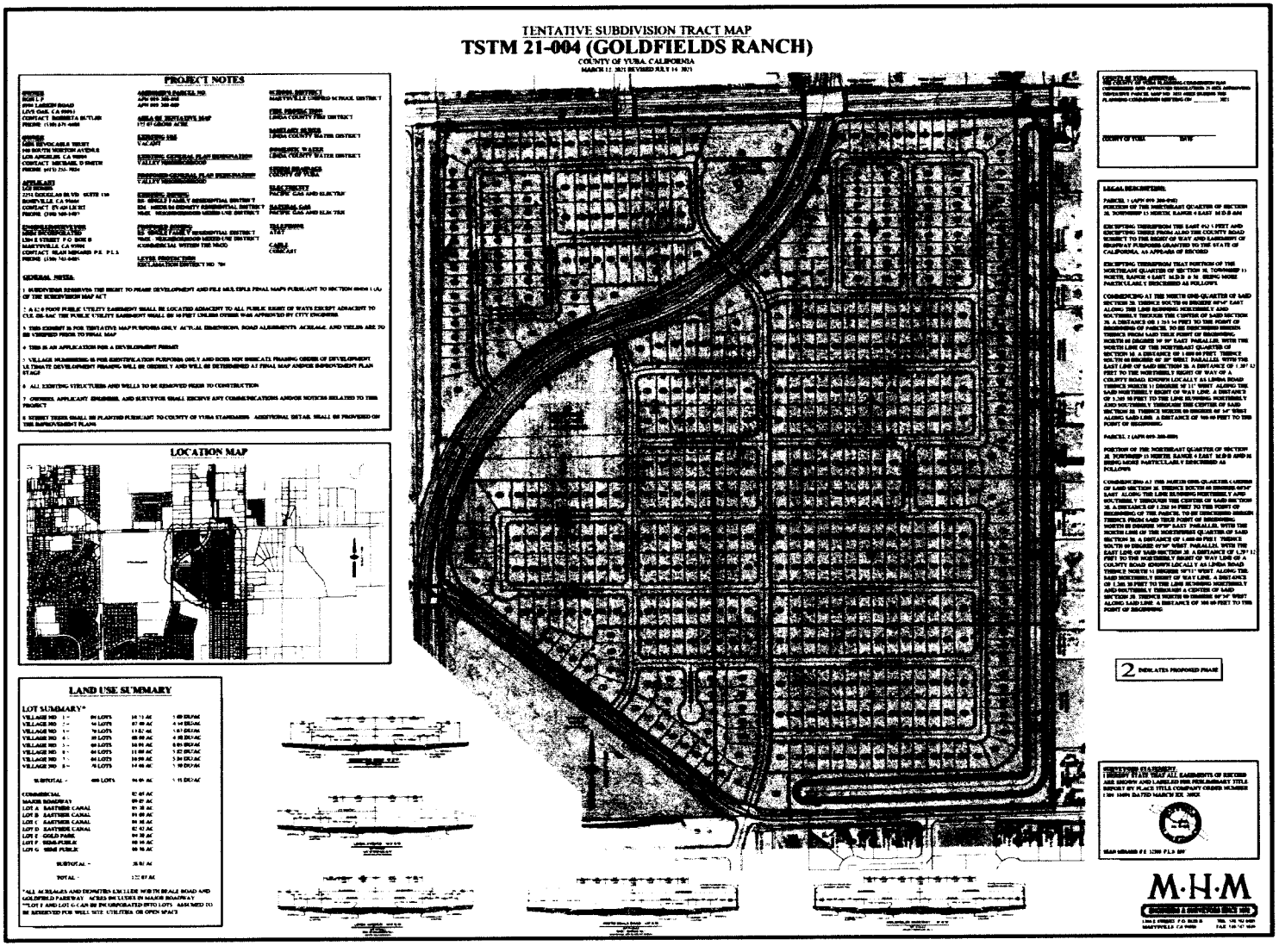
The project consists of a tentative subdivision tract map that would create 499 residential lots on 94.06 acres, a commercial lot on 2.63 acres, a park on 4.2 acres, a canal on 10.88 acres, and two semi-public lots on 0.46 acres for a total area of 122.07 acres. The project also includes a Change of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

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

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

Figure 1: Project Vicinity

Figure 2: Site Plan



Environmental Setting

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

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

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

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

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

Environmental Factors Potentially Affected:

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

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

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	Date	Applicant's Signature	Date
Ciara Fisher, Planner II		Evan Licht	

PURPOSE OF THIS INITIAL STUDY

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

EVALUATION OF ENVIRONMENTAL IMPACTS

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on project-specific screening analysis).
2) All answers must take into account the whole action involved, including offsite as well as onsite, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced.
5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c) (3) (D). In this case, a brief discussion should identify the following:
    a) Earlier Analysis Used. Identify and state where they are available for review.
    b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
    c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were

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.

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

Discussion/Conclusion/Mitigation:

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

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

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

Mitigation Measure 1.1 Exterior Lighting

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

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

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?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
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))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
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?	☐	☐	☐	☒

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

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

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

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

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?	☐	☐	☒	☐
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☒	☐	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☒	☐	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☒	☐	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

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 [SVAQEEP] 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 (O_3), coarse particulate matter (PM_{10}), 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 (NO_2), and sulfur dioxide (SO_2) 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 O3 and acid rain. Causes brown discoloration of the atmosphere.

O_3	Formed by a chemical reaction between reactive organic gases (ROGs) and nitrous oxides (N2O) 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 O_3, PM_{10}, 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 O_3, PM_{10} 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. O_3, PM_{10} 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**
O_3			
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
PM_{10}			
Max 24-hour concentration (µg/m3) (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/m3) (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
$\mu g/m^3$ = 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 O_3, PM_{10}, $PM_{2.5}$, and those based on annual averages or arithmetic mean) are not to be exceeded more than once per year. The NAAQS for O_3, $PM1_0$, 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 O_3 and PM_{10} 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 O_3 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 NOx 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 PM_{10} 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 PM_{10}.

