AGENDA

WEDNESDAY, MARCH 22, 2023

REGULAR MEETING
PLANNING COMMISSION
CITY OF YUBA CITY

6:00 P.M. – REGULAR MEETING

CHAIRPERSON	• Jackie Sillman
COMMISSIONER	• Justine Gill
COMMISSIONER	• James Nore
COMMISSIONER	• Rupinder Johl Sandhu
COMMISSIONER	• Stacy Brookman
COMMISSIONER	• Bhavin Singh Dale
COMMISSIONER	• Karri Campbell (Sutter Co. Rep)

1201 Civic Center Blvd
Yuba City, CA 95993

Wheelchair Accessible

The City has adopted a Reasonable Accommodations Policy that provides a procedure for receiving and resolving requests for accommodation to participate in this meeting. Please visit yubacity.net ADA & Accessibility Resources page. If you need assistance in order to attend the Planning Commission meeting, or if you require auxiliary aids or services, e.g., hearing aids or signing services to make a presentation to the Planning Commission, the City is happy to help. Accommodations should be requested as early as possible as additional time may be required in order to provide the requested accommodation; 72 hours in advance is suggested. Please contact City offices at (530) 822-4817 or ***(TTY: 530-822-4732),*** *so such aids or services can be arranged. Requests may also be made by email at cityclerk@yubacity.net or citymanager@yubacity.net or mail City Clerk, 1201 Civic Center Blvd, Yuba City, CA 95993.*

AGENDA
PLANNING COMMISSION
CITY OF YUBA CITY
MARCH 22, 2023
6:00 P.M. - REGULAR MEETING

Materials related to an item on this Agenda, submitted to the Commission after distribution of the agenda packet, are available for public inspection at City Hall at 1201 Civic Center Blvd., Yuba City, during normal business hours. Such documents are also available on the City of Yuba City's website at www.yubacity.net, subject to staff's availability to post the documents before the meeting.

Emailed comments sent to developmentservices@yubacity.net at least 24 hours before the meeting will be distributed to the Planning Commission prior to the meeting. Please identify the Agenda item(s) addressed by the comments.

Call to Order

Roll Call:

_____ Chairperson Sillman
_____ Commissioner Gill
_____ Commissioner Nore
_____ Commissioner Sandhu
_____ Commissioner Brookman
_____ Commissioner Dale
_____ Commissioner Campbell (Sutter County Representative)

Pledge of Allegiance to the Flag

Public Comment on Items not on the Agenda

You are welcome and encouraged to participate in this meeting. Public comment on items not listed on the agenda will be heard at this time. Comments on controversial items may be limited and large groups are encouraged to select representatives to express the opinions of the group.

1. Written Requests

Members of the public submitting written requests, at least 24 hours prior to the meeting, will be normally allotted five minutes to speak.

2. Appearance of Interested Citizens

Members of the public may address the Planning Commission on items of interest that are within the City's jurisdiction. Individuals addressing general comments are encouraged to limit their statements to three minutes.

Planning Commission Business

3. Election of 2023 Planning Commission Vice Chairperson (per Section E-1 of the Planning Commission Bylaws).

4. Agenda Modifications

Approval of Minutes

5. Minutes from February 8, 2023

Business Items

6. Consideration of a Development Plan (DP) 22-02 Home 2 Suites by Hilton, located at 1441 E Onstott Road.

Recommendation:

A. Conduct a Public Hearing and make the necessary findings to:

B. Adopt a Resolution to determine the project is Categorically Exempt from the California Environmental Quality Act (CEQA) pursuant to Guidelines Section 15332, Infill Development, and approve Development Plan 22-02, subject to the Conditions of Approval, to allow the development of a new three-story Hilton brand Home 2 Suites hotel with 102 guest rooms, an outdoor pool/spa and patio, and on-site parking at 1441 E Onstott Road (APN: 51-040-002).

7. Consideration of Development Plan (DP) 22-06: Garden Grove Apartments, located off of Garden Highway.

Recommendation:

A. Conduct a Public Hearing and make the necessary findings to:

B. Adopt a Resolution to determine the project is Categorically Exempt from CEQA pursuant to CEQA Guidelines Section 15332, Infill Development, and approve Development Plan 22-06, subject to the Conditions of Approval, to allow the development of a new three-story, approximately 51,878 square foot, 50-unit affordable senior housing, located off of Garden Highway (APN 53-470-087).

8. Consideration of Tentative Subdivision Map (TSM) 22-08 and Pre-annexation Rezone (RZ) 22-07 for Thiara Estates Subdivision, located on the west side of Tuly Parkway across from the terminus of Bradley Estates Drive.

Recommendation**:**

A. Conduct a Public Hearing, and;

B. Adopt a Resolution recommending the City Council approve Environmental Assessment 22-13 by adopting a Mitigated Negative Declaration, subject to the Mitigation Measures, and approve Rezone 22-07; and

C. Adopt a Resolution contingently approving TSM 22-08, to subdivide 8.19 acres into 34 single-family residential lots, subject to the proposed Conditions of Approval and Mitigation Measures, located on the west side of Tuly Parkway across from the terminus of Bradley Estates Drive (Assessor's Parcel Numbers 17-066-002, -003, and 005).

9. Consideration of a General Plan Amendment (GPA) 22-03 and Rezone (RZ) 22-04 to implement the 2021-2029 Housing Element, Citywide - Attachment 2 provides the location and details for all properties involved.

Recommendation: A. Conduct a Public Hearing, and;

B. Adopt a Resolution recommending the City Council of the City of Yuba City approve Environmental Assessment 22-07 by adopting a Mitigated Negative Declaration, subject to the Mitigation Measures, and adopt an Ordinance approving General Plan Amendment 22-03 and Rezone 22-04, on 75.89 acres, which includes an X29 Combining District on 14.95 acres, located throughout the City (Assessor's Parcel Number 59-020-017, 59-020-015, 61-120-004, 59-530-034, 59-020-018, 59-020-016, 51-393-003, 51-393-002, 57-150-078, 57-150-004, 57-150-050, 58-120-001, 57-220-065, 53-470-088, 53-470-079, 53-470-083, 53-470-087, 53-470-076, 53-470-085, 53-470-078, 53-470-077, 53-470-081, 53-470-086, 53-470-095, 53-470-082, 53-470-092, 53-470-080, 53-470-090, 53-470-096, 53-470-089, 53-470-093, 53-470-084, 53-470-094, 53-470-098, and 53-470-097).

Future Agenda Items

Development Services Director Report

Report of Actions of the Yuba City Planning Commission/Sutter County Update

Adjournment

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Persons dissatisfied with any decision of the Planning Commission may appeal such action to the City Council. Appeals, accompanied by a fee of $851.26, must be filed with the City Clerk, 1201 Civic Center Boulevard, Yuba City, CA 95993 within 10 days of such action. If no appeal is filed within this time limit, the Planning Commission action becomes final. The exception to this is rezone requests. Please check with the Planning Division, 1201 Civic Center Boulevard, Yuba City, CA 95993 for the procedure. Mailed notices of the Council hearings will be accomplished in the same manner as the Planning Commission hearings unless additional notice is deemed necessary.

PLANNING COMMISSION
CITY OF YUBA CITY
FEBRUARY 8, 2023
6:00 P.M. - REGULAR MEETING
Video link to full Planning Commission meeting:
https://youtu.be/X8kI3U3If68

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Call to Order

Meeting called to order by Chairperson Blake at 6:05 pm.

Roll Call:

Commissioners in Attendance:

Chairperson Michele Blake
Vice Chairperson John Shaffer
Commissioner Jackie Sillman
Commissioner Bhavin Dale
Commissioner Karri Campbell (Sutter County Representative)

Commissioners Absent:

Commissioner Adams
Commissioner Brookman

Pledge of Allegiance to the Flag was led by Vice Chairperson Shaffer

Public Comment on Items not on the Agenda

You are welcome and encouraged to participate in this meeting. Public comment on items not listed on the agenda will be heard at this time. Comments on controversial items may be limited and large groups are encouraged to select representatives to express the opinions of the group.

1. Written Requests

Members of the public submitting written requests, at least 24 hours prior to the meeting, will be normally allotted five minutes to speak.

There were no written requests received.

2. **Appearance of Interested Citizens**

Members of the public may address the Planning Commission on items of interest that are within the City's jurisdiction. Individuals addressing general comments are encouraged to limit their statements to three minutes.

There were no comments made by interested citizens.

Planning Commission Business

3. **Election of 2023 Planning Commission Chairperson and Vice Chairperson (per Section E-1 of the Planning Commission Bylaws).**

Vice Chairperson Shaffer Nominated Commissioner Sillman as the new Chairperson.

There were no additional nominations.

Vote: The vote to elect Commissioner Sillman as the new Chairperson passed unanimously, with Commissioners Brookman and Adams absent.

4. **Agenda Modifications**

Chairperson Sillman suggested the Commission continue the Vice Chair determination to the next meeting.

Chairperson Sillman requested approval of the agenda.

Motion by: Commissioner Blake
Second by: Commissioner Shaffer

Vote: The vote passed 5-0, with Commissioners Brookman and Adams absent.

Approval of Minutes

5. **Minutes from December 14, 2022**

Chairperson Sillman requested approval of the minutes.

Motion by: Commissioner Campbell
Second by: Commissioner Shaffer

Vote: The vote passed 5-0, with Commissioners Brookman and Adams absent.

Business Items

6. **Consideration of an 18-month time extension for Tentative Subdivision Map 19-03, located on the north side of Bridge Street approximately 235 feet west of Walton Avenue.**

Item was called and Associate Planner, Jaspreet Kaur, gave a presentation.

There were no comments made by the public.

Motion by: Commissioner Blake
Second by: Commissioner Dale

Vote: The vote passed 5-0, with Commissioners Brookman and Adams absent.

7. **Consideration of a five-year time extension for Tentative Subdivision Map 19-01, Harter Estates North, located in the northwest corner of the Harter Specific site, and the southside of Butte House Road.**

   Item was called and Associate Planner, Jaspreet Kaur, gave a presentation noting the presentation will apply to items 7,8, and 9 as one presentation.

   Commissioner Blake commented that it feels like this was just approved.

   Tom Tucker, Harter Packing Company 1321 Harter Parkway, commented on being excited to break ground on commercial and residential development.

   Kyle Nickowitz, DR Horton, commented on being excited to get started on residential development.

   Motion by: Commissioner Shaffer
   Second by: Commissioner Dale

   Vote: The vote passed 5-0, with Commissioners Brookman and Adams absent.

8. **Consideration of a five-year time extension for Tentative Parcel Map 19-03, Harter Marketplace, located along the west side of Harter Parkway and north of State Route 20.**

   There were no comments made by the public.

   Motion by: Commissioner Blake
   Second by: Commissioner Campbell

   Vote: The vote passed 5-0, with Commissioners Brookman and Adams absent.

9. **Consideration of a five-year time extension for Tentative Subdivision Map 19-04, Harter Estates South, located on the west side of the Harter Specific Plan area, and east of Ruth Avenue.**

   There were no comments made by the public.

   Motion by: Commissioner Dale
   Second by: Commissioner Shaffer

   Vote: The vote passed 5-0, with Commissioners Brookman and Adams absent.

<u>Future Agenda Items</u>

Doug Libby provided the following updates:

- Thank you to Commissioners Blake, and Shaffer.
- Introduced new assistant planner Aaron Brown.

- Future Items - Housing Element Rezones, Thiara Estates, Garden Grove Senior Apartments, Home 2 Suites.

Development Services Director Report

- Thank you to Commissioners Blake, and Shaffer.
- Provided brief update on development happening in Yuba City
    - At least three projects scheduled for next meeting
- LAFCo recent pending changes
    - John Benoit looking to retire
- Final inspection of the LDS Temple
- You can with Yuba City Update

Report of Actions of the Yuba City Planning Commission/Sutter County Update

No Sutter County updates from Commissioner Campbell due the County not having a recent meeting.

Adjournment

Chairperson Sillman adjourned the meeting at 6:36 pm.

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CITY OF YUBA CITY
PLANNING COMMISSION
STAFF REPORT

Date:	March 22, 2023
To:	Chairwoman and Members of the Planning Commission
From:	Development Services Department
Presentation by:	Ashley Potočnik, Development Liaison

Subject:	**Development Plan (DP) 22-02 Home 2 Suites by Hilton hotel located at 1441 E Onstott Road**
Recommendation:	A. Conduct a Public Hearing and make the necessary findings to: B. Adopt a Resolution to determine the project is Categorically Exempt from the California Environmental Quality Act (CEQA) pursuant to Guidelines Section 15332, Infill Development, and approve Development Plan 22-02, subject to the Conditions of Approval, to allow the development of a new three-story Hilton brand Home 2 Suites hotel with 102 guest rooms, an outdoor pool/spa and patio, and on-site parking at 1441 E Onstott Road (APN: 51-040-002).

Applicant/Owner:	Gaurav Deep Sethi, Sethi Management / Gurjit Gosal
Project Location:	1441 E Onstott Road (APN: 51-040-002)
Project Number:	Development Plan 22-02
General and Specific Plans:	**Land Use Designation:** Regional Commercial
Zoning:	General Commercial District (C-3)

Purpose:

Consideration of Development Plan (DP) 22-02 to allow establishment of a new three-story Hilton brand Home 2 Suites hotel with 102 guest rooms.

Project Description:

The applicant requests approval of Development Plan 22-02 to establish a new three story 61,000 sq. ft Hilton brand Home 2 Suites hotel. The proposed hotel will consist of 102 guest rooms, meeting room, exercise room, and outdoor pool/spa and patio areas. The project includes 122

parking stalls (5 ADA). Landscape areas will be provided in compliance with all relevant landscape code requirements. Site access will be provided from two entrances from the E. Onstott Road. The property owner recently recorded a Lot Line Adjustment (#2023-000732) which results in the subject parcel being reconfigured to be approximately 2 acres in size.

Analysis:

Compatibility with neighboring uses

This project is in a central portion of Yuba City and surrounded by both Medium/High Density Residential, and commercial uses and is near major shopping areas. As the proposed project is a commercial use, there are no perceived incompatibilities of use.

Adjacent land uses include:

TABLE 1: BORDERING LAND USES	
North:	Fountains Skilled Nursing (Medium/High Density Residential)
South:	Viking Woodworks, Target, Electrify America Charging Station
East:	Ron Mar Apartments (Medium/High Density Residential)
West:	E Onstott Road / Hwy 99

Traffic and Parking

A traffic study was prepared for this project analyzing site access and traffic operations at Queen Avenue / SR 99 southbound and northbound ramps, Queens Avenue / East Onstott Frontage Road, Washington Avenue / Gray Avenue, and Butte House Road / East Onstott Frontage Road. The scope was determined through conversations with staff and the traffic consultant, KD Anderson. The traffic study analyzed the following intersections:

- Queens Avenue / Hwy 99 ramps
- Queens Avenue / East Onstott Frontage Road
- Washington Avenue / Gray Avenue
- Butte House Road / East Onstott Frontage Road

Current Levels of Service (LOS) in the vicinity exceed the General Plan threshold of a minimum LOS of D. The project is anticipated to generate 47 a.m. peak hour and 60 p.m. peak hour trips. Peak hour traffic does not meet the signal warrants at the unsignalized intersections analyzed in this study.