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 PM_{10} 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 PM_{10} 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 PM_{10} 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	**NO_X**	**PM_{10}**
Construction in 2022	3.74	39.92	19.87
Construction in 2023	14.42	47.11	10.32
Construction in 2024	14.03	44.57	8.94
Construction in 2025	13.65	41.84	8.77
Construction in 2026	13.48	42.00	8.78
Construction in 2027	13.32	40.59	8.78
Construction in 2028	13.17	40.05	8.77
Construction in 2029	13.00	39.55	8.77
Construction in 2030	13.19	32.84	8.27
Construction in 2031	13.02	32.44	8.26
Construction in 2032	12.87	32.07	8.26
Construction in 2033	12.74	31.73	8.26
Construction in 2034	12.63	31.47	8.26
Construction in 2035	12.19	28.12	8.04
Construction in 2036	12.19	28.12	8.04
Construction in 2037	12.19	28.12	8.04
FRAQMD Significance Threshold	25 pounds per day	25 pounds per day	80 pounds per day
Exceed FRAQMD Type 1 Threshold?	**No**	**Yes**	**No**

Source: CalEEMod version 2016.3.2. Refer to Attachment A for Model Data Outputs of daily.
Notes: ROG, NO_x, and PM_{10} 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 O_3 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 NOx 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 NOx emissions be further reduced by about 90 percent. All off-road, diesel-fueled construction equipment manufactured in 2015 or later have been manufactured to Tier 4 standards. The following mitigation is recommended.

Mitigation Measure 3.3 Grading Plan

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

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

Table 6. Project Construction-Generated Emissions - Mitigated

Construction Year	Pollutant		
	ROG	NO_x	PM_{10}
Construction in 2022	0.87	4.37	18.34
Construction in 2023	12.26	24.80	9.00
Construction in 2024	12.02	23.96	7.88
Construction in 2025	11.83	23.22	7.87
Construction in 2026	11.66	22.58	7.87
Construction in 2027	11.51	21.98	7.86

Construction in 2028	11.35	21.43	7.86
Construction in 2029	11.17	20.93	7.85
Construction in 2030	11.00	20.50	7.85
Construction in 2031	10.83	20.11	7.85
Construction in 2032	10.68	19.73	7.84
Construction in 2033	10.55	19.40	7.84
Construction in 2034	10.44	19.14	7.84
Construction in 2035	10.35	18.90	7.84
Construction in 2036	10.35	18.90	7.84
Construction in 2037	10.35	18.90	7.84
FRAQMD Significance Threshold	25 pounds per day	25 pounds per day	80 pounds per day
Exceed FRAQMD Type 1 Threshold?	**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 PM_{10}, $PM_{2.5}$, CO, and SO_2 as well as O_3 precursors such as ROGs 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	**NO_X**	**PM_{10}**
Summer Emissions			
Area	779.02	15.39	132.40
Energy	0.39	3.29	0.27
Mobile	8.76	16.64	28.02
Total:	**788.16**	**35.32**	**160.68**
Winter Emissions			
Area	779.02	15.39	132.40
Energy	0.39	3.29	0.27
Mobile	6.13	18.75	28.02
Total:	**785.71**	**37.43**	**160.68**
FRAQMD Significance Threshold	*25*	*25*	*80*
Exceed FRAQMD Significance Threshold?	**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	**NO_X**	**PM_{10}**
Summer Emissions			
Area	13.35	0.47	0.23
Energy	0.39	3.29	0.27
Mobile	8.76	16.64	28.02
Total:	**24.49**	**20.41**	**28.51**
Winter Emissions			
Area	15.35	0.47	0.23
Energy	0.39	3.29	0.27
Mobile	6.31	18.75	28.02
Total:	**22.04**	**22.52**	**28.51**
FRAQMD Significance Threshold	*25*	*25*	*80*
Exceed FRAQMD Significance Threshold?	**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

O_3 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. PM_{10} can adversely affect the human respiratory system. As shown in Table 6, the Proposed Project would result in increased emissions of the O_3 precursor pollutants ROG and NO_x, as well as PM_{10}; however, the correlation between a project's emissions and increases in nonattainment days, or frequency or severity of related illnesses, cannot be accurately quantified. The overall strategy for reducing air pollution and related health effects in the Yuba County portion of the NSVAB is contained in the 2018 AQAP, previously described. The 2018 AQAP is a compilation of new and previously submitted plans, programs (such as monitoring, modeling, permitting, etc.), district rules, state regulations, and federal controls describing how the state will attain ambient air quality standards. The CEQA thresholds of significance established by the FRAQMD are

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

The Project site is located within the Yuba County portion of the NSVAB, which is under the jurisdiction of the FRAQMD. As previously identified, the Project region is designated as a nonattainment area for the state standards for O_3 and PM_{10}. The FRAQMD is the agency responsible for enforcing state air quality requirements and for establishing air quality rules and regulations. The FRAQMD attains and maintains air quality conditions in Yuba County through a comprehensive program of planning, regulation, enforcement, technical innovation, and promotion of the understanding of air quality issues. In an attempt to achieve and maintain air quality standards, the air district has participated in the preparation of air quality attainment plans and reports. Specifically, all of the air districts in the NSVAB including the FRAQMD, prepared an air quality attainment plan for O_3 in 1994. Updated every three years since adoption, the current Northern Sacramento Valley Planning Area 2018 Triennial Air Quality Attainment Plan (2018 AQAP) includes forecast ROG and NO_x emissions (O_3 precursors) for the entire NSVAB through the year 2020. The 2018 AQAP provides local guidance for air basins to achieve attainment of the California O_3 standard. Pollutant control strategies are based on the latest scientific and technical information and planning assumptions, and updated emission inventory methodologies for various source categories.

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

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

Exposure of Sensitive Receptors to Toxic Air Contaminants

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

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

Construction-Generated Air Contaminants

Construction of the Project would result in temporary, short-term Project-generated emissions of DPM, ROG, NO_x, CO, and PM_{10} 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 O_3 and PM_{10} (CARB 2019). Thus, existing O_3 and PM_{10} 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 O_3 are generally associated with reduced lung function. Because the Project would not involve construction activities that would result in O_3 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 O_3 concentrations and the associated health impacts.

PM_{10} 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 PM_{10}, 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). PM_{10} exhaust is considered a surrogate for DPM as all diesel exhaust is considered to be DPM. As with O_3 and NO_x, the Project would not generate emissions of PM_{10} 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 PM_{10} 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 PM_{10}, considered a surrogate for DPM, would be 0.70 pounds in a single day. Therefore, the Project would not be a substantial source of TACs. The Project will not result in a high carcinogenic or non-carcinogenic risk during operation.

Carbon Monoxide Hot Spots

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

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

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

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

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

Odors

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

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

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 **Would the project:**	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
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?	☐	☐	☒	☐
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?	☐	☐	☒	☐
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?	☐	☐	☒	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Discussion/Conclusion/Mitigation:

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

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

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

METHODOLOGY

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

SETTING

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

RESULTS

Description of the Existing Biological and Physical Conditions

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

Action Area

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

Physical & Biological Conditions

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

Non-Native Ruderal Grasses and Forbs

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

Native and introduced wildlife species are tolerant of human activities in former agricultural habitats. Such areas provide marginal habitat for local wildlife species. Common birds such as the house finch (Carpodacus mexicanus), black phoebe (Sayornis nigricans), American robin (Turdus migratorius), and mourning dove (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. There are no trees or shrubs within the Action Area.

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 CNDDB 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, CNDDB 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 *(Branchinecta conservatio)*	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 *(Desmocerus californicus dimorphus)*	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 *(Branchinecta lynchi)*	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 *(Lepidurus packardi)*	FE/_/_	Vernal pools, swales, and ephemeral freshwater habitat.	A/HA	There are no vernal pools within the Action Area. **No Effect.**
California linderiella *(Linderiella occidentalis)*	_/_/_	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 *(Rana draytonii)*	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.**

Giant garter snake *(Thamnophis gigas)*	FT/ST/_	Agricultural wetlands and other wetlands such as irrigation and drainage canals, low gradient streams, marshes ponds, sloughs, small lakes, and there associated uplands.	A/HA	There is no suitable habitat within or near the property to support this species. **No Effect.**
FISH				
Central Valley spring-run Chinook salmon (*Oncorhynchus tshawytscha)*	FT/ST/_	Sacramento River and its tributaries.	A/HA	The Sacramento River is not part of this project. **No Effect.**
Central Valley steelhead *(Oncorhynchus mykiss)*	FT/_/_	Sacramento and San Joaquin Rivers and their tributaries.	A/HA	The Sacramento River is not part of this project. **No Effect.**
Delta Smelt *(Hypomesus transpacificus)*	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 *(Buteo swainsoni)*	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 *(Agelaius tricolor)*	MBTA/SS C/_	Marshes and swamps, agricultural irrigation ditches, blackberry brambles and grasslands	A/HA	There is no suitable habitat for this species in the Action Area. None were observed during the habitat survey. **No Effect.**
Western yellow-billed cuckoo *(Coccyzus americanus occidentalis)*	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 *(Elanus leucurus)*	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 *(Riparia riparia)*	_/ST/_	Requires vertical banks/cliffs with fine textured/sandy soils near streams, rivers, lakes, ocean to dig nesting holes.	A/HA	There is no suitable habitat for this species in the Action Area. None were observed during the habitat survey. **No Effect.**
Least Bell's Vireo *(Vireo belli pusillus)*	FE/S E/_	Nests placed along margins of bushes or on twigs projecting into pathways, usually willows, baccharis, and mesquite. Low riparian in dry river bottoms.	A/HA	There is no suitable habitat for this species in the Action Area. None were observed during the habitat survey. **No Effect.**

Common Name (Scientific Name)	Status Fed/State / CNPS	General Habitat Description	Habitat Present/ Habitat Absent	Rationale
Song swallow *(Riparia riparia)*	_/_/SSC	Last found in Sacramento area in 1877. Nest made of decayed grasses, bit of tule and dead leaves	A/HA	There is no suitable habitat for this species in the Action Area. None were observed during the habitat survey. **No Effect.**
MAMMALS				
Hoary bat *(Lariurus cinereus)*	_/_/_	Roost in large to medium sized trees with dense foliage.	A/HA	There are no extensive parcels of riparian habitat with dense foliage within or near the Action Area. None were observed during the habitat survey. **No Effect.**
PLANTS				
Sanford's arrowhead *(Sagittaria sanfordii)*	E/E/1 B.2	Marshes and swamps. In standing or slow moving freshwater ponds, marshes and ditches.	A/HA	There is no suitable habitat for this species in the Action Area. None were observed during the habitat survey. **No Effect.**
Ferris' milk-vetch *(Astragalus tener var. ferrisiae)*	_/_/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 *(Monardella venosa)*	_/_/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 *(Delphinium recurvatum)*	_/_/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 *(Pseudobahia bahifolia)*	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

[illegible]	[illegible]	[illegible]
Natural Communities	**None**	**None Recommended**
Special Status Plant Species	**None**	**None Recommended**
Special Status Wildlife Species	**None**	**None Recommended**

RESULTS: PERMITS AND TECHNICAL STUDIES FOR SPECIAL LAWS OR CONDITIONS

Federal Endangered Species Act Consultation Summary

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

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

Federal Fisheries and Essential Fish Habitat Consultation Summary

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

California Endangered Species Act Consultation Summary

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

Wetlands and Others Water Coordination Summary

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

Determination of Waters of the United States

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

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

1) Vegetation. Wetland vegetation includes those plants that possess physiological traits that allow them to grow and persist in soils subject to inundation and anaerobic soil conditions. Plant species are classified according to their probability of being associated with wetlands. Obligate (OBL) wetland plant species almost always occur in wetlands (more than 99 percent of the time), facultative wetland (FACW) plant species occur in wetlands most of the time (67 to 99 percent), and facultative (FAC) plant species have about an equal chance (33 to 66 percent) of occurring in wetlands as in uplands. For this study, vegetation was considered to meet the vegetation criteria if more than 50% of the vegetative cover was FAC or wetter. No wetland plant species were identified within the Action Area.