The study analyzed recent collision history for the study intersections which indicated lower collision frequency rates than the State average for similar facilities. Project traffic will result in minor length of delays at study intersections; however, levels of service will not change and will continue to meet City standards.

Project site access was analyzed and minor queuing (two vehicles) may occasionally occur exiting

the site but will not create a safety issue and no modifications were determined to be necessary.

Sufficient parking spaces for the use is proposed consistent with City standards and will include ADA and EV parking in compliance with local, state, and federal regulations.

Site and Building Design

The quality of site and building design was a major component of review for this project. In order to comply with Yuba City Design Guidelines, staff required additional architectural elements be incorporated into the building design such as, inset windows, variety of color and material types, stone/brick column wrapping, etc.

The proposed development features the following key design elements:

- Recessed windows to add depth to the wall surfaces
- Exterior wall lighting that will further enhance its appearance. The wall mounted lights will be decorative and of proportional size relative to the building versus light fixtures that are commonly found in a residential application.
- Stone veneer incorporated into the columns
- Decorative fencing / wall materials
- A coordinating color palette that includes a variety of material types/textures

Landscaping

The proposed landscape plan includes sufficient landscaping per Yuba City Municipal Code. In addition, the landscape plan includes street trees from the Yuba City approved street tree list, and water-wise planting materials were recommended. A final landscape plan will be provided at the time of building permit demonstrating compliance with State water efficient landscape requirements.

Availability of City services

All City services, including water, sewer, and storm-water drainage (a combination of City and Gilsizer County Drainage District) are available to this site.

Environmental Determination:

This project is Categorically Exempt from review under the California Environmental Quality Act (CEQA) Guidelines section 15332, Infill Development, with the basis that this project is consistent with existing General Plan designation and zoning regulations, the proposed development occurs within city limits on a project site of no more than five acres, the project site has no value as habitat for endangered, rare or threatened species, the approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality, and the site can be adequately served by all required utilities and public services. Furthermore, Staff has determined that none of the exception to Categorical Exemptions set forth in the CEQA Guidelines, section 15300.2 apply to this project.

Recommended Action:

A. Conduct a public hearing and make the necessary findings to:

B. Adopt a Resolution to determine the project is Categorically Exempt from CEQA pursuant to CEQA Guidelines Section 15332, Infill Development, and approve Development Plan 22-02, subject to the Conditions of Approval, to allow the development of a new three-story Hilton brand Home2 Suites hotel with 102 guest rooms, an outdoor pool/spa and patio, and on-site parking at 1441 E Onstott Road (APN: 51-040-002).

Attachments:

1. Planning Commission Resolution
   Exhibit A: Development Plan 22-02
   Exhibit B: Conditions of Approval
2. Home2 Suites Location Map
3. Traffic Study

ATTACHMENT 1

PLANNING COMMISSION RESOLUTION NO. PC 23-05

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF YUBA CITY (PLANNING COMMISSION) ADOPTING A CATEGORICAL EXEMPTION PURSUANT TO CEQA GUIDELINES SECTION 15332, INFILL DEVELOPMENT, AND APPROVING DEVELOPMENT PLAN 22-02, SUBJECT TO THE CONDITIONS OF APPROVAL, TO ALLOW THE DEVELOPMENT OF A NEW THREE-STORY HILTON BRAND HOME2 SUITES HOTEL WITH 102 GUEST ROOMS, AN OUTDOOR POOL/SPA AND PATIO, AND ON-SITE PARKING AT 1441 E ONSTOTT ROAD (APN: 51-040-002).

WHEREAS, this property is within Yuba City's city limits and the property owner wished to develop their property to urban levels; and

WHEREAS, the City received a Development Plan (DP) application for this property in March 2022 to develop the approximately 2-acre property. Approval of DP 22-02 authorizes the construction of a new three-story Hilton brand Home 2 Suites hotel with 102 guest rooms, an outdoor pool/spa and patio, and on-site parking; and

WHEREAS, a review of the General Plan and Zoning Regulations determined the proposed development is consistent with the General Plan and Zoning Regulations; and

WHEREAS, Staff have performed a preliminary environmental assessment of this project and have determined that it falls within the Categorical Exemption set forth in CEQA Guidelines section 15332, Infill Development, with the basis that the project is consistent with all applicable general plan designation and zoning regulations, the proposed development occurs within city limits on a project site of no more than five acres, the project site has no value as habitat for endangered, rare or threatened species, the approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality, and the site can be adequately served by all required utilities and public services. Furthermore, Staff has determined that none of the exception to Categorical Exemptions set forth in the CEQA Guidelines, section 15300.2 apply to this project; and

WHEREAS, the City on March 11, 2023, published a legal notice and a public hearing notice was mailed to each property owner within at least 350 feet of the project site in compliance with State law concerning the Planning Commission's consideration on March 22, 2023, subject to the Conditions of Approval; and

WHEREAS, the Planning Commission held a duly noticed public hearing on March 22, 2023, and at which time it received input from City Staff, the applicant; public comment portion was opened, and public testimony and evidence, both written and oral, was considered by the Planning Commission, after which public testimony was closed; and

WHEREAS, the Planning Commission has reviewed the associated documents prepared for the project, and all of the evidence received by the Planning Commission; and

WHEREAS, after deliberation and consideration of all relevant items, the Planning Commission now desires to determine the project is categorically exempt from CEQA pursuant to CEQA Guidelines Section 15332, and approve Development Plan 22-02, subject to the Conditions of Approval, to allow the development of a new three-story Hilton brand Home2 Suites hotel with 102 guest rooms, an outdoor pool/spa and patio, and on-site parking at 1441 E Onstott Road (APN: 51-040-002).

NOW, THEREFORE, BE IT RESOLVED by the Planning Commission of the City of Yuba City as follows:

1. Recitals. The Planning Commission hereby finds that all of the facts set forth in the recitals above are true and correct and incorporated herein.

2. CEQA Findings. A preliminary environmental assessment was prepared for this project in accordance with the requirements of the California Environmental Quality Act (CEQA). The Planning Commission finds and determines that the project is exempt under CEQA Guidelines section 15332, Infill Development because the project is consistent with all applicable general plan designation and zoning regulations, the proposed development occurs within city limits on a project site of no more than five acres, the project site has no value as habitat for endangered, rare or threatened species, the approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality, and the site can be adequately served by all required utilities and public services. Furthermore, none of the exceptions to Categorical Exemptions set forth in the CEQA Guidelines, section 15300.2 apply to this project. As such, the Planning Commission adopts a finding of a Categorical Exemption under CEQA Guidelines Section 15332 (Infill Development) for this project.

3. Development Plan (DP) 22-02 Findings. The following are required findings of Section 8-5.7001(C) of the Municipal Code that must be made prior to approving the project (*the required findings are in italics*):

   i. *The site for the proposed use is adequate in size and shape to accommodate said use, public access, parking and loading, yards, landscaping and other features required by this chapter.*

      Evidence: The 2-acre site is of adequate size to accommodate the project. The project meets all parking and landscaping requirements and provides adequate setbacks, and fencing from abutting properties that minimize any potential issues.

   ii. *The streets serving the site are adequate to carry the quantity of traffic generated by the proposed use.*

      Evidence: The traffic study completed for the project concluded that there will be no short-term or long-term significant impacts to traffic in the vicinity. Any recommendations outlined in the traffic study have been carried forward as project Conditions of Approval.

   iii. *The site design, design of the buildings and the scale of the project will complement neighboring facilities.*

      Evidence: Based on the analysis provided in the staff report, the design of the project adequately considered the impacts on neighboring properties, and that there is adequate perimeter landscaping that also reduces the project's appearance to neighboring parcels. The proposed landscaping, architectural components and decorative fencing will complement neighboring businesses in this commercial area of the City. In addition, the proposed building height is compatible with development standards outlined in the Yuba City Municipal Code.

iv. *The application satisfies at least one of the findings found in Title 6, Chapter 9, Article 6 of the Municipal Code.*

Evidence: The facilities of the State plan of flood control or other flood management facilities protect the property to the urban level of flood protection in urban and urbanizing areas or the national Federal Emergency Management Agency standard of flood protection in nonurbanized areas.

4. Approval of DP 22-02. Given that all of the findings can be made, the Planning Commission hereby approves Development Plan 22-02 as conditioned and set forth in the Conditions of Approval attached as Exhibit "B".

5. Effective Date of Resolution. This Resolution shall become effective immediately.

The foregoing resolution was introduced at the regular meeting of the Planning Commission held on March 22, 2023, by _____ who moved its adoption, which motion was seconded by _____ and carried by the following vote:

Ayes:

Noes:

Absent:

Recused:

By order of the Planning Commission of the City of Yuba City.

_____
Jackie Sillman, Planning Commission Chair

ATTEST:

_____
Benjamin Moody, Secretary to the Planning Commission

Attachments:

Exhibit A: Development Plan 22-02
Exhibit B: Conditions of Approval for DP 22-02

EXHIBIT A

landscape architect

Fish Landscape
Linda Fish
209 656-7177
fishlandscape@sbcglobal.net

civil engineer:

Barghausen Consulting Engineers
3300 Douglas Blvd Suite 100
Roseville CA 95661
Kacey Held
425 251-6222
kheld@barghausen.com

architect:

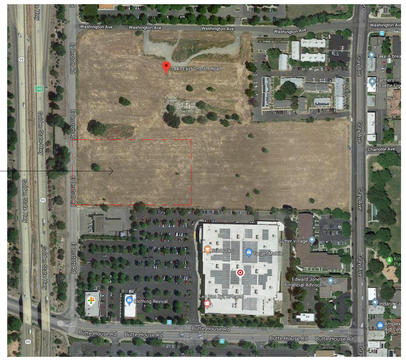
Robert F. Tuttle Architect, Inc.
33533 Pebble Brook Circle
Temecula, CA 92592
Bob Tuttle
951 302-5444
robert.tuttle@rftarch.com

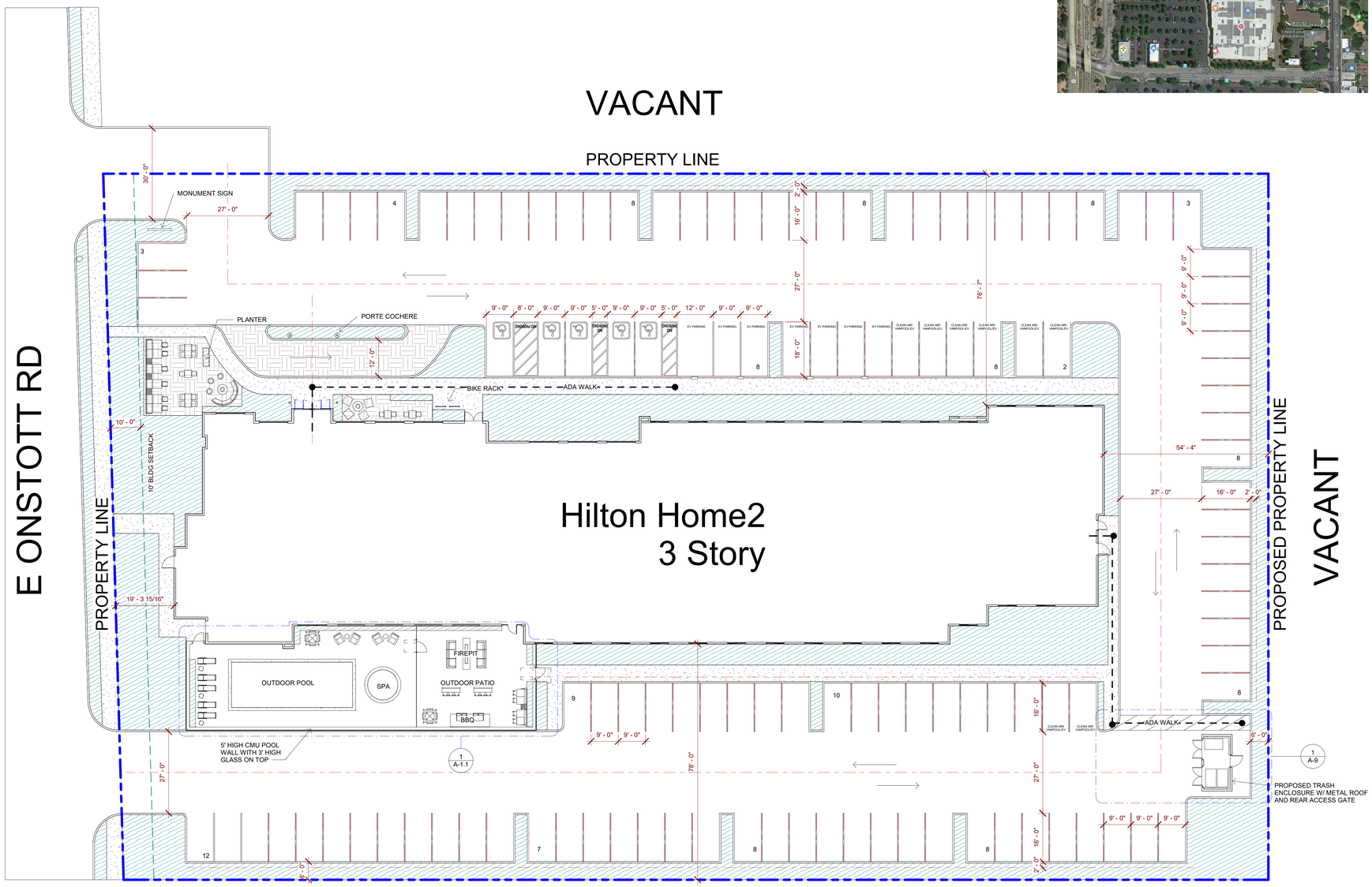
owner:

Sethi Management Inc.
PO Box 235927
Encinitas Ca, 92023
Deep Sethi
760 652-4010 ext.104
gdsethi@sethimanagement.com

Area Schedule (Gross Building)		
Level	Area	Perimeter
Level 1	20,355 SF	791' - 10 17/32"
Level 2	20,357 SF	865' - 8 13/32"
Level 3	20,352 SF	862' - 8 13/32"
Grand total	61,063 SF	

VICINITY MAP





1 A-1 Site
1/16" = 1'-0"

SITE STATISTICS:

PROJECT ADDRESS:
1441 E. Onstott Rd.
Yuba City, CA

ASSESSOR'S PARCEL NUMBER:

LEGAL DESCRIPTION:

GOVERNING CODE:
This project shall comply with the 2019 edition of the California building code (title 24)

ZONE:
C-3

USE:
Existing: Vacant
Proposed: 3-story. 103 guestroom hotel with pool,spa, outdoor amentity area and surface parking

CONSTRUCTION TYPE:
TYPE V-A sprinklered

OCCUPANCY:
R-1

LOT SIZE:
88,095.34 s.f (2.02 ACRES)

BLDG. FOOTPRINT:
20,126 s.f

F.A.R:
allowed:
Proposed: 60,501 / 88,095.34=.68

UNIT COUNT:

FIRST FLOOR	25 rooms
SECOND FLOOR	39 rooms
THIRD FLOOR	39 rooms
TOTAL ROOMS	103 rooms