2) Hydric Soils. Hydric soils are saturated, flooded, or ponded in the upper stratum long enough during the growing season to develop anaerobic conditions and favor the growth of wetland plants. Hydric soils include gleyed soils (soils with gray colors), or usually display indicators such as low chroma values, redoximorphic features, iron, or manganese concretions, or a combination of these indicators. Low chroma values are generally defined as having a value of 2 or less using the Munsell Soil Notations (Munsell, 1994). For this study a soil was considered to meet the hydric soil criteria for color if it had a chroma value of one or a chroma of two with redoximorphic features, or if the soil exhibited iron or manganese concretions. Redoximorphic features (commonly referred to as mottles) are areas in the soils that have brighter (higher chroma) or grayer (lower chroma) colors than the soil matrix. Redoximorphic features are the result of the oxidation and reduction process that occurs under anaerobic conditions. Iron and manganese concretions form during the oxidation-reduction process, when iron and manganese in suspension are sometimes segregated as oxides into concretions or soft masses. These accumulations are usually black or dark brown. Concretions 2 mm in diameter occurring within 7.5 cm of the surface are evidence that the soil is saturated for long periods near the surface. Onsite soils were identified as San Joaquin loam, 0 to 1% slopes. These are not "hydric" soils and no indication of hydric soil conditions were observed within or near the Action Area.

3) Hydrology. Wetlands by definition are seasonally inundated or saturated at or near the surface. In order for an area to have wetland hydrology, it has to be inundated or saturated for 5% of the growing season (approximately 12 days) (USDA, 1967). Indicators include visual soil saturation, flooding, watermarks, drainage patterns, encrusted sediment and plant deposits, cryptogrammic 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?	☐	☒	☐	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5?	☐	☐	☒	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

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

Project Background

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

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

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

Scope of Work

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

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

- Conduct a records search at the North Central Information Center of the California Historical Resources Information System and consult with the Native American Heritage Commission. The goals of the records search and consultation are to determine (a) the extent and distribution of previous archaeological surveys, (b) the locations of known archaeological sites and any previously recorded archaeological districts, and (c) the relationships between known sites and environmental variables. This step is designed to ensure that, during subsequent field survey work, all significant/eligible cultural resources are discovered, correctly identified, fully documented, and properly interpreted.

- Conduct a pedestrian survey of the APE in order to record and evaluate any previously unidentified cultural resources. Based on map review, a complete coverage, intensive survey was considered appropriate, given the presence of moderate archaeological sensitivity within the property. The purpose of the pedestrian survey is to ensure that any previously identified sites are re-located and evaluated in relation to the present project/undertaking. For any previously undocumented sites discovered, the field survey would include formally recording these resources on State of California DPR-523 Forms.

- Upon completion of the records search and pedestrian survey, prepare a Final Report that identifies project effects and recommends appropriate mitigation measures for sites that might be affected by the undertaking and that are considered significant or potentially significant per CEQA, and/or eligible or potentially eligible for inclusion on the National Register of Historic Places.

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

Location

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

Environment

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

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

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

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

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

Prehistory

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

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

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

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

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

Ethnography

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

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

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

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

Historic Context

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

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

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

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

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

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

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

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

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

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

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

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

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

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

RECORDS SEARCH and SOURCES CONSULTED

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

Records at North Central Information Center

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

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

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

Other Sources Consulted

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

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

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

CULTURAL RESOURCES SURVEY and CULTURAL INVENTORY

Survey Strategy and Field Work

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

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

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

General Field Observations

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

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

Prehistoric Resources

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

Historic Resources

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

ELIGIBILITY RECOMMENDATIONS

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

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

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

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

PROJECT EFFECTS

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

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

PROJECT SUMMARY

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

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

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

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

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

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

Mitigation Measure 5.1 Inadvertent Discovery Of Human Remains

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

Mitigation Measure 5.2 Inadvertent Discovery Of Cultural Material

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

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

DISCUSSION/CONCLUSION/MITIGATION:

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

VII. GEOLOGY AND SOILS **Would the project:**	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☒	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
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?	☐	☐	☒	☐
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?	☐	☐	☒	☐
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?	☐	☐	☒	☐

Discussion/Conclusion/Mitigation:

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

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

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

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

VIII. GREENHOUSE GAS EMMISSIONS Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☒

Discussion/Conclusion/Mitigation:

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

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

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

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

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

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

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

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

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

IX. HAZARDS AND HAZARDOUS MATERIALS **Would the project:**	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☐	☒
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
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?	☐	☐	☒	☐

Discussion/Conclusion/Mitigation:

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

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

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

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

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

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

X. HYDROLOGY AND WATER QUALITY **Would the project:**	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☒	☐	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
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:	☐	☒	☐	☐
i) Result in a substantial erosion or siltation on- or off-site;	☐	☐	☒	☐
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☒	☐
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	☐	☒	☐	☐
iv) Impede or redirect flood flows?	☐	☐	☒	☐
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

Discussion/Conclusion/Mitigation:

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

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

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

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

Mitigation Measure 10.1 National Pollution Discharge Elimination (NPDES) Permit

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

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

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

Mitigation Measure 10.2 Drainage Plan

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

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

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

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

XI. LAND USE AND PLANNING **Would the project:**	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Discussion/Conclusion/Mitigation

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

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

XII. MINERAL RESOURCES **Would the project:**	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
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?	☐	☐	☐	☒

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 **Would the project result in:**	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☒	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
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?	☐	☐	☐	☒

Discussion/Conclusion/Mitigation:

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

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

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

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

XIV. POPULATION AND HOUSING **Would the project:**	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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)?	☐	☐	☒	☐
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Discussion/Conclusion/Mitigation:

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

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

XV. PUBLIC SERVICES **Would the project result in:**	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☒	☐
b) Police protection?	☐	☐	☒	☐
c) Schools?	☐	☐	☒	☐
d) Parks?	☐	☐	☒	☐
e) Other public facilities?	☐	☐	☒	☐

Discussion/Conclusion/Mitigation:

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

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

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

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

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

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

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

XV. RECREATION **Would the project:**	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
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?	☐	☐	☒	☐

Discussion/Conclusion/Mitigation:

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

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

Discussion/Conclusion/Mitigation:

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

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

Project Characteristics

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

EXISTING SETTING

Existing Roadways

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

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

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

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

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

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

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

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

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

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

Facilities for Alternative Transportation Modes

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

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

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

Pedestrians. Sidewalks exist along these streets:

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

Transit. Yuba-Sutter Transit offers fixed route service for Yuba County. https://www.yubasuttertransit.com/files/2166f9b24/YST_Ride+Guide_09-01-20+v3.pdf

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

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

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

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

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

Existing Traffic Volumes and Traffic Operations

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

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

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

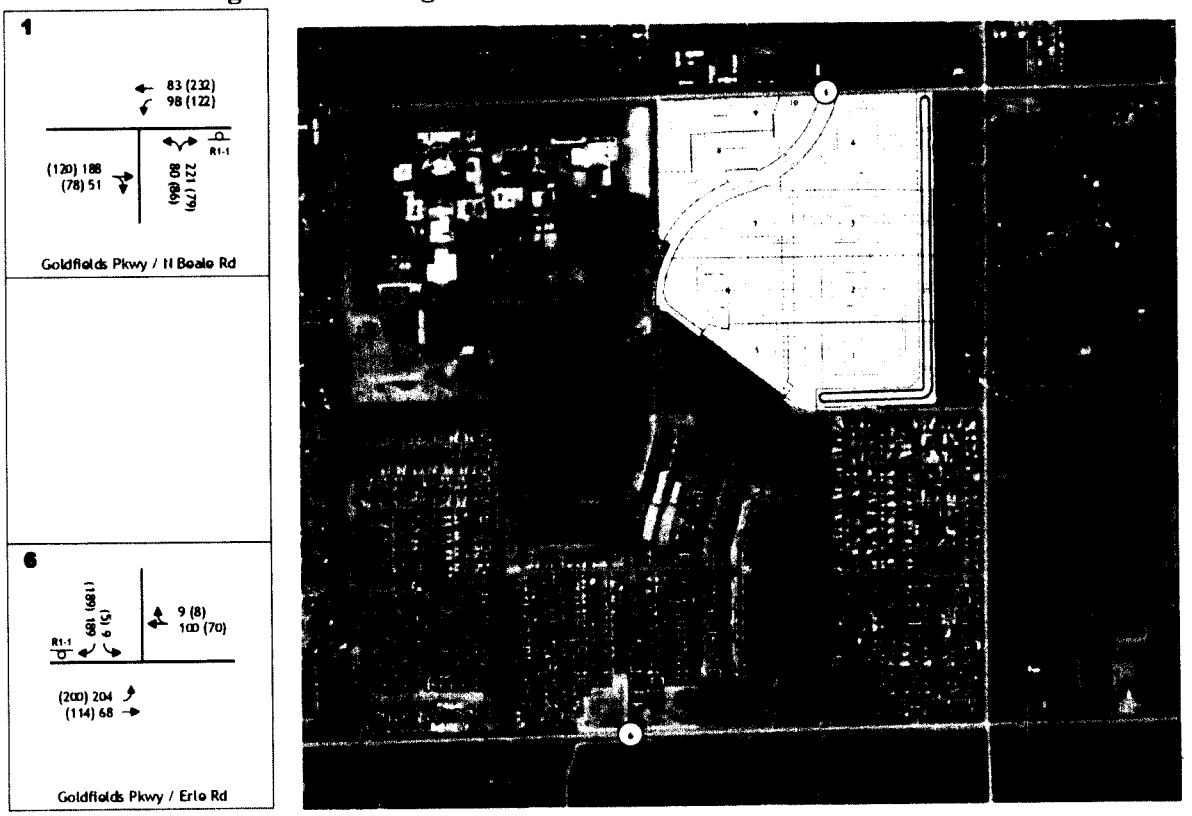
Levels-of-Service. The existing a.m. and p.m. peak hour level-of-service (LOS) was determined for the study intersections to quantitatively evaluate existing traffic operation conditions.

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

TABLE 9
LEVEL OF SERVICE DEFINITIONS

Level of Service	Signalized Intersections	Unsignalized Intersection
"A"	Uncongested operations, all queues clear in a single-signal cycle. Delay ≤ 10.0 sec	Little or no delay. Delay ≤ 10 sec/veh
"B"	Uncongested operations, all queues clear in a single cycle. Delay > 10.0 sec and ≤ 20.0 sec	Short traffic delays. Delay > 10 sec/veh and ≤ 15 sec/veh
"C"	Light congestion, occasional backups on critical approaches. Delay > 20.0 sec and ≤ 35.0 sec	Average traffic delays. Delay > 15 sec/veh and ≤ 25 sec/veh
"D"	Significant congestions of critical approaches but intersection functional. Cars required to wait through more than one cycle during short peaks. No long queues formed. Delay > 35.0 sec and ≤ 55.0 sec	Long traffic delays. Delay > 25 sec/veh and ≤ 35 sec/veh
"E"	Severe congestion with some long standing queues on critical approaches. Blockage of intersection may occur if traffic signal does not provide for protected turning movements. Traffic queue may block nearby intersection(s) upstream of critical approach(es). Delay > 55.0 sec and ≤ 80.0 sec	Very long traffic delays, failure, extreme congestion. Delay > 35 sec/veh and ≤ 50 sec/veh
"F"	Total breakdown, stop-and-go operation. Delay > 80.0 sec	Intersection blocked by external causes. Delay > 50 sec/veh
Sources: Highway Capacity Manual. 6th Edition		

Figure 3: Existing Traffic Volumes and Lane Configurations



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

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

TABLE 10
EXISTING CONDITIONS INTERSECTIONS LEVEL OF SERVICE

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

LOS=Level of Service

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

PROJECT CHARACTERISTICS

Project Description

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

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

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

Two full access intersections are also proposed on Linda Avenue.