REQUIRED PARKING:

1:1/room	103 stalls
1:2 employees	4 stalls
Total	107 stalls

PARKING PROVIDED:

Regular- Hotel	122 stalls (5 ADA)
EV Charging	7 spaces
Clean Air Vanpool	8 spaces
Bicycle (short term)	6 spaces
(0.1 per 1,000 s.f. = 60 X 0.1 =6)	
Bicycle (long term)	NA

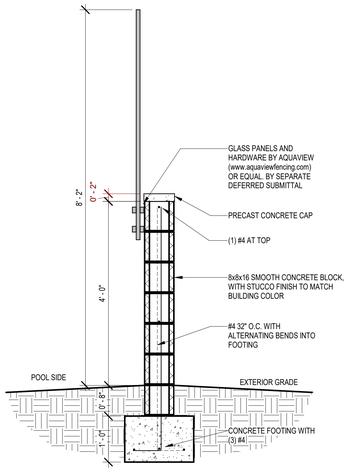
STRUCTURAL HEIGHT:
Maximum structural height allowed:

Proposed structural height 44'9" (tallest parapet)

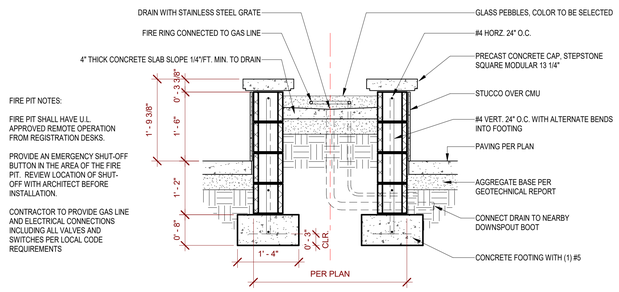
SETBACKS:
Required/proposed:

Street: 10'-0"

Paving On-Site:	41,611.46 SF
Landscape On-Site:	14,922.83 SF
Sidewalk:	3,881.02 SF
Enhanced Paving:	3,394.76 SF



7 CMU Garden Wall w/ Glass
A-1.1 3/4" = 1'-0"



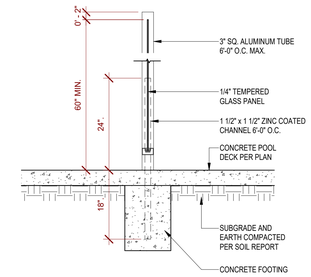
FIRE PIT NOTES:

FIRE PIT SHALL HAVE U.L. APPROVED REMOTE OPERATION FROM REGISTRATION DESKS.

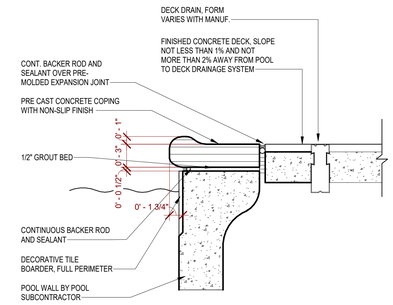
PROVIDE AN EMERGENCY SHUT-OFF BUTTON IN THE AREA OF THE FIRE PIT. REVIEW LOCATION OF SHUT-OFF WITH ARCHITECT BEFORE INSTALLATION.

CONTRACTOR TO PROVIDE GAS LINE AND ELECTRICAL CONNECTIONS INCLUDING ALL VALVES AND SWITCHES PER LOCAL CODE REQUIREMENTS

6 Fire Pit Section
A-1.1 3/4" = 1'-0"



3 Pool Fence Glass
A-1.1 3/4" = 1'-0"

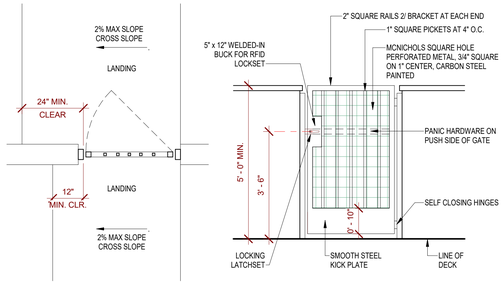


5 Pool Coping
A-1.1 1 1/2" = 1'-0"

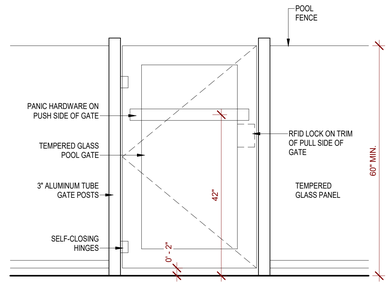
GATE WILL BE PROVIDED WITH PANIC HARDWARE.

GATE WILL BE PROVIDED WITH A CARD KEY ACCESS LATCH WITH KANT SLAM CLOSER & SELF LATCHING DEVICE. PROVIDE LOCK ON GATE WHEN POOL IS NOT IN USE.

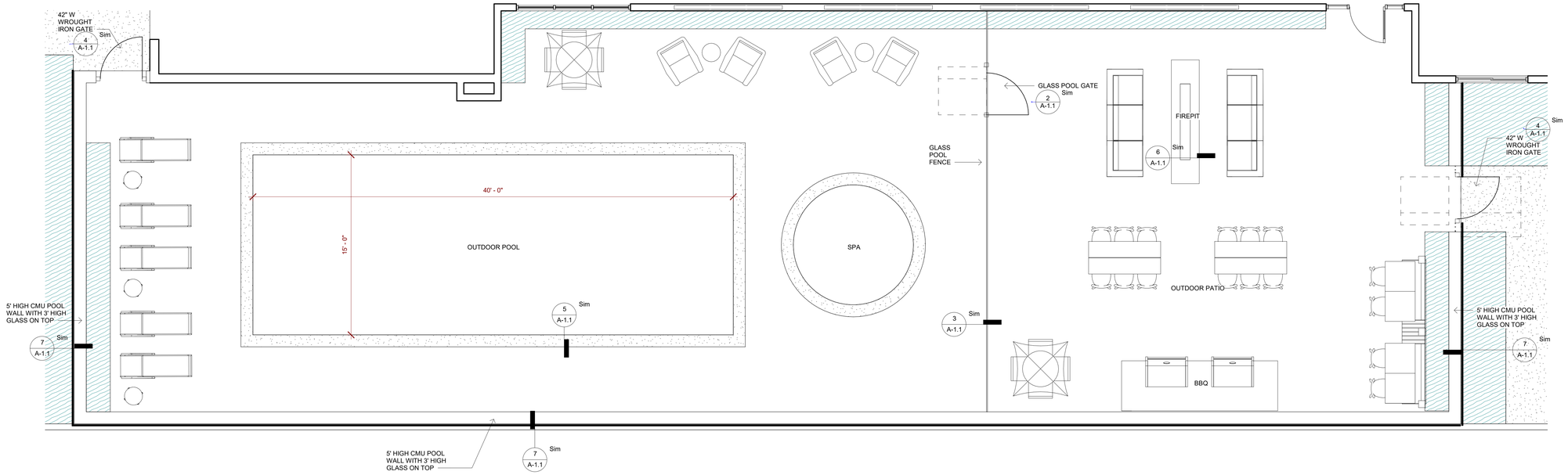
2 COATS OF PAINT ON GATES, (TYPICAL) PAINT ACCENT COLOR SELECTED FOR THE PROJECT.



4 Metal Pool Gate
A-1.1 1/2" = 1'-0"



2 Pool Gate Glass
A-1.1 3/4" = 1'-0"



1 Enlarged Plan - Outdoor Pool
A-1.1 1/4" = 1'-0"

As indicated Sethi Management

1/30/2023 3:15:30 PM P.O Box 235927 Encinitas CA 92023

Yuba City Home2

1441 E. Onstott Rd Yuba City, CA 95951

January 30, 2023 Robert F. Tuttle Architects, Inc.

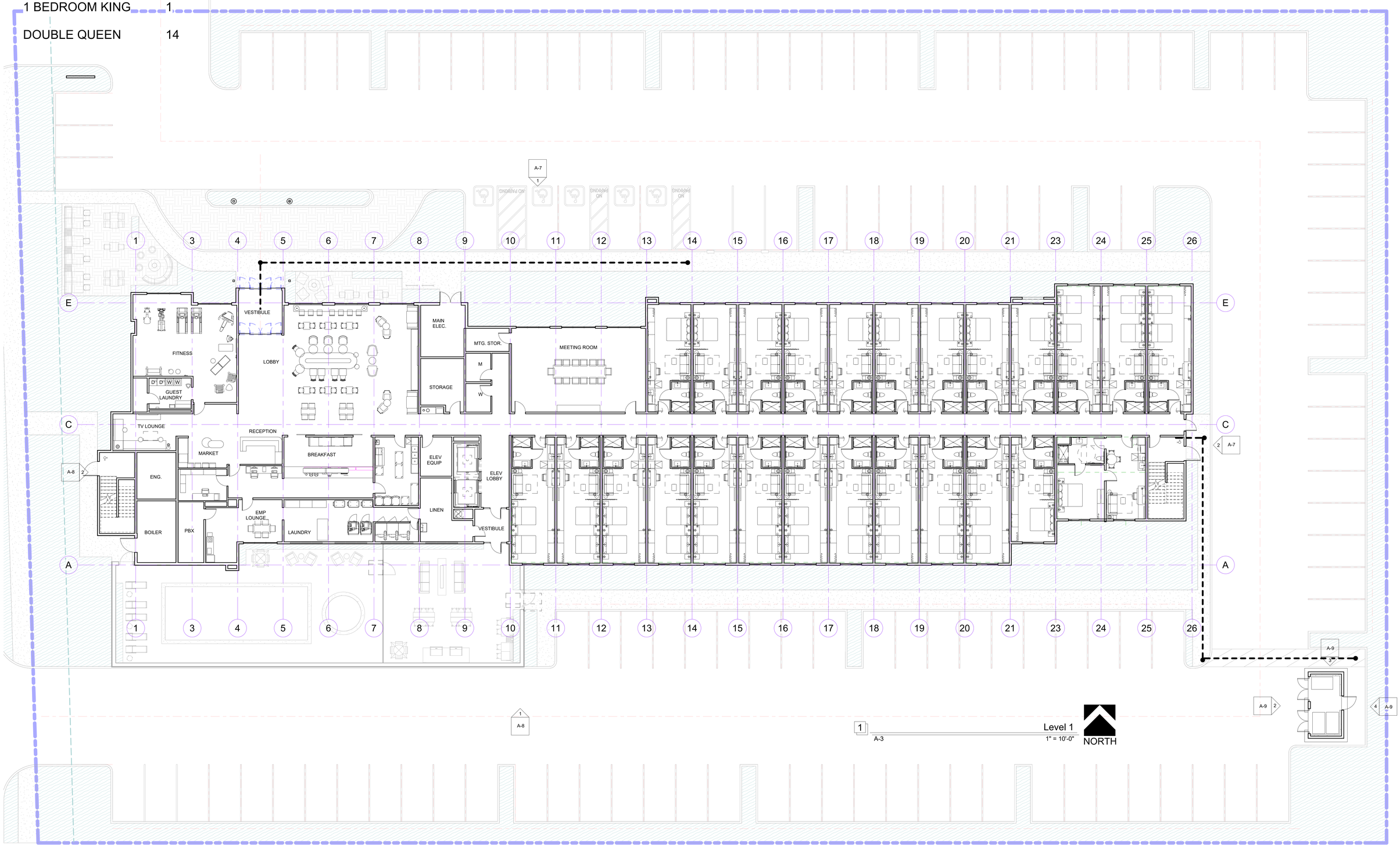
Outdoor Pool and Patio Details

862

A-1.1

ROOM TYPE / MIX

KING	10
1 BEDROOM KING	1
DOUBLE QUEEN	14



1" = 10'-0"

Sethi Management

P.O Box 235927 Encinitas CA 92023

1/30/2023 3:15:31 PM

Yuba City Home2

1441 E. Onstott Rd Yuba City, CA 95951

January 30, 2023

First Floor Plan

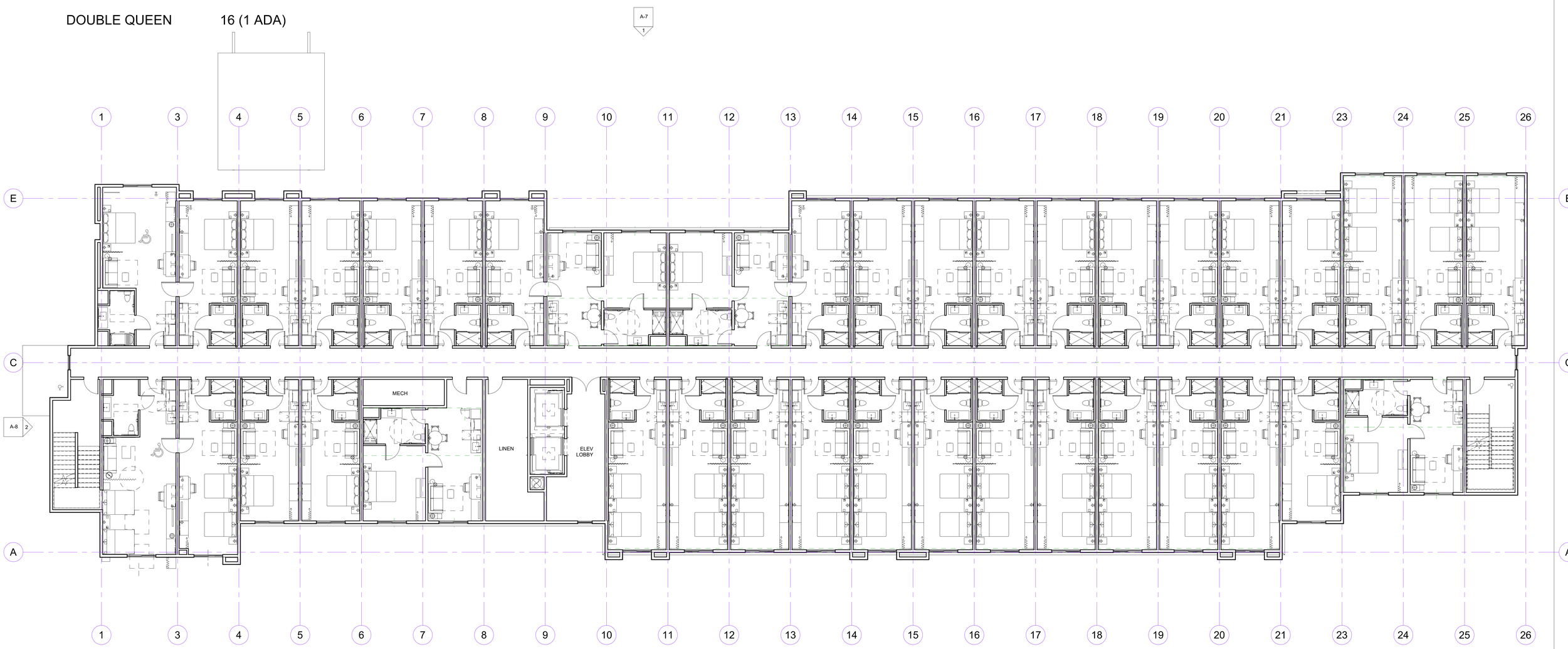
Robert F. Tuttle Architects, Inc.

862

A-3

ROOM TYPE / MIX

KING	19 (1 ADA)
1 BEDROOM KING	4
DOUBLE QUEEN	16 (1 ADA)



NORTH

1 A-4 Level 2 1/8" = 1'-0"

1/8" = 1'-0" Sethi Management

Yuba City Home2

January 30, 2023 Robert F. Tuttle Architects, Inc.

1/30/2023 3:15:33 PM P.O Box 235927 Encinitas CA 92023

1441 E. Onstott Rd Yuba City, CA 95951

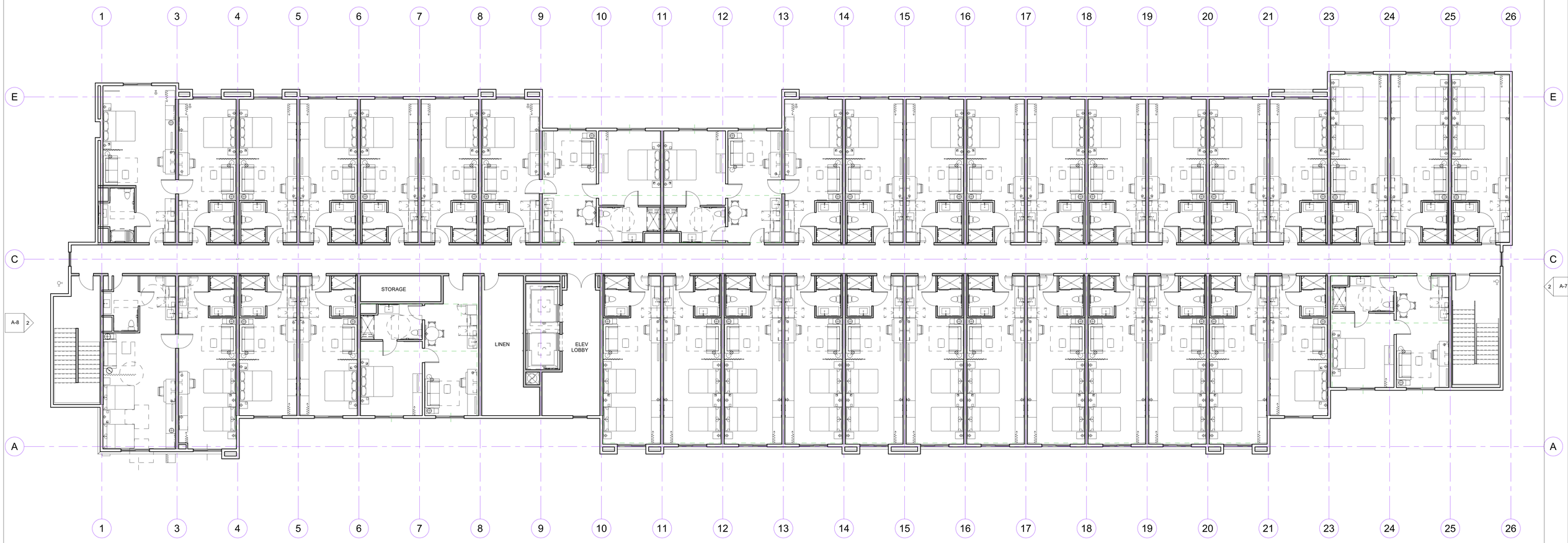
Second Floor Plan

862

A-4

ROOM TYPE / MIX

KING	19 (1 ADA)
1 BEDROOM KING	4
DOUBLE QUEEN	16 (1 ADA)



1/8" = 1'-0" Sethi Management

Yuba City Home2

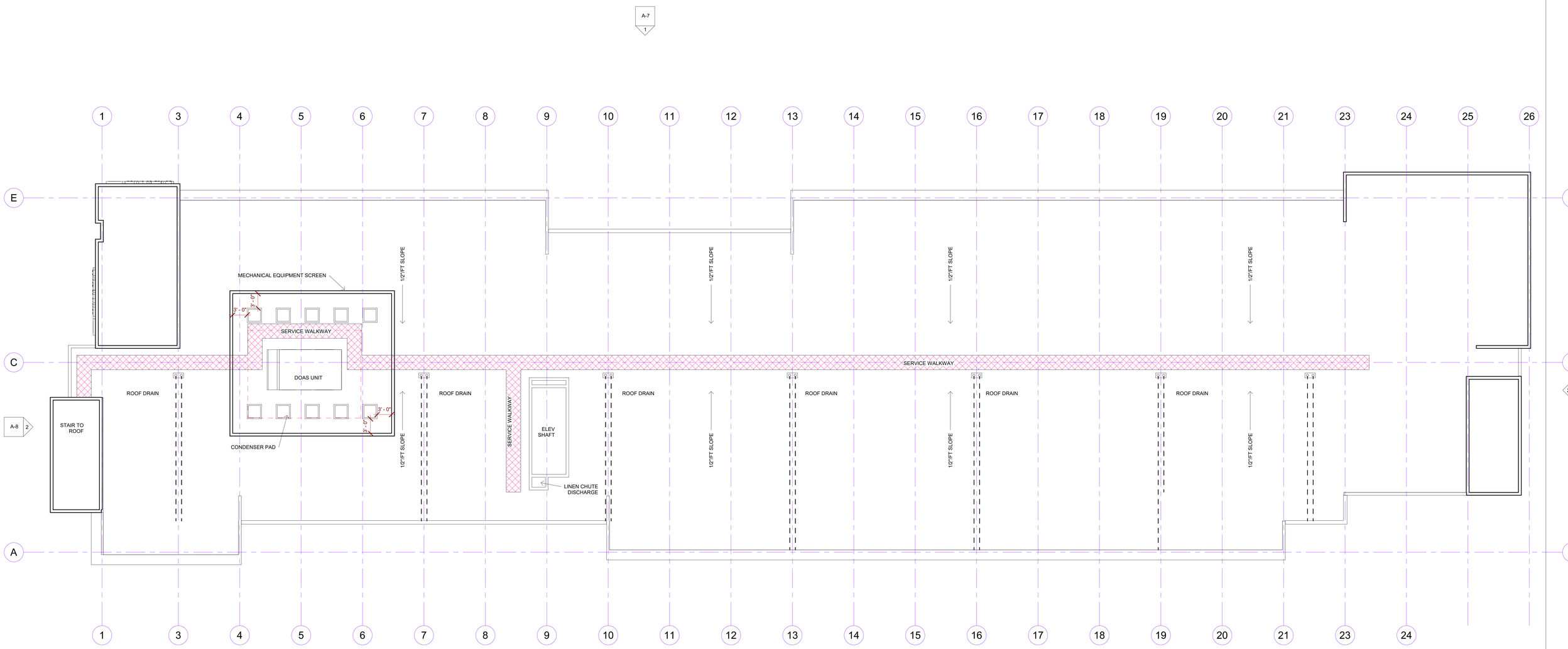
January 30, 2023 Robert F. Tuttle Architects, Inc.

1/30/2023 3:15:34 PM P.O Box 235927 Encinitas CA 92023

1441 E. Onstott Rd Yuba City, CA 95951 Third Floor Plan

862

A-5



1/8" = 1'-0" Sethi Management

Yuba City Home2

January 30, 2023 Robert F. Tuttle Architects, Inc.

1/30/2023 3:15:35 PM P.O Box 235927 Encinitas CA 92023

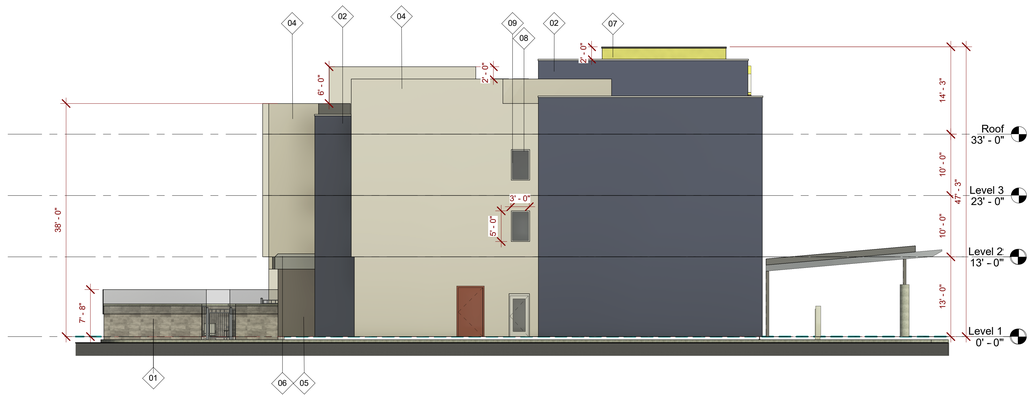
1441 E. Onstott Rd Yuba City, CA 95951 Roof Plan

862

A-6

Elevation Keynotes	
Number	Text
01	TILE MSI CONCRETE PORCELAIN TILE "DIMENSIONS"
02	7/8" STUCCO 3 COAT SYSTEM WITH ACRYLIC SAND SMOOTH FINISH, MATCH DUNN EDWARDS DE6341 "VULCAN"
03	7/8" STUCCO 3 COAT SYSTEM WITH ACRYLIC SAND SMOOTH FINISH, MATCH DUNN EDWARDS DE6231 "SHAKER GRAY"
04	7/8" STUCCO 3 COAT SYSTEM WITH ACRYLIC SAND SMOOTH FINISH, MATCH DUNN EDWARDS DE5498 "CALLA LILY"
05	7/8" STUCCO 3 COAT SYSTEM WITH ACRYLIC SAND SMOOTH FINISH, MATCH DUNN EDWARDS DE6215 "WOODEN PEG"
06	7/8" STUCCO 3 COAT SYSTEM WITH ACRYLIC SAND SMOOTH FINISH, MATCH DUNN EDWARDS DET612 "STIEGLITZ SILVER"
07	7/8" STUCCO 3 COAT SYSTEM WITH ACYRLIC SAN SMOOTH FINISH G REVEAL + BAND BENJAMIN MOORE 398 "FLOWER POWER"
08	WINDOW FRAMES: ANODIZED ALUMINUM DARK BRONZE, FACTORY FINISH
09	GLAZING: LOW 3 DOUBLE GLAZING CLEAR
10	HOME2 SIGNAGE: HILTON STANDARD SIGN AND COLORS, SEPERATE PERMIT REQUIRED

1 North Elevation
A-7 1" = 10'-0"



2 East Elevation
A-7 1" = 10'-0"

1" = 10'-0" Sethi Management

Yuba City Home2

January 30, 2023 Robert F. Tuttle Architects, Inc.

1/30/2023 3:15:48 PM P.O Box 235927 Encinitas CA 92023

1441 E. Onstott Rd Yuba City, CA 95951

Elevations

862

A-7

Elevation Keynotes	
Number	Text
01	TILE MSI CONCRETE PORCELAIN TILE "DIMENSIONS"
02	7/8" STUCCO 3 COAT SYSTEM WITH ACRYLIC SAND SMOOTH FINISH, MATCH DUNN EDWARDS DE6341 "VULCAN"
03	7/8" STUCCO 3 COAT SYSTEM WITH ACRYLIC SAND SMOOTH FINISH, MATCH DUNN EDWARDS DE6231 "SHAKER GRAY"
04	7/8" STUCCO 3 COAT SYSTEM WITH ACRYLIC SAND SMOOTH FINISH, MATCH DUNN EDWARDS DE5498 "CALLA LILY"
05	7/8" STUCCO 3 COAT SYSTEM WITH ACRYLIC SAND SMOOTH FINISH, MATCH DUNN EDWARDS DE6215 "WOODEN PEG"
06	7/8" STUCCO 3 COAT SYSTEM WITH ACRYLIC SAND SMOOTH FINISH, MATCH DUNN EDWARDS DET612 "STIEGLITZ SILVER"
07	7/8" STUCCO 3 COAT SYSTEM WITH ACYRLIC SAN SMOOTH FINISH G REVEAL + BAND BENJAMIN MOORE 398 "FLOWER POWER"
08	WINDOW FRAMES: ANODIZED ALUMINUM DARK BRONZE, FACTORY FINISH
09	GLAZING: LOW 3 DOUBLE GLAZING CLEAR
10	HOME2 SIGNAGE: HILTON STANDARD SIGN AND COLORS, SEPERATE PERMIT REQUIRED

1 South Elevation
A-8 1" = 10'-0"

2 West Elevation
A-8 1" = 10'-0"

1" = 10'-0" Sethi Management

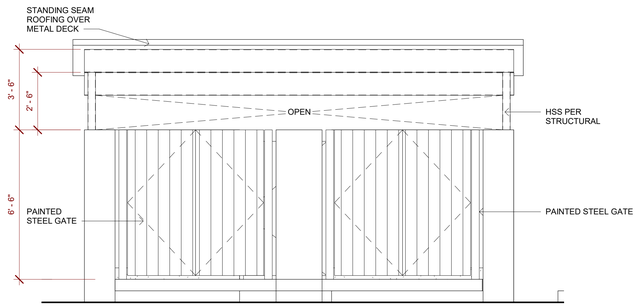
Yuba City Home2

January 30, 2023 Robert F. Tuttle Architects, Inc.

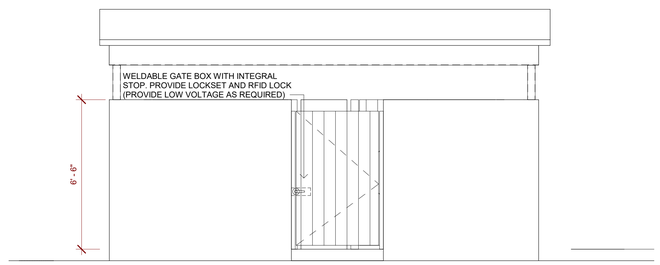
1/30/2023 3:16:02 PM P.O Box 235927 Encinitas CA 92023

1441 E. Onstott Rd Yuba City, CA 95951

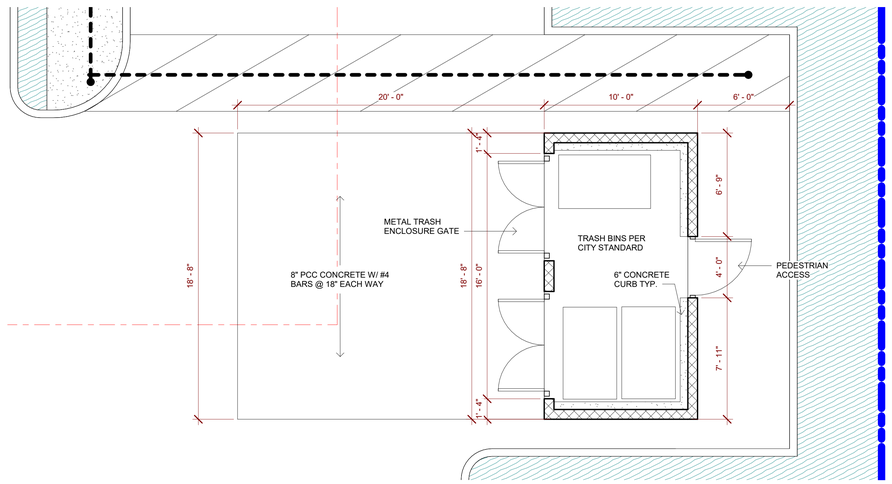
Elevations



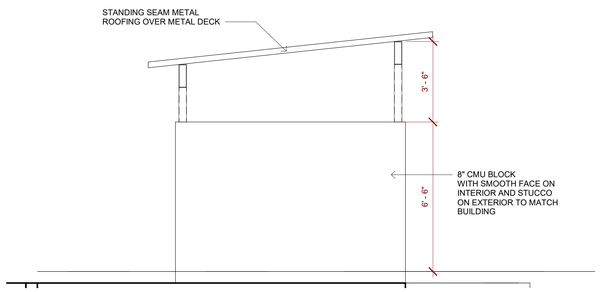
2 Trash Enclosure Front Elevation
A-9 3/8" = 1'-0"



4 Trash Enclosure Rear Elevation
A-9 3/8" = 1'-0"



1 Enlarged Trash Enclosure
A-9 1/4" = 1'-0"



3 Trash Enclosure Side Elevation
A-9 3/8" = 1'-0"

As indicated Sethi Management

Yuba City Home2

January 30, 2023 Robert F. Tuttle Architects, Inc.