Trip Generation

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

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

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

TABLE 11
TRIP GENERATION FORECASTS FOR GOLDFIELDS RANCH

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

TABLE 12
PROJECT TRIP DISTRIBUTION

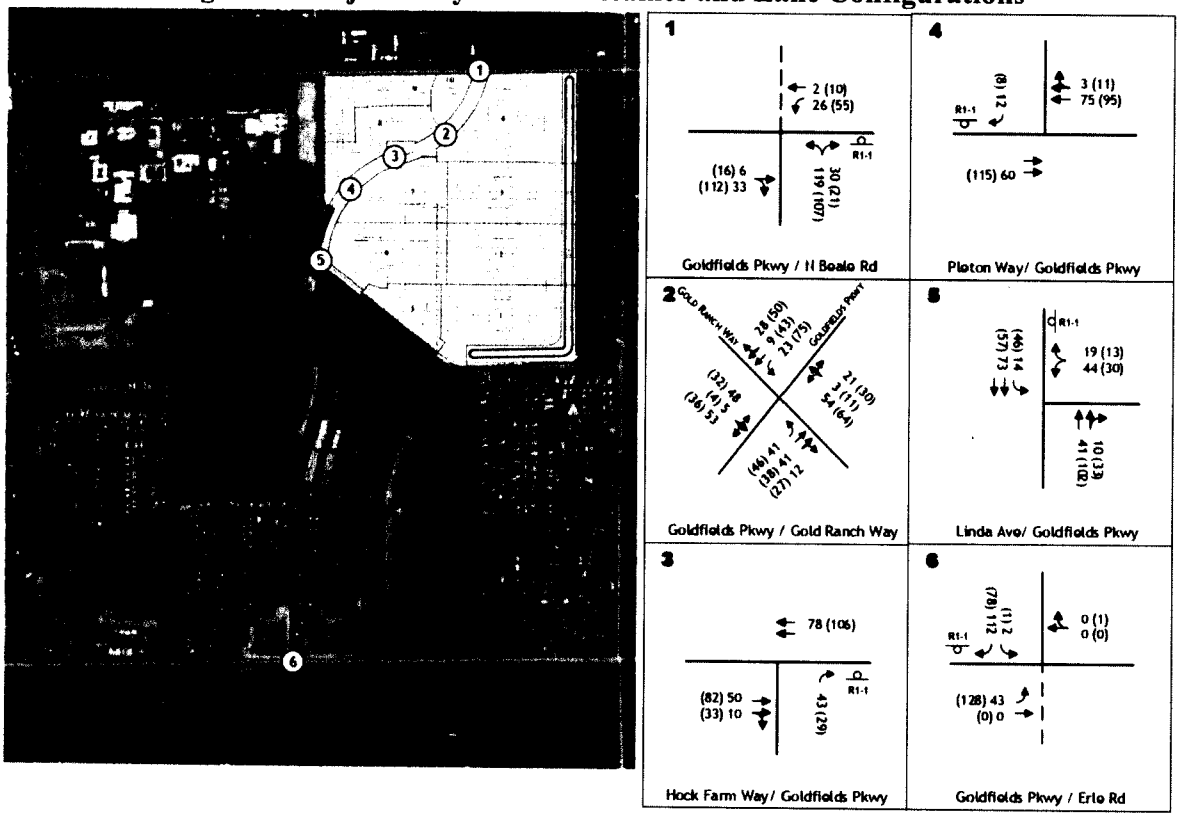
Direction	Route	Primary Trip Distribution					
		Short Term				Long Term With Retail	
		With Retail		Without Retail			
		Residential	Retail[1]	Residential	Retail[1]	Residential	Retail[1]
West	N. Beale Road west of Goldfields Parkway	40%	50%	45%	-	20%	25%
	Neighborhoods south of Goldfields Ranch	0%	15%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

[1]External Primary Trips Only

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

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

Figure 4: Project Only Traffic Volumes and Lane Configurations



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

PROJECT ONLY TRAFFIC VOLUMES AND LANE CONFIGURATIONS

figure 4

PROJECT CEQA IMPACTS

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

Level of Service and Vehicle Miles Traveled (VMT)

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

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

VMT Methods and Significance Criteria

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

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

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

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

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

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

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

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

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

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

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

The Sacramento Area Council of Governments (SACOG) has identified ***Low VMT generating locations*** within this region, including Yuba County. The Goldfields Ranch Subdivision location within SACOG region was determined, and the per capita VMT characteristics of the existing residences in this area of Yuba County were identified, as noted in Table 13. As shown, the Yuba County average per capita VMT rate for residences is 24.9 vehicles miles per day. The Goldfields Ranch Subdivision is part of four separate VMT forecasting areas with average per capita VMT rates that range from 15.36 to 20.71. The weighted average rate for the project site is 17,75 per capita VMT. The OPR recommended goal for Yuba County would be a 15% reduction from the existing countywide average, or 21.18. Thus, the project is located in a defined Low VMT generating region, and the project's impact can be presumed to be less than significant under this screen line criteria.

TABLE 13
PER CAPITA VMT CHARACTERISTICS

SACOG Regional Average	*Yuba County Average*	*15% reduction from Yuba County Average*	*Goldfields Ranch Subdivision Area*	*Reduction Greater than 15%?*
20.82	*24.92*	*21.18*	*17.54*	*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.