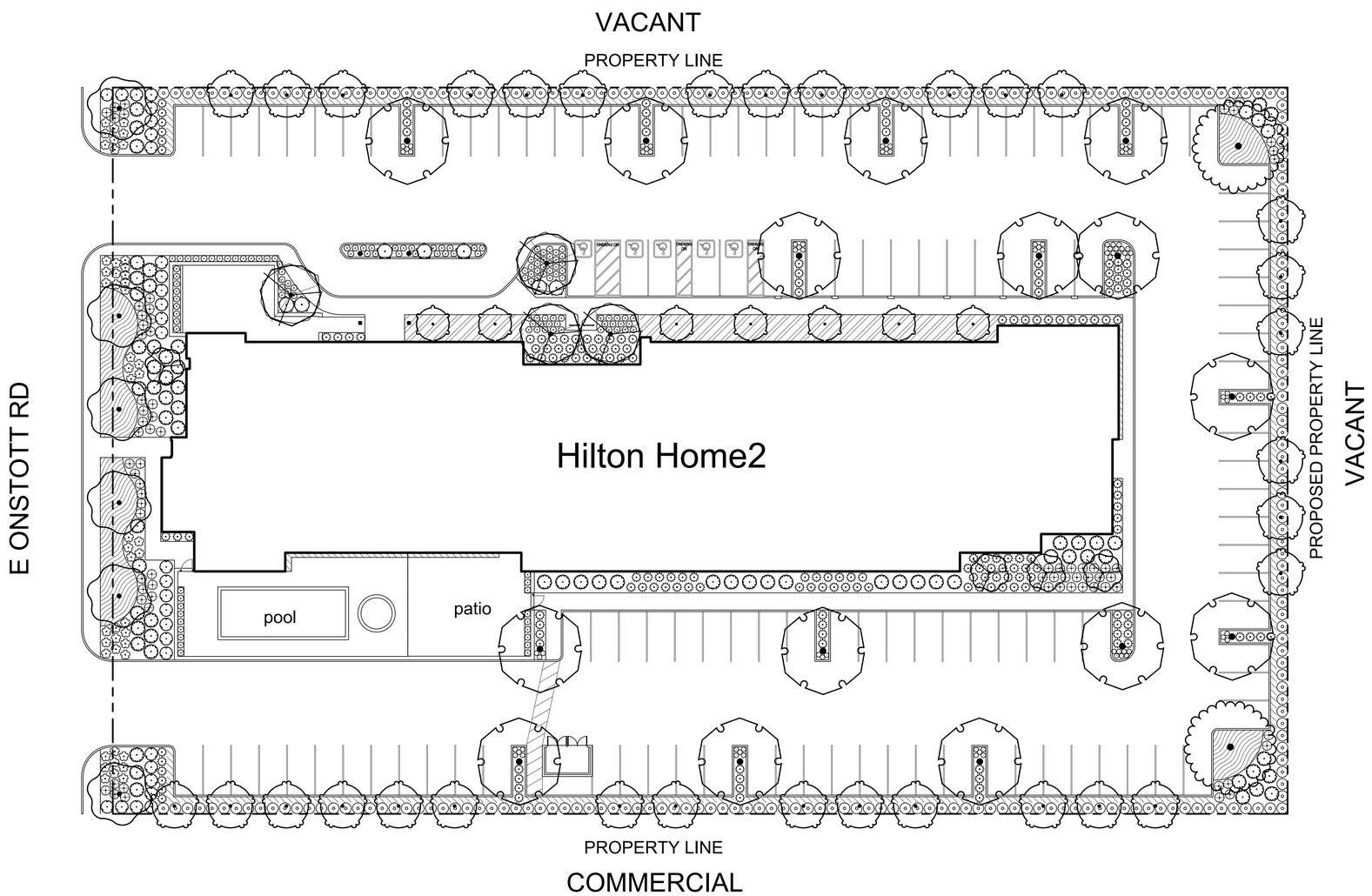
1/30/2023 3:16:03 PM P.O Box 235927 Encinitas CA 92023

1441 E. Onstott Rd Yuba City, CA 95951

Enlarged Trash Enclosure

862

A-9



Planting Legend:

TREES	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	WUCOLS	QTY
	Acer palmatum	Multi-Trunk Japanese Maple	24" Box	per plan	M	4
	Acer palmatum 'Bloodgood'	Bloodgood Japanese Maple	15 gal.	per plan	M	7
	Acer x freemanii 'Armstrong'	Armstrong Freeman Maple	15 gal.	per plan	M	32
	Lagerstroemia x `Natchez`	White Crape Myrtle Multi-Trunk	15 gal.	per plan	L	4
	Nyssa sylvatica	Tupelo	24" Box	per plan	M	6
	Pistacia chinensis `Keith Davey`	Keith Davey Chinese Pistache	15 gal.	per plan	L	15
	Platanus x acerifolia `Columbia`	London Plane Tree	15 gal.	per plan	M	2

SHRUBS	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	WUCOLS	QTY
	Arbutus unedo `Compacta`	Dwarf Strawberry Tree	5 gal.	6`	L	7
	Carex tumulicola	Berkeley Sedge	1 gal.	2.5`	L	128
	Dietes vegeta	African Iris	1 gal.	3.5`	L	188
	Lantana x 'New Gold'	New Gold Lantana	1 gal.	3`	L	74
	Rhaphiolepis umbellata `Minor`	Yedda Hawthorn	5 gal.	4`	L	244
	Rosa x 'Meiradena' TM	Icecap Floribunda Rose	2 gal.	3.5`	L	49
	Salvia leucantha `Santa Barbara`	Mexican Bush Sage	5 gal.	5`	L	68
	Tulbaghia violacea `Variegata`	Striped Cape Garlic	1 gal.	2`	L	78
	Xylosma congestum `Compacta`	Compact Xylosma	5 gal.	4.5`	L	29

GROUND COVERS	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	WUCOLS	QTY
	Mahonia repens	Creeping Mahonia	1 gal.	3.5`	L	114
	Myoporum parvifolium	Trailing Myoporum	1 gal.	4`	L	93
	Verbena peruviana	Peruvian Verbena	1 gal.	2.5`	L	306

Planting Notes:

1. Before beginning work, Contractor shall inspect the site. If any conditions existing that differ from what is shown on the plans and will affect Contractor's work, notify the owner or Landscape Architect immediately.
2. When fine grading, Contractor is to be sure that water cannot pool against buildings or fences. If this or other drainage problem exists, use drainage structures (catch basins, perforated pipe, etc.) as necessary to eliminate the problem.
3. Contractor shall furnish the City and Owner with a LTP.4 landscape soils report, from Sunland Analytical Lab (916) 852-8557 in Rancho Cordova or equal. Contractor is to follow the recommendations in accordance with the Model Water Efficiency Landscape Ordinance. All landscape areas are to be amended with compost (9 yards per 1,000 square feet, or approximately 3" deep) before planting. Rototill all planting areas at least 9" deep.
4. Weed and weed seeds, both existing and potential, are to be addressed at all planting areas. Contractor to use a pre-emergent herbicide throughout the entire project area. All additives and herbicides selected must be safe for animals and young children. If any concerns arise, Contractor is to bring them to the attention of the Landscape Architect or Owner.
5. Contractor to submit 2 photos of each plant (photo of entire plant, plus close-up of plant tag) to the Landscape Architect for approval prior to installation.
8. Install linear root barriers at each tree within 8' of a paved surface. Use 8 lineal feet (four 24" wide panels) of 24" deep DeepRoot panels, or equal, centered on tree, per manufacturer's instructions, at each edge of paved surface. The root barrier is to to be installed linear against the curb or walk at 1" below adjacent finished grades. The gap between the barrier and paved surface shall be backfilled with soil.
9. Contractor to verify quantities listed. Plant quantities are provided as a convenience only. If there is a discrepancy between the quantities provided and what is shown on the plans, then Contractor is to refer to the plans.
10. Add fertilizer tablets (Agriform or similar) to each tree or shrub when planting in the following quantities:
    1 gallon - 1 tablet, 5 gallon - 3 tablets, 15 gallon - 10 tablets, 24" box - 15 tablets
11. The backfill mix for tree and shrub pits must use the following: 1 part compost to 2 parts native soil.
12. Contractor to place 3" of recycled dark brown bark chip mulch to cover all planting areas.
13. Contractor is responsible to ensure that all plant containers will not be treated as waste. Containers should be returned to a nursery or may be recycled. Plant tags are to be recycled when possible.
14. Contractor is responsible to notify the City prior to work commencement and to set up an inspection schedule.
15. Contractor is to maintain all landscape work for 60 days after the landscape has been accepted by Yuba City.
16. All work is to be guaranteed by the installing Contractor for one (1) full calendar year after acceptance by Owner unless specified otherwise.

Compliance Statement:

I have complied with the criteria of the Model Water Efficient Landscape Ordinance and applied them accordingly for the efficient use of water in the landscape design plan.

0 20 40 60

N

LICENSED LANDSCAPE ARCHITECT
LINDA M. FISH
1-31-23
9-2-21
STATE OF CALIFORNIA

Revisions:

Linda Fish
Landscape Architect
fishlandscape@sbcglobal.net
(209) 656-7177
PLA #4346

Preliminary
Landscape Plan

Yuba City Home2

1441 E. Onstott Rd.
Yuba City, CA

Scale: 1"=20-'0"

Date: 9-2-21

Drawn: LF

Sheet Number:

L1

EXHIBIT B

CITY OF YUBA CITY
CONDITIONS OF APPROVAL
DEVELOPMENT PLAN 22-02
MARCH 22, 2022

HOME 2 SUITES BY HILTON
APNs: 51-040-013

NOTICE TO PROJECT APPLICANT

In accordance with the provisions of Government Code Section 66020(d)(1), the imposition of fees, dedication, reservations or exactions for this project are subject to protest by the project applicant at the time of approval or conditional approval of the development or within ninety (90) calendar days after the date of imposition of fees, dedications, reservation, or exactions imposed on the development project. This notice does not apply to those fees, dedications, reservations, or exactions which were previously imposed and duly noticed; or, where no notice was previously required under the provisions of Government Code Section 66020(d)(1) in effect before January 1, 1997.

IMPORTANT: PLEASE READ CAREFULLY

Please note that this project is subject to a variety of discretionary conditions of approval. These include conditions based on adopted City plans and policies, those determined through the development plan review and environmental assessment essential to mitigate adverse effects on the environment including the health, safety, and welfare of the community, and recommended conditions for development that are not essential to health, safety, and welfare, but would on the whole enhance the project and its relationship to the neighborhood and environment.

Discretionary conditions of approval may be appealed. All code requirements, however, are mandatory and may only be modified by variance, provided the findings can be made.

All discretionary conditions of approval will ultimately be deemed mandatory unless appealed by the applicant to the City Council within 10 days after the decision by the Planning Commission. In the event you wish to appeal the Planning Commission's decision or discretionary conditions of approval, you may do so by filing a written appeal with the City Clerk. The appeal shall state the grounds for the appeal and wherein the Commission failed to conform to the requirements of the zoning ordinance. This should include identification of the decision or action appealed and specific reasons why you believe the decision or action appealed should not be upheld.

Approval of this development plan shall be considered null and void in the event of failure by the applicant and/or the authorized representative, architect, engineer, or designer to disclose and delineate all facts and information relating to the subject property and the proposed development.

Approval of this development plan may become null and void in the event that development is not completed in accordance with all the conditions and requirements imposed on this development plan, the zoning ordinance, and all City standards and specifications. This development plan is granted, and the conditions imposed, based upon the application submittal provided by the applicant, including any operational statement. The application is material to the issuance of this development plan. Unless the conditions of approval specifically require

operation inconsistent with the application, a new or revised development plan is required if the operation of this establishment changes or becomes inconsistent with the application. Failure to operate in accordance with the conditions and requirements imposed may result in revocation of the development plan or any other enforcement remedy available under the law. The City shall not assume responsibility for any deletions or omissions resulting from the development plan review process or for additions or alterations to any construction or building plans not specifically submitted and reviewed and approved pursuant to this development plan or subsequent amendments or revisions. These conditions are conditions imposed solely upon the development plan, and are not conditions imposed on the City or any third party. Likewise, imposition of conditions to ensure compliance with federal, state, or local laws and regulations does not preclude any other type of compliance enforcement.

These conditions are applicable to any person or entity making use of this tentative development plan, and references to “developer” or “applicant” herein also include any applicant, property owner, owner, leasee, operator, or any other person or entity making use of this tentative development plan.

CONDITIONS OF APPROVAL

1. To the furthest extent allowed by law, applicant/property owner shall indemnify, hold harmless and defend City and each of its officers, officials, employees, consultants, agents and volunteers from any and all loss, liability, fines, penalties, forfeitures, damages and costs (including attorney's fees, litigation expenses and administrative record preparation costs) arising from, resulting from, or in connection with any Third-Party Action (as hereinafter defined). The term “Third Party Action” collectively means any legal action or other proceeding instituted by (i) a third party or parties, or (ii) a governmental body, agency or official other than the City, that: (a) challenges or contests any or all of these Conditions of Approval or any approval associated with entitlements associated with the project (collectively “Approvals”); or (b) claims or alleges a violation of CEQA or another law in connection with the Approvals by the City, or the grant, issuance or approval by the City of any or all Approvals. Applicant’s/property owner’s obligations under this paragraph shall apply regardless of whether City or any of its officers, officials, employees, consultants, agents or volunteers are actively or passively negligent, but shall not apply to any loss, liability, fines, penalties forfeitures, costs or damages caused solely by the active negligence or willful misconduct of the City or any of its officers, officials, employees, agents or volunteers. The provisions of this section shall survive any termination, revocation, overturn, or expiration of an approval.

   Nothing in this section shall obligate the City to defend any claim and the City shall not be required to pay or perform any settlement arising from any such claim not defended by the City, unless the City approves the settlement in writing. Nor shall the City be prohibited from independently defending any claim, and if the City does decide to independently defend a claim, the applicant/property owner shall be responsible for City’s attorneys’ fees, expenses of litigation, and costs for that independent defense, including the costs of preparing any required administrative record. Applicant/property owner shall submit all documents filed in the Third-Party Action for review and approval of the City Attorney prior to filing of said documents on behalf of the City.

   The City may, at any time, require the applicant to reimburse the City for costs that have been, or which the City reasonably anticipates will be, incurred by the City during the course of processing or defending any Third-Party Actions. The City shall provide applicant/property owner with an invoice detailing all reasonable costs incurred. Applicant/property owner shall tender to the City payment-in-full of all

reasonable and necessary costs within thirty (30) days from the date upon the invoice. Applicant/property owner shall contact the City within a reasonable time to arrange any extension of the thirty (30) day time period for payment-in-full of the invoiced amount. Applicant/property owner further acknowledges and agrees, failure to timely tender payment-in-full to the City shall be considered a breach and non-compliance with the conditions of approval for the project. Applicant/property owner shall also be required, upon request of the City, to deposit two month's estimated costs anticipated by the City to be incurred, which may be used by the City as a draw down account to maintain a positive balance pending tender of payment by Applicant/property owner as noted herein.

2. The development and operation of the project shall comply with the Development Plan as approved by the Planning Commission on March 22, 2023, unless as otherwise approved by the Development Services Director.

3. Approval of Development Plan (DP) 22-02 shall be null and void without further action if either 1) the project has not been substantially commenced within two years of the approval date of the development plan or 2) that a request for an extension of time, pursuant to Section 8-5.7106 of the Yuba City Municipal Code has not been submitted to the City.

4. The development and operation of the project shall comply with all local, state, and federal codes (including Building and Fire codes) and local development standards.

    a. The Developer or Representative shall obtain an Encroachment Permit from the City prior to performing any work within public rights of way.

5. The landscape plan must comply with Yuba City Municipal Code Sec. 8-5.60. This includes tree spacing, shade requirements, etc.

6. All exterior lighting shall be decorative in nature. No wall packs are permitted.

7. The development must comply with the letter from the Feather River Air Quality Management District (FRAQMD), dated April 12, 2022 (attached).

8. The Developer, at their expense, shall be solely responsible for all quality control associated with the project. The quality control shall include, but is not limited to, the following: survey work, potholing existing utilities, all geotechnical testing, soil reports, concrete testing, asphalt testing, and any other required special testing/inspections. The City will only perform necessary testing to assure compliance.

PRIOR TO ISSUANCE OF A GRADING PERMIT

9. The improvement plans for the development of the subject property shall include all measures required to meet City standards. There is to be no increased drainage to adjacent properties from the development, or that the development will not impede the drainage from those properties. If retaining walls are required they shall be constructed of concrete or masonry block.

PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS

10. Obtain all necessary approvals from City, State, and Federal agencies, utilities and other effected parties that are required for the project including, but not limited to, the preparation of drawings, studies, reports, permit applications, and payment of fees. The

Developer shall provide evidence, to the satisfaction of the Public Works Department, that all such obligations have been met.

11. E. Onstott Frontage Road shall be constructed to include the following frontage improvements:
    - 18.0-foot half width pavement section - centerline to lip
    - 2.5-foot barrier curb and gutter
    - 8.0-foot landscaped parkway strip (measured from back of curb to face of sidewalk)
    - 5.0-foot wide sidewalk
    - Street trees
    - Streetlight(s)

12. Developer shall dedicate right-of-way to the city in a width of 30 feet from the centerline of E. Onstott Frontage Road to the east right-of-way line.

13. Developer shall dedicate a 12-foot-wide Public Utility Easement (PUE) to the City contiguous, and parallel to, to the east right-of-way line.

14. Two street lights shall be installed on E Onstott Frontage Road to the satisfaction of the Public Works Director.

15. Offsite directional arrow signs, which are to be approved by the City Engineer, shall be installed indicating the direction to access Highway 99. Signs to be located at:

    a. Northbound E Onstott Frontage Rd, to eastbound Washington Ave.
    b. Eastbound Washington Ave to northbound Gray Ave.

16. The Developer shall comply with all City requirements related to drainage, including submittal of a drainage plan for any drainage improvements for the proposed development. A drainage analysis, along with calculations, shall be submitted to the City Engineer for approval. The analysis shall include, but is not limited to:

    a. Grading and drainage plan showing the proposed drainage conveyance and storage system.

    b. Supporting calculations demonstrating adequacy of conveyance capacity and storage volume.

    c. The Drainage Study shall be completed and stamped by a Professional Engineer and determined by the City Engineer to be comprehensive, accurate, and adequate.

17. Development shall comply with Yuba City's stormwater requirements and Post-Construction Standards Plan. The Post Construction information can be found here: https://www.yubacity.net/city_hall/departments/public_works/engineering/stormwater_management

18. All development shall be designed to local, state, and federal flood standards.

19. The structural section of all road improvements shall be designed using the Caltrans empirical R-value method. A geotechnical investigation shall determine the R-value of the existing soil in accordance with the Caltrans Highway Design Manual. The structural section shall be designed to the following standards:

a. Use 3” minimum for residential, 4” minimum for collectors and 6” minimum for arterials, of ‘Type A’ asphaltic concrete over Class 2 aggregate base (the thickness of the base shall be designed to the R-value of the soil)

b. Use a traffic index of 6 for residential streets

c. Use a traffic index of 7 for collector streets

d. Use a traffic index of 10 for arterial streets

A copy of the geotechnical investigation, including R-value determination, test locations and structural section calculations, shall be submitted with the first improvement plan check.

20. Striping, pavement markings and traffic signage shall be provided as necessary and as required by the Public Works Department. Signage restricting parking and red painted curbing shall be installed where appropriate.

21. The street trees and street lighting are public improvements which shall meet the Parks Division Planting Standards and City Standard Details and be included in the Improvement Plans and Specifications when the improvement plans are submitted for the first improvement plan check. The street tree species shall be approved by the Development Services Director.

22. Required Improvement Plan Notes:

a. "Any excess materials shall be considered the property of the contractor/owner and shall be disposed of away from the job site in accordance with applicable local, state and federal regulations."

b. "During construction, the Contractor shall be responsible for controlling noise, odors, dust and debris to minimize impacts on surrounding properties and roadways. The Contractor shall be responsible for all construction equipment to be equipped with manufacturers approved muffler baffles. Failure to do so may result in the issuance of an order to stop work.”

c. “If any hazardous waste is encountered during the construction of this project, all work shall be immediately stopped and the Sutter County Environmental Health Department, the Fire Department, the Police Department, and the City Inspector shall be notified immediately. Work shall not proceed until clearance has been issued by all of these agencies.”

d. "The Contractor(s) shall be required to maintain traffic flow on affected roadways during non-working hours, and to minimize traffic restriction during construction. The Contractor shall be required to follow traffic safety measures in accordance with the “California Manual of Uniform Traffic Control Devices, latest edition.” The City of Yuba City emergency service providers shall be notified, at least two working days in advance, of proposed construction scheduled by the contractor(s).”

e. “Soil shall not be treated with lime or other cementitious material without prior express permission by the Public Works Department.”

f. “Where an excavation for a trench and/or structure is five (5) feet deep or more, the contractor shall conform to O.S.H.A. requirements. The contractor shall provide a copy of the approved O.S.H.A. permit, and shoring details and calculations prepared by California licensed structural engineer to the Public Works Department, prior to beginning construction.”

PRIOR TO ACCEPTANCE OF THE PUBLIC IMPROVEMENTS

23. All existing well(s), septic tank(s), and service lines shall be destroyed in accordance with the requirements of the Sutter County Environmental Health and Yuba City Building Departments, respectively.

24. Prior to final paving, the Developer shall hydroflush, and televise, all storm drains and sewer connections. In addition, prior to the City's acceptance of the improvements, and at the Public Works Department's discretion, the storm sewer and sewer connections shall be re-hydroflushed.

25. The contractor shall maintain record drawings of the improvements and keep them on site at all times. When the project is complete, the contractor shall deliver a marked set of plans to the Engineer of Record. The Engineer of Record shall update the improvement plans with the record information. Once the changes have been added to the plans, the Engineer of Record shall submit both an electronic copy (Civil 3D version 2017 or newer) and a hard copy to the City. The City will not accept the completion of the improvements until the electronic copy and hard copy have been submitted.

26. All public street lighting shall be dedicated to the City of Yuba City.

27. The property shall petition for formation of a Zone of Benefit of the Yuba City Lighting and Landscaping Maintenance District for the purpose of maintaining the street trees which are to be planted along the frontage road and the street lights. The Engineering Division shall be reimbursed actual costs associated with the formation of the district.

PRIOR TO ISSUANCE OF A BUILDING PERMIT

28. All applicable fees associated with utilizing the Gilsizer Drainage District system shall be paid, or as otherwise determined by the Public Works Director.

29. The Developer's Superintendent/Representative shall submit three (3) sets of utility plans showing joint trench locations and distribution lines prior to issuance of first building permit for each phase of construction.

PRIOR TO THE ISSUANCE OF A CERTIFICATE OF OCCUPANCY

30. The existing power poles along the property on E Onstott Frontage Road shall be placed underground, or addressed in accordance with the City's Overhead Utility Policy adopted March 17, 2020. The total lineal foot length of overhead lines along E Onstott Frontage Road is determined to be 233 (confirm with final LLA) lineal feet or as otherwise determined by the Public Works Director.

31. The curb, gutter, sidewalk, and lot drainage shall be inspected and approved by the City. Any curb, gutter and sidewalk which is not in accord with City standards or is damaged before or during construction, shall be replaced. All sidewalks along the City right-of-way shall be free of any non-control joint cracking. In addition, any concrete with cracks, chips, blemishes, and spalling greater than an inch in diameter shall be replaced from control joint to control joint.

32. All street lighting shall be constructed per the Improvement Plans and energized prior to the issuance of any certificate of occupancy or as approved by the Development Services Director.

Attachments:

A. *Feather River Air Quality Management District (FRAQMD), dated April 12, 2022*

541 Washington Avenue
Yuba City, CA 95991
(530) 634-7659
FAX (530) 634-7660
www.fraqmd.org

Christopher D. Brown, AICP
Air Pollution Control Officer

Serving Sutter and Yuba Counties

April 12, 2022

City of Yuba City Development Services
1201 Civic Center Blvd
Yuba City, CA 95993

Re: Home2 Suites by Hilton

Dear Ashley Potocnik,

The Feather River Air Quality Management District (District) appreciates the opportunity to review and comment in the project referenced above.

The District recommends that the project prepare a Fugitive Dust Control Plan for the constructional phase of development and submit it to the air district. Further, the project will be responsible during construction phase to adhere to District Rule 3.16 which states that the developer or contractor are required to control dust emissions from earth moving activities, handling, or storage activity from leaving the project site.

The District has also attached a list of local and state regulations applicable to new development that each project must adhere to in addition to any mitigation measures proposed to reduce construction or operational air quality impacts.

The storage buildings and associated driveways and parking would be subject to the Indirect Source Fee at the commercial rate of $0.06 per square foot.

If you need any further assistance, please contact me at (530) 634-7659 x209. Air District staff will be available to assist the project proponent or lead agency as needed.

Sincerely,

Peter Angelonides
Air Quality Planner

Enclosures: Rules and Regulations Statement, Fugitive Dust Control Plan

File: Chron
ISR

Feather River Air Quality Management District
Fugitive Dust Control Plan

This plan, upon signature and submittal to the FRAQMD, will serve as an approved Fugitive Dust Control Plan to be implemented at the designated site. This plan must be submitted by the project proponent and received at the air district prior to start of work.

The approved plan serves as an acknowledgment by the project proponent of their duty to address state and local laws governing fugitive dust emissions and the potential for first offense issuance of a Notice of Violation by the air district where violations are substantiated by District staff. This plan (along with standard mitigation measures for all projects and best available mitigation measures where applicable) shall be made available to the contractors and construction superintendent on the project site.

- Site Location: _____

- Project Type (circle all that apply): Residential Commercial Industrial Transportation

- List of responsible persons:

  Company:_____

  Office (name, title, address, phone): _____

  _____

  Field (name, title, phone): _____

- Projected Start and End Dates: _____
  (Day/Month/Year)

Project Proponent: _____ _____
Printed Name Company/Phone

By signing this document I acknowledge that I have read the FRAQMD Rules and Regulations Statement: New Development, which includes state and local fugitive dust emission laws. I understand that it is my responsibility as the project proponent to ensure that appropriate materials and instructions are available to site employees to implement fugitive dust mitigation measures appropriate for each development phase of this project in order to ensure compliance.

I further acknowledge that it is my responsibility to ensure that site employees are made formally aware of fugitive dust control laws, requirements, and available mitigation techniques, and that appropriate measures are to be implemented at the site as necessary to prevent fugitive dust violations.

Signature: _____ Name: _____

Title: _____ Date: _____

Please Submit to: FRAQMD, 541 Washington Avenue, Yuba City, CA 95991 Attn: Planning
Phone: 530-634-7659 x210 FAX: 530-634-7660 Email: planning@fraqmd.org

FRAQMD Rules & Regulations Statement: New Development

The following statement is recommended as standard condition of approval or construction document language for **all** development projects within Feather River Air Quality Management District (FRAQMD). All projects are subject to FRAQMD rules in effect at the time of construction. A complete listing of current rules is available at www.fraqmd.org or by calling 530-634-7659. Specific rules that may relate to construction activities or building design may include, but are not limited to:

Regulation IV: Stationary Emission Sources Permit System and Registration. Any project that includes the use of equipment capable of releasing emissions to the atmosphere may require permit(s) from FRAQMD prior to equipment operation. The applicant, developer, or operator of a project that includes an emergency generator, boiler, or internal combustion engine should contact the FRAQMD early to determine if a permit is required, and to begin the permit application process. Portable construction equipment (e.g. generators, compressors, pile drivers, lighting equipment, etc.) with an internal combustion engine over 50 horsepower are required to have a FRAQMD permit or a California Air Resources Board portable equipment registration. Other general types of uses that require a permit include, but are not limited to fumigation chambers, gasoline tanks and dispensing, spray booths, and operations that generate airborne particulate emissions.

Rule 3.0: Visible Emissions. 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 as dark or darker in shade as that designated as No. 2 on the Ringleman Chart.

Rule 3.15: Architectural Coatings. The developer or contractor is required to use coatings that comply with the volatile organic compound content limits specified in the rule.

Rule 3.16: Fugitive Dust. The developer or contractor is required to control dust emissions from earth moving activities, storage or any other construction activity to prevent airborne dust from leaving the project site.

Rule 3.17: Wood Burning Devices. This rule requires newly installed wood burning devices meet emission standards. Wood burning fireplaces are prohibited unless they meet emission standards.

Rule 3.23: Natural Gas-Fired Water Heaters, Small Boilers, and Process Heaters. This rule requires all newly purchased or installed units 75,000 Btu/hr up to 1 million Btu/hr meet emission limits.