VMT Conclusion

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

LOCAL TRAFFIC OPERATIONAL ANALYSIS

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

Existing Plus Project Build Out Conditions

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

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

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

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

Impacts to Alternative Transportation Modes

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

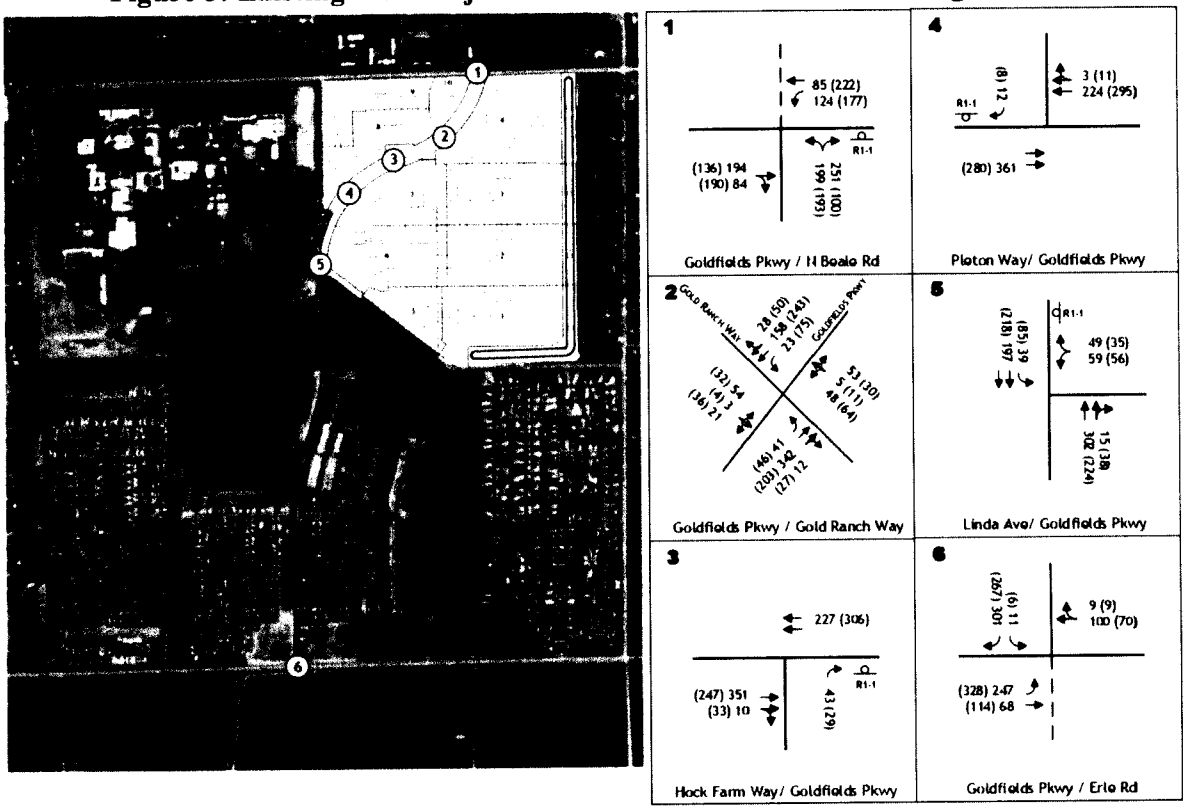
Pedestrians. The project could generate pedestrian activity, primarily as residents walk to destinations to the west along N. Beale Road, including the Yuba-Sutter Transit stop on N. Beale Road about 300 feet west of the project site. Customers of the commercial site could also walk to that use from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

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

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

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

Figure 5: Existing Plus Project Traffic Volumes and Lane Configurations



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

EXISTING PLUS PROJECT TRAFFIC VOLUMES AND LANE CONFIGURATIONS

figure 5

TABLE 14
EXISTING PLUS GOLDFIELDS RANCH CONDITIONS INTERSECTIONS LEVEL OF SERVICE

Intersection	Control	AM Peak Hour				PM Peak Hour				Traffic Signal Warrants Met?
		Existing		EX Plus Project		Existing		EX Plus Project		
		Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS	
1. N. Beale Rd / Goldfields Pkwy										
Northbound left+right turn [1]	NB Stop	16	C	15	C	15	C	28	D	Yes (PM)
Westbound left turn		8	A	9	A	8	A	9	A	
2. Goldfields Pkwy / Gold Ranch Way										
Eastbound approach	EB/WB Stop			16	C			17	C	No
Westbound approach				16	C			21	C	
Northbound left turn				8	A			8	A	
Southbound left turn				8	A			8	A	
Goldfields Pkwy / Hock Farm Way										
Northbound right turn	NB Stop			10	B			9	A	No
Goldfields Pkwy / Pelton Way										
Southbound right turn	SB Stop			9	A			9	A	No
Goldfields Pkwy / Linda Ave										
Westbound approach	WB Stop	-	-	13	B	-	-	14	B	No
Southbound left				8	A			8	A	
Erle Rd / Goldfields Pkwy										
Southbound left turn	SB Stop	15	C	17	C	13	B	16	C	No
Southbound right turn		11	B	13	B	10	B	11	B	
Eastbound left turn		9	D	9	A	8	A	8	A	

LOS=Level of Service

[1] widened to separate left and right turn lanes with project

FUTURE CONDITIONS

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

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

Future Traffic Conditions

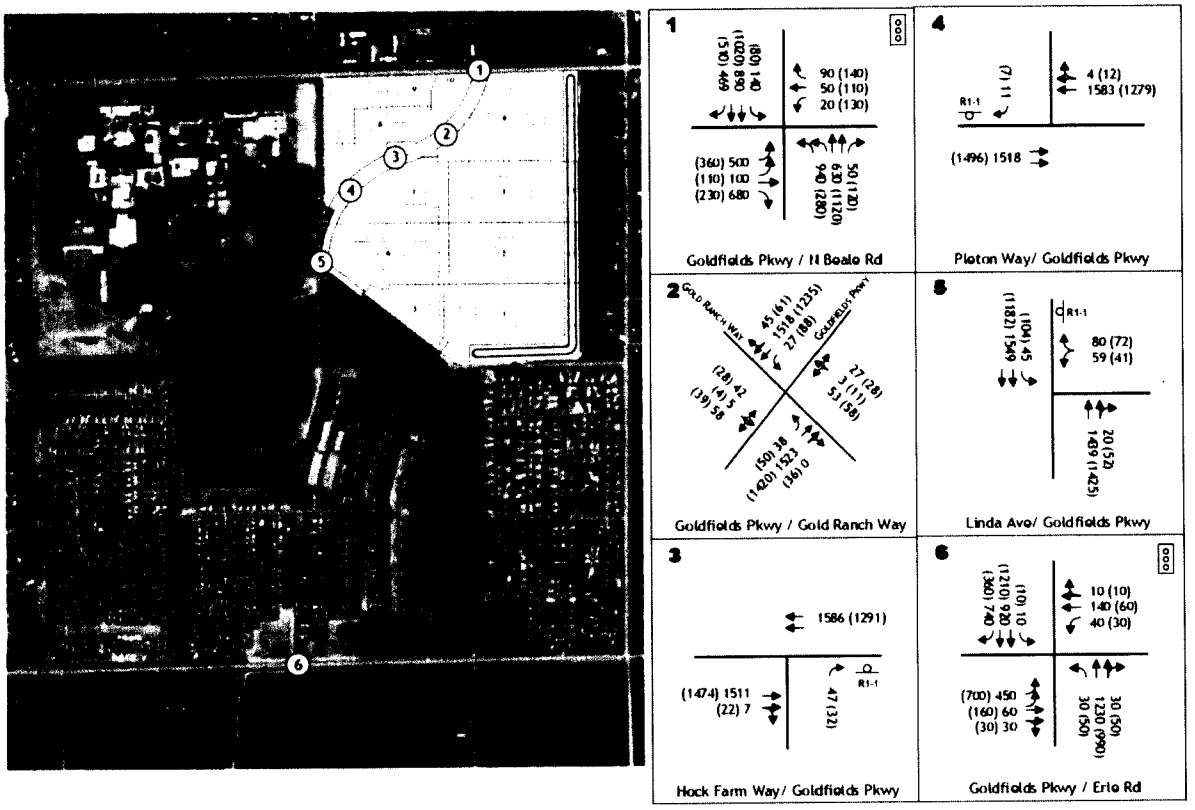
Traffic Volumes. The GPEIR identifies future traffic volume forecasts for build out of the County GP and assuming development under anticipated growth rates. The GPEIR's Growth Scenario 1 has been used for this analysis, and cumulative a.m. and p.m. peak hour intersection volumes for the N. Beale Road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

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

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

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

Figure 6: Cumulative Plus Project Traffic Volumes and Lane Configurations



KD Anderson & Associates, Inc. Transportation Engineers
0485-010 RA 9/24/2016

CUMULATIVE PLUS PROJECT TRAFFIC VOLUMES AND LANE CONFIGURATIONS

figure 6

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

TABLE 15
CUMULATIVE PLUS GOLDFIELDS RANCH CONDITIONS
INTERSECTION LEVEL OF SERVICE

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

LOS=Level of Service

Local Access Assessment

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

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

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

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

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

- Both locations carry side street volumes that satisfy minimum requirements for single lane approaches under peak hour traffic signal warrants, but neither would satisfy warrants if the side street approach was widened to provide a separate right turn lane.

- The Linda Avenue intersection is more than 2,000 feet from the next full-access intersection to the south (i.e., River Bank Drive), but the Gold Ranch Way intersection is only about 800 feet from N. Beale Road (centerline to centerline). This distance is relatively short for traffic signal separation along a regional facility that is intended to function as an expressway. The GPEIR forecasts 940 northbound left turns in the a.m. peak hour at the Goldfields Parkway / N. Beale Road intersection, and while dual left turn lanes are to be provided, the turn lane storage requirements for that volume may occupy most of the space between N. Beale Road and Gold Ranch Way and leave little room for a left turn lane onto Gold Ranch Way with a signal.

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

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

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

Consistency with GPEIR

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

TABLE 15
N. BEALE ROAD / GOLDFIELDS PARKWAY INTERSECTION DESIGN REQUIREMENTS

Approach	Goldfields Ranch Tentative map			GPEIR Cumulative Conditions		
	Left Turn	Through	Right Turn	Left Turn	Through	Right Turn
Northbound	1	2	0	2	2	1
Southbound	1	2	0	1	2	1
Eastbound	1	2	0	2	1	1
Westbound	1	2	0	1	1	1

Fair Share Percentage

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

TABLE 16
INTERSECTION FAIR SHARE CALCULATIONS

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

LOS = Level of Service
Net Future Traffic (F) is total cumulative minus Existing (E-A)

CONCLUSION

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

- The project consists of 499 single family residential lots and a 2.4 acre commercial site that could be developed with roughly 26,000 sf of retail uses. Under these assumptions the project could generate 5,618 daily primary vehicle trips, with 424 trips in the a.m. peak hour and 559 trips in the p.m. peak hour.

- The impact of the project's residences on regional VMT is not significant under CEQA because the project is located in a "Low VMT generating area" of unincorporated Yuba County as determined by SACOG. While no plans exist for developing the commercial site, based on its probable size it is likely that uses on the site can be presumed to have a less than significant impact as a "locally serving retail" under OPR guidance.

- Adequate facilities for pedestrian, bicyclists and transit riders exist in this area, and with the development of an all-weather pedestrian path west from the site to the existing Yuba-Sutter Transit stop on N. Beale Road near the site, the project's impacts to these alternative transportation modes is not significant.

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

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

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

  Mitigation Measure 17.1 Fair Share for Long Term Improvements

  1. Design the layout of the Tentative Subdivision Map to accommodate the long term improvements at the Goldfields Parkway / N. Beale Road intersection noted in the GPEIR, and
  2. Contribute a pro rata fair share to the cost of traffic signals at the Goldfields Parkway / N. Beale Road intersection (i.e., 10.3%), and the Goldfields Parkway / Erle Road intersection (i.e., 6.1%).

- Local street access to Goldfields Parkway could become problematic in the long term if background traffic growth increases as forecast in the GPEIR. Left turns onto Goldfields Parkway will experience long delays. While full access with sides street stop sign controls is feasible under short term conditions, the following Mitigation Measure is recommended for long term conditions:

  Mitigation Measure 17.2 Long Term Conditions

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

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

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

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

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

XVIII. TRIBAL CULTURAL RESOURCES

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☐	☒	☐
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.	☐	☒	☐	☐

Discussion/Conclusion/Mitigation:

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

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

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

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

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

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

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

Mitigation Measure 18.1 Inadvertent Discoveries Of TCRs

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

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

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

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

XIX. UTILITIES AND SERVICE SYSTEMS **Would the project:**	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
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?	☐	☐	☒	☐
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?	☐	☐	☒	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

Discussion/Conclusion/Mitigation:

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

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

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

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

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

XX. WILDFIRE **Would the project:**	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
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?	☐	☐	☒	☐
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?	☐	☐	☒	☐
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?	☐	☐	☒	☐

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?	☐	☒	☐	☐
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)?	☐	☐	☒	☐
c) Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

Discussion/Conclusion/Mitigation:

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

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

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

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

air pollutants such as PM_{10}, $PM_{2.5}$, CO, and SO_2 as well as O_3 precursors such as ROGs and NO_X. These effects are subject to mitigation measures MM3.1 & MM3.2 as well as standard mitigation measures as set forth by the Feather River Air Quality Management District. Due to the nature and size of the project, no substantial adverse effects on humans are expected as result of the project. Therefore, the project is considered to have ***a less than significant impact with mitigation***.

REFERENCES

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