Rule 7.10: Indirect Source Fee. An applicant for a building permit shall pay fees to the FRAQMD based on number of units (residential) or square footage of the building and associated parking (commercial and industrial).

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 of vegetative 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 to energy facilities (permitted biomass facilities), mulched, composted, or used for firewood. It is unlawful to haul waste materials offsite for disposal by open burning.

In addition, other State or Federal rules and regulations may be applicable to construction phases of development projects, including:

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.

HSC section 41701. Except as otherwise provided in Section 41704, or Article 2 (commencing with Section 41800) of this chapter other than Section 41812, or Article 2 (commencing with Section 42350) of Chapter 4, no person shall discharge into the atmosphere from any source whatsoever any air contaminant, other than uncombined water vapor, 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 Ringelmann 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 subdivision (a).

California Vehicle Code section 23114 regarding transportation of material on roads and highways.

California Code of Regulations Title 13 Chapter 10 section 2485: Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling. Limits idling time to 5 minutes for on-road heavy duty diesel trucks.

California Code of Regulations Title 13 Chapter 9 Article 4.8 section 2449: Regulation for In-Use Off-Road Diesel Vehicles. Limits idling time to 5 minutes.

California Code of Regulations Title 17 Division 3 Chapter 1 Subchapter 7.5 section 93105: Asbestos ATCM for Construction, Grading, Quarrying, and Surface Mining Operations.

California Code of Regulations Title 17 Division 3 Chapter 1 Subchapter 7.5 section 93106: Asbestos ATCM for Surfacing Applications.

Asbestos NESHAP. Prior to demolition of existing structures, an asbestos evaluation must be completed in accordance with the Asbestos National Emission Standard for Hazardous Air Pollutants (NESHAP) regulations. Section 61.145 requires written notification of demolition operations. Asbestos NESHAP Demolition/Renovation Notification Form can be downloaded at http://www.arb.ca.gov/enf/asbestos/asbestosform.pdf. This notification should be typewritten and postmarked or delivered no later than ten (10) days prior to the beginning of the asbestos demolition or removal activity. Please submit the original form to USEPA and a copy each to California Air Resources Board (CARB) and the District at the addresses below:

U.S. EPA
Attn: Asbestos NESHAP Program
75 Hawthorne Street
San Francisco, CA 94105

CARB, Compliance Division
Attn: Asbestos NESHAP Program
P.O. Box 2815
Sacramento, CA 95814

FRAQMD
Attn: Karla Sanders
541 Washington Avenue
Yuba City, CA 95991

Feather River Air Quality Management District
Fugitive Dust Control Plan

This plan, upon signature and submittal to the FRAQMD, will serve as an approved Fugitive Dust Control Plan to be implemented at the designated site. This plan must be submitted by the project proponent and received at the air district prior to start of work.

The approved plan serves as an acknowledgment by the project proponent of their duty to address state and local laws governing fugitive dust emissions and the potential for first offense issuance of a Notice of Violation by the air district where violations are substantiated by District staff. This plan (along with standard mitigation measures for all projects and best available mitigation measures where applicable) shall be made available to the contractors and construction superintendent on the project site.

- Site Location: _____

- Project Type (circle all that apply): Residential Commercial Industrial Transportation

- List of responsible persons:

  Company:_____

  Office (name, title, address, phone): _____

  _____

  Field (name, title, phone): _____

- Projected Start and End Dates: _____
  (Day/Month/Year)

Project Proponent: _____ _____
Printed Name Company/Phone

By signing this document I acknowledge that I have read the FRAQMD Rules and Regulations Statement: New Development, which includes state and local fugitive dust emission laws. I understand that it is my responsibility as the project proponent to ensure that appropriate materials and instructions are available to site employees to implement fugitive dust mitigation measures appropriate for each development phase of this project in order to ensure compliance.

I further acknowledge that it is my responsibility to ensure that site employees are made formally aware of fugitive dust control laws, requirements, and available mitigation techniques, and that appropriate measures are to be implemented at the site as necessary to prevent fugitive dust violations.

Signature: _____ Name: _____

Title: _____ Date: _____

Please Submit to: FRAQMD, 541 Washington Avenue, Yuba City, CA 95991 Attn: Planning
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California Code of Regulations Title 17 Division 3 Chapter 1 Subchapter 7.5 section 93106: Asbestos ATCM for Surfacing Applications.

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U.S. EPA
Attn: Asbestos NESHAP Program
75 Hawthorne Street
San Francisco, CA 94105

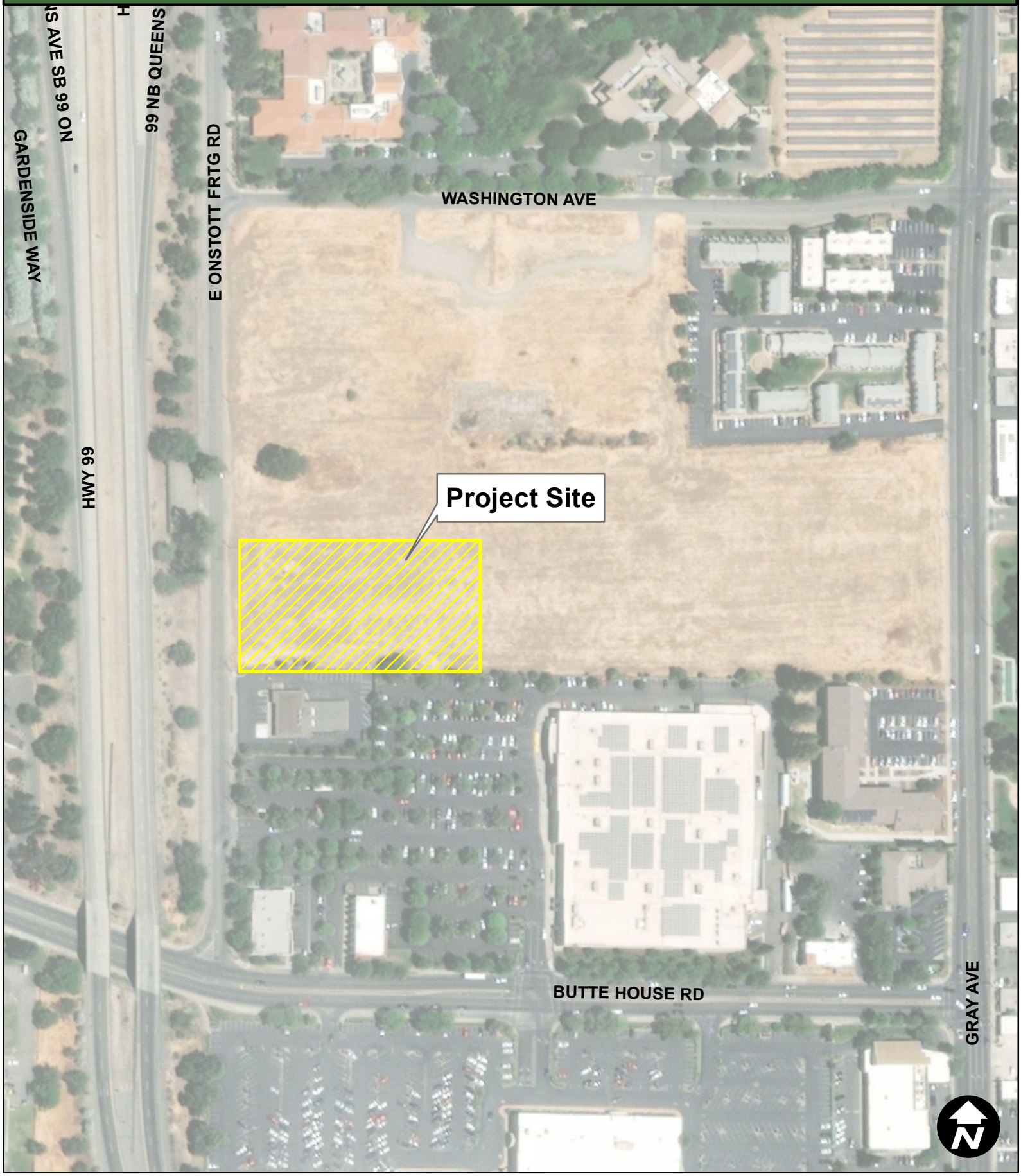
CARB, Compliance Division
Attn: Asbestos NESHAP Program
P.O. Box 2815
Sacramento, CA 95814

FRAQMD
Attn: Karla Sanders
541 Washington Avenue
Yuba City, CA 95991

ATTACHMENT 2

Development Plan (DP 22-02)

Location Map - Home2 Suites by Hilton



ATTACHMENT 3

TRANSPORTATION IMPACT ANALYSIS

FOR

HOME2 SUITES BY HILTON PROJECT

Yuba City, CA

Prepared For:

SETHI MANAGEMENT, INC
6100 Innovation Way
Carlsbad, CA 92009

Prepared By:

KDAnderson & Associates, Inc.
3853 Taylor Road, Suite G
Loomis, California 95650
(916) 660-1555

October 10, 2022

6569-A-01

Home2SuitesbyHiltonYubaCity.rpt

TRANSPORTATION IMPACT ANALYSIS FOR
HOME2 SUITES BY HILTON PROJECT
Yuba City, CA

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October 10, 2022

KDA

TRANSPORTATION IMPACT ANALYSIS FOR
HOME2 SUITES BY HILTON PROJECT
Yuba City, CA

INTRODUCTION / SUMMARY

Study Purpose and Project Description

Location. This transportation impact study presents an analysis of the traffic-related effects associated with the Home2 Suites by Hilton proposed on the E. Onstott Frontage Road in the area between Butte House Road and Queens Avenue in the City of Yuba City. The project would occupy a 2 acre site that is now vacant. Figure 1 presents the regional location of the project site.

Access. Figure 2 presents the project site plan. Access to the site will be provided by two new full access driveways on E. Onstott Frontage Road. The northern access is located about 610 feet south of the Washington Avenue intersection (centerline to driveway centerline), and the southern driveway is about 535 feet from Butte House Road (driveway centerline to stop bar).

Land Use. For the purpose of this analysis, the project is a 102 room hotel.

Overall Analysis Approach

This traffic study presents an analysis of traffic operations under the following two (2) scenarios:

- Existing a.m. and p.m. peak hour conditions
- Existing Plus Home2 Suites by Hilton Project conditions

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

- Queens Avenue / SR 99 SB ramps (traffic signal)
- Queens Avenue / SR 99 NB ramps (traffic signal)
- Queens Avenue / E. Onstott Frontage Road (NB/SB Stop)
- Washington Avenue / Gray Avenue (EB/WB Stop)
- Butte House Road / E. Onstott Frontage Road (SB Stop)

Summary Conclusions

Current Traffic Operating Conditions. The circulation system in the vicinity of the proposed project operates with Levels of Service that satisfy the minimum requirements of the City

General Plan (i.e., minimum LOS D standard). Peak hour traffic signal warrants are not met at the unsignalized intersections addressed by this analysis. No capacity related improvements are required today.

Review of recent collision history for the study area intersections indicates that collision frequency rates at each location were lower than the statewide average for similar facilities.

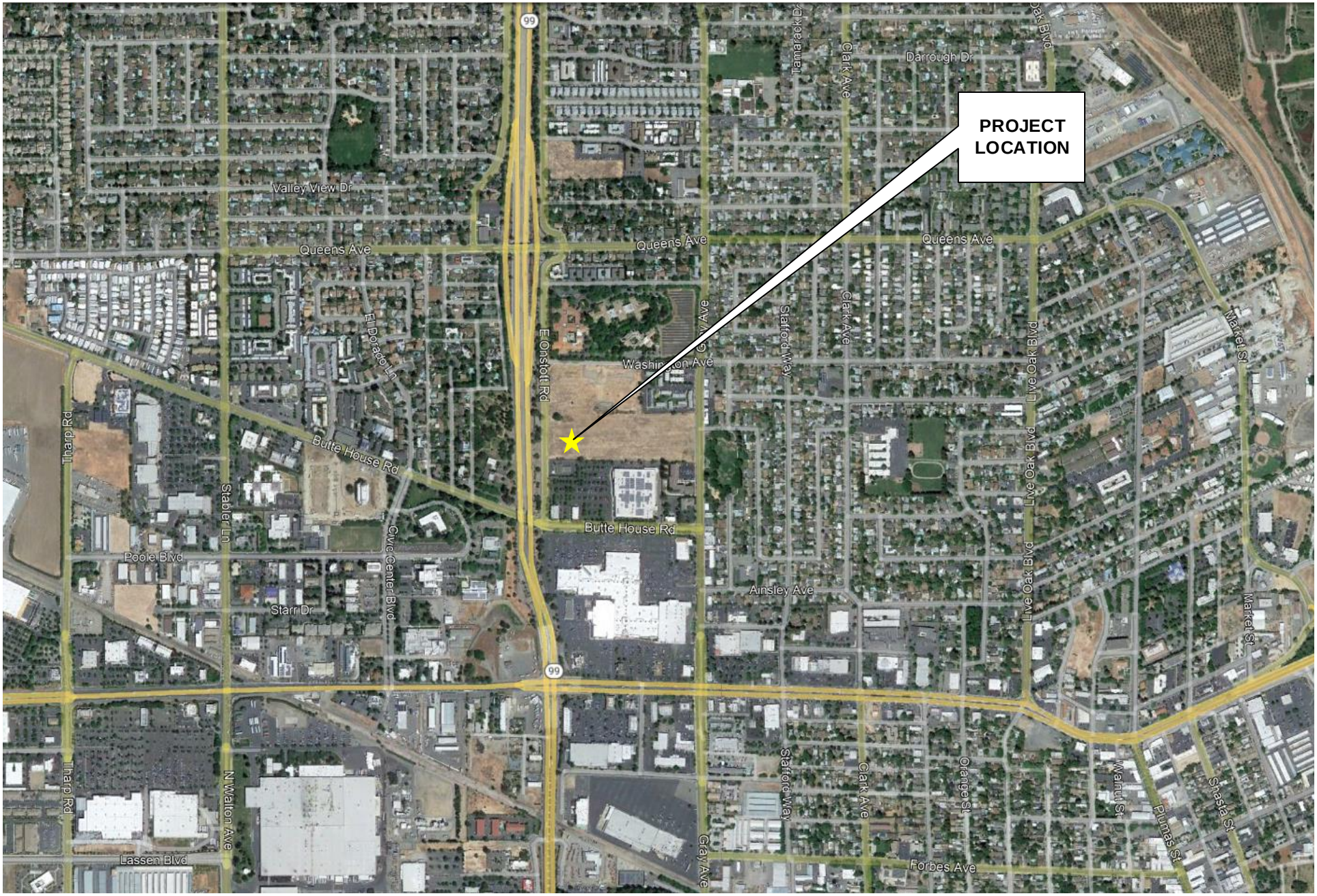
Facilities are generally available for alternative transportation modes in the area of Yuba City. Sidewalks exist on the major streets near the project, but sidewalks are not present along E. Onstott Road along the project frontage and north to Washington Avenue, nor on the south side of Washington Avenue near E. Onstott Road. A signalized crossing on Butte House Road exists at the Target access intersection about ¼ mile from the project. Class 2 bicycle lanes are provided along Butte House Road and Gray Avenue. Bike lanes do not exist on E. Onstott Road or Washington Avenue, and no lanes are planned in the future. Yuba-Sutter Transit Route 1 (Yuba City to Yuba College) and Route 2 (Yuba City Loop) have stops on Butte House Road near the Target access, and the stop is equipped with a shelter.

Trip Generation. The proposed 102 room hotel project is projected to generate a total of 47 trips in the a.m. peak hour and 60 trips in the p.m. peak hour.

Project Traffic Operational Effects. The addition of project traffic will have a very minor effect on the length of delays at study intersections, but Level of Service will not change, and minimum City standards will continue to be satisfied. Resulting traffic volumes at unsignalized intersections will not satisfy peak hour traffic signal warrants. No capacity improvements are needed for this project.

The project would add a small amount of traffic to the intersections on Queens Avenue at the SR 99 interchange. However, this additional traffic would not appreciably affect queues in turn lanes and would not result in off-ramp queues that extend back to the mainline freeway.

Site Access. The project proposes access that is similar to that currently allowed without restriction to other businesses on E. Onstott Road in terms of throat depth and distance to adjoining properties, and City standards for driveway spacing will be met. Peak queuing at project driveways (two vehicles) may occasionally extend to the first parking stall at each location, exiting traffic is not expected to appreciably affect incoming vehicles and create a safety issue. Motorists accessing the parking spaces in the immediate area of the driveways may occasionally block the path of incoming traffic, but such conflicts would be infrequent, and a similar design exists at the adjoining Target access. No changes are recommended.



VICINITY MAP

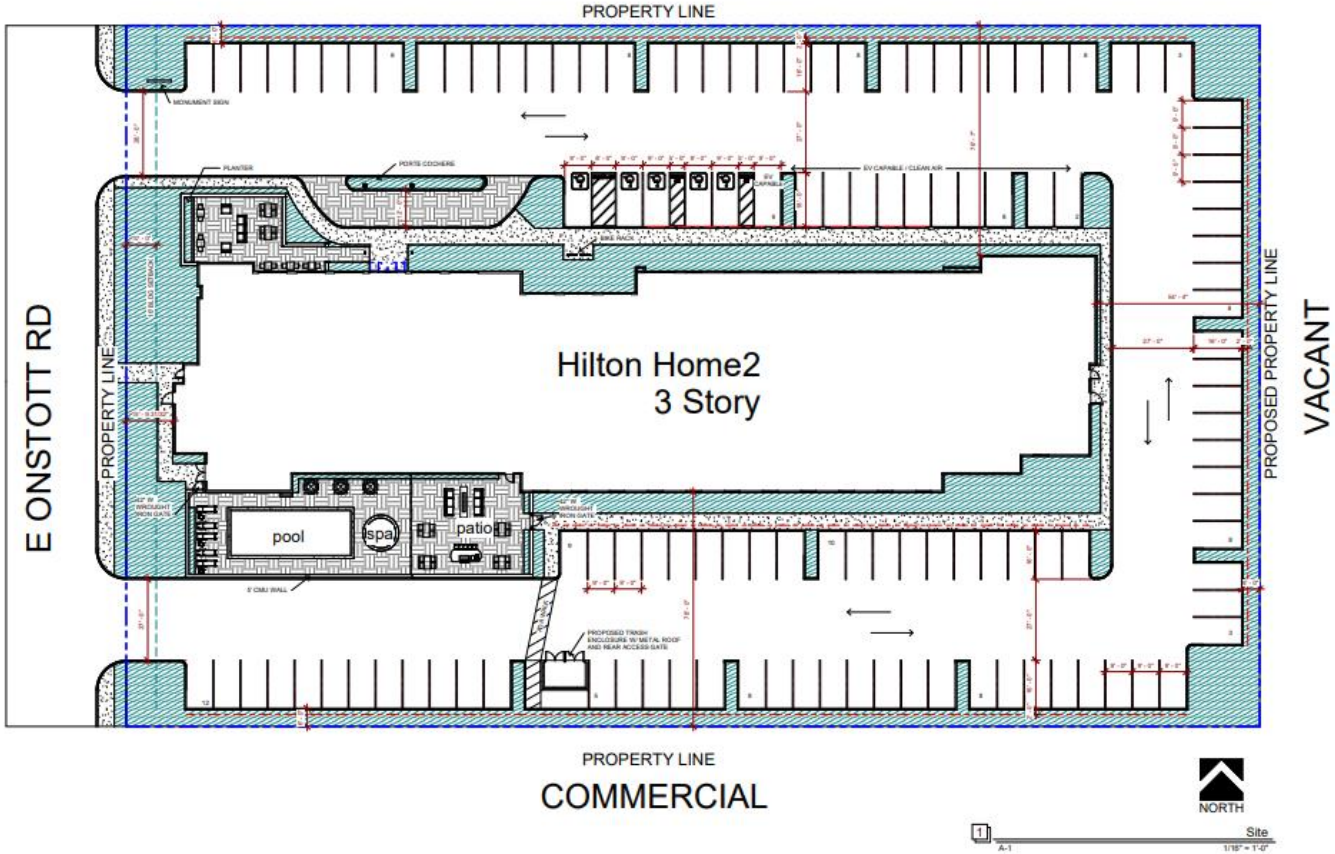
KD Anderson & Associates, Inc.
Transportation Engineers

6569-A-01 RA 10/10/2022

figure 1

VICINITY MAP

Area Schedule (Gross Building)		
Level	Area	Perimeter
Level 1	20,530 SF	794' - 7"
Level 2	20,239 SF	797' - 10 13/32"
Level 3	20,233 SF	794' - 10 13/32"
Grand total	61,002 SF	



SITE STATISTICS:

PROJECT ADDRESS:
1441 E. Onstott Rd.
Yuba City, CA

ASSESSOR'S PARCEL NUMBER:

LEGAL DESCRIPTION:

GOVERNING CODE:
This project shall comply with the 2019 edition of the California building code (title 24)

ZONE:
C-3

USE:
Existing: Vacant
Proposed: 3-story. 102 guestroom hotel with pool,spa, outdoor amentity area and surface parking

CONSTRUCTION TYPE:
TYPE V-A sprinklered

OCCUPANCY:
R-1

LOT SIZE:
88,095.34 s.f (2.02 ACRES)

BLDG. FOOTPRINT:
20,126 s.f

F.A.R:
allowed:
Proposed: 60,501 / 88,095.34=.68

UNIT COUNT:
FIRST FLOOR 24 rooms
SECOND FLOOR 39 rooms
THIRD FLOOR 39 rooms

TOTAL ROOMS 102 rooms

REQUIRED PARKING:
1:1/room 103 stalls
1:2 employees 2 stalls

Total 105 stalls

PARKING PROVIDED:
Regular- Hotel 122 stalls (5 ADA)
EV/Clean Air Vanpool: 11 spaces
Bicycle (short term) 6 spaces
(0.1 per 1,000 s.f. = 60 X 0.1 =6)
Bicycle (long term) NA

STRUCTURAL HEIGHT:
Maximum structural height allowed:

Proposed structural height 44'9" (tallest parapet)

SETBACKS:
Required/proposed:

Street: 10'-0"

Paving On-Site: 41,611.46 SF
Landscape On-Site: 14,922.83 SF
Sidewalk: 3,881.02 SF
Enhanced Paving: 3,394.76 SF

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SITE PLAN

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figure 2

EXISTING SETTING

Study Area

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

Roadways. The following information is a description of area roadways that provide vehicular access to the project site. These roadways are shown in Figure 3.

- ***State Route 99 (SR 99)*** provides regional access to the project site and serves as the primary north-south travel corridor through Yuba City. In the study area, SR 99 is a four-lane conventional highway south of its intersection with Colusa Highway (SR 20) and a four lane controlled access freeway north of SR 20 to Live Oak. The posted speed limit on SR 99 is 45 mph south of SR 20 and 65 mph to the north. The most recent traffic volume information available from the California Department of Transportation indicates that in 2019 SR 99 carried an *Annual Average Daily Traffic (AADT)* volume of 33,500 vehicles per day in the area south of SR 20, 22,800 north of SR 20 and 18,800 north of Queens Avenue. Trucks comprise roughly 9% of the daily traffic volume on SR 99 in this area.

- ***Gray Avenue*** is a north-south minor arterial that extends north from Franklin Road across Colusa Avenue (SR 20) to Pease Road near the northern city limit. Gray Avenue is a two-lane roadway with center Two-Way Left-Turn lane, on-street parking and bike lanes in the area of the project north of Butte House Road. Gray Avenue is a 4-lane facility in the area south of Butte House Road. The posted speed limit is 35 mph.

- ***Butte House Road*** is an east-west arterial street serving the northern Yuba City area. Butte House Road originates at an intersection with Gray Avenue east of SR 99 and continues westerly under the SR 99 freeway into rural Sutter County. Butte House Road is a divided 4-lane road in the vicinity of the proposed project east of SR 99. On-street parking is prohibited and bike lanes are provided.

- ***Queens Avenue*** is an east-west arterial street that connects northern Yuba City with SR 99. Queens Avenue has two travel lanes, a center TWLT lane, on-street parking and bicycle lanes. The posted speed limit is 25 mph east of the SR 99 / Queens Avenue interchange.

- ***E. Onstott Road*** is a discontinuous two-lane north-south street that runs parallel to and adjacent to SR 99 through Yuba City. In the area of the project E. Onstott Road extends for three miles from an intersection on Butte House Road northerly along the Target Shopping Center, then across Queens Avenue to Eager Road beyond the Yuba City limits. Along the project frontage the roadway is 26 feet wide with varying shoulders.

North of Washington Avenue and south of the project the east side of the roadway has been widened to City standards, and sidewalks are provided. The posted speed limit is 35 mph.

- **Washington Avenue** is a two-lane east-west Collector street that originates on E. Onstott Road north of the project and continues easterly for about ¾ mile across Gray Avenue to Live Oak Blvd. The roadway width varies. Near Gray Avenue the roadway has been improved to City standards and is 48 feet wide (curb-to-curb). Only north side improvements have been made in the area near E. Onstott Road, and this interim section is about 24 feet wide with sidewalk on the north side of the street. A 25 mph speed limit is posted.

Intersections. The following information describes the study intersection.

The **Queens Avenue / SB SR 99 ramps intersection** is controlled by a traffic signal that is coordinated with the northbound ramps. Single travel lanes exist on Queens Avenue. The westbound approach has a short left turn lane that in combination with the abutting eastbound left turn occupied 170 feet between the two ramp intersections. The SB off-ramp has a separate right turn lane. Crosswalks are marked on the north, south and west legs of the intersection, and ADA accessible ramps are provided.

The **Queens Avenue / NB SR 99 ramps intersection** is controlled by a traffic signal that is coordinated with the southbound ramps. The eastbound approach has a short left turn lane as noted above, and the NB off-ramp has a separate right turn lane. Crosswalks are marked on the north, south and east legs of the intersection, and ADA accessible ramps are provided.

The **Queens Avenue / E. Onstott Road intersection** is controlled by stop signs on the Onstott Road approaches. The intersection is about 200 feet from the NB ramps (centerline to centerline), and access at this location is limited. A separate eastbound left turn lane (100 feet long) is provided on Queens Avenue, but both of the Onstott Road approaches are limited to right turns only by a raised median. Crosswalks are marked on the north and south legs of the intersection, and ADA accessible ramps are provided.

The **Gray Avenue / Washington Avenue intersection** is controlled by stop signs on the Washington Avenue approaches. Separate left turn lanes exist on each Gray Avenue approach. Gray Avenue is striped with a single combined through and right turn lane, but the area of the bike - parking lane is wide enough to allow turns outside of the flow of through traffic. Similarly, the Washington Avenue approaches are wide enough to allow right turns around tother vehicles waiting to turn left. There are no crosswalks marked at this intersection. An ADA accessible ramp exists on the northeast corner.

The **E. Onstott Road / Butte House Road intersections** is a "Tee" controlled by a stop sign on the SB E. Onstott Road approach. Butte House Road has two travel lanes in each direction as well as an eastbound left turn lane. The E. Onstott Road approach has a short right turn lane. Although Butte House Road curves to the north in the area west of the intersection under SR 99, the view from the E. Onstott Road approach looking left is more than 600 feet and meets

minimum Highway Design Manual (HDM) stopping sight distance requirements for the speed of Butte House Road.

Proposed Site access. The project's proposed driveways will be located on a section of E. Onstott Road that has a single travel lane in each direction. Looking from the driveways, sight distance is unrestricted in each direction.

Other Access. Access to the east side of E. Onstott Road exists to local business about thirty feet south of the project's boundary.

Bicycle and Pedestrian Facilities, Transit

Active Transportation. Class 2 bicycle lanes and sidewalks are provided along many streets in this area as noted in the descriptions of study area roadways. Crosswalks with push-button pedestrian activation are provided at the signalized Queens Avenue intersection.

The Yuba City Bicycle Master Plan (2011) does not indicate that additional bicycle facilities will be developed in this area.
https://www.yubacity.net/city_hall/departments/public_works/engineering/technical_documents/bicycle_master_plan

Public Transit. Yuba-Sutter Transit provides fixed route bus service in the study area. Yuba-Sutter Transit Route 1 (Yuba City to Yuba College) and Route 2 (Yuba City Loop) have stops on Butte House Road just east of E. Onstott Road along the Target SC which connects the site with the Alturas / Shasta terminal. These routes run on 30-minute headways. The existing Butte House Road transit stop is equipped with a shelter.
https://www.yubasuttertransit.com/files/0db7cbe9e/YST_Ride+Guide_10-01-21+Final.pdf

Evaluation Methodology

The following is a description of the methods used in this impact study to analyze intersection operations. Level of Service (LOS), MUTCD Traffic Signal Warrants and 95th percentile Queue Lengths at Caltrans facilities have been employed

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

S*ynchro.11* traffic software has been used to calculate the Levels of Service at study intersections using methods presented in the *Highway Capacity Manual, 6th Edition (HCM)*. SimTraffic micro-simulation has been employed to assess the operation of the closely spaced intersections at the SR 99 / Queens Avenue interchange.

The SimTraffic software is intended to be a stochastic model (i.e., randomness is intentionally present when running the simulations). The results for each individual run will vary within each scenario and between scenarios, and this variation may result in some intersections having lower delays and/or shorter queues in the 'Plus Project' scenarios than in the 'No Project' scenarios. This is a normal occurrence for stochastic models, and it is not unexpected that delays or queues could improve at one intersection while increasing at other intersections. The simulation results contained herein reflect the average of the mean 8 one-hour simulation runs selected from a 10-run sample.

Levels of Service are reported for signalized intersections in terms of an "overall" average condition for all traffic. At intersections controlled by side street stop signs, Level of Service is presented for all turning movements yielding the right of way. The LOS for the movement experiencing the most delay is the evaluation criteria. This is typically a left turn made from the minor street stop-sign-controlled approach onto the major street.

TABLE 1
LEVEL OF SERVICE DEFINITIONS

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

Source: *Highway Capacity Manual, 6th Edition*

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

Yuba City General Plan (Adopted April 2004)

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

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

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

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

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

- Cause Level of Service at a study intersection to degrade from LOS D or better to LOS E or F.

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

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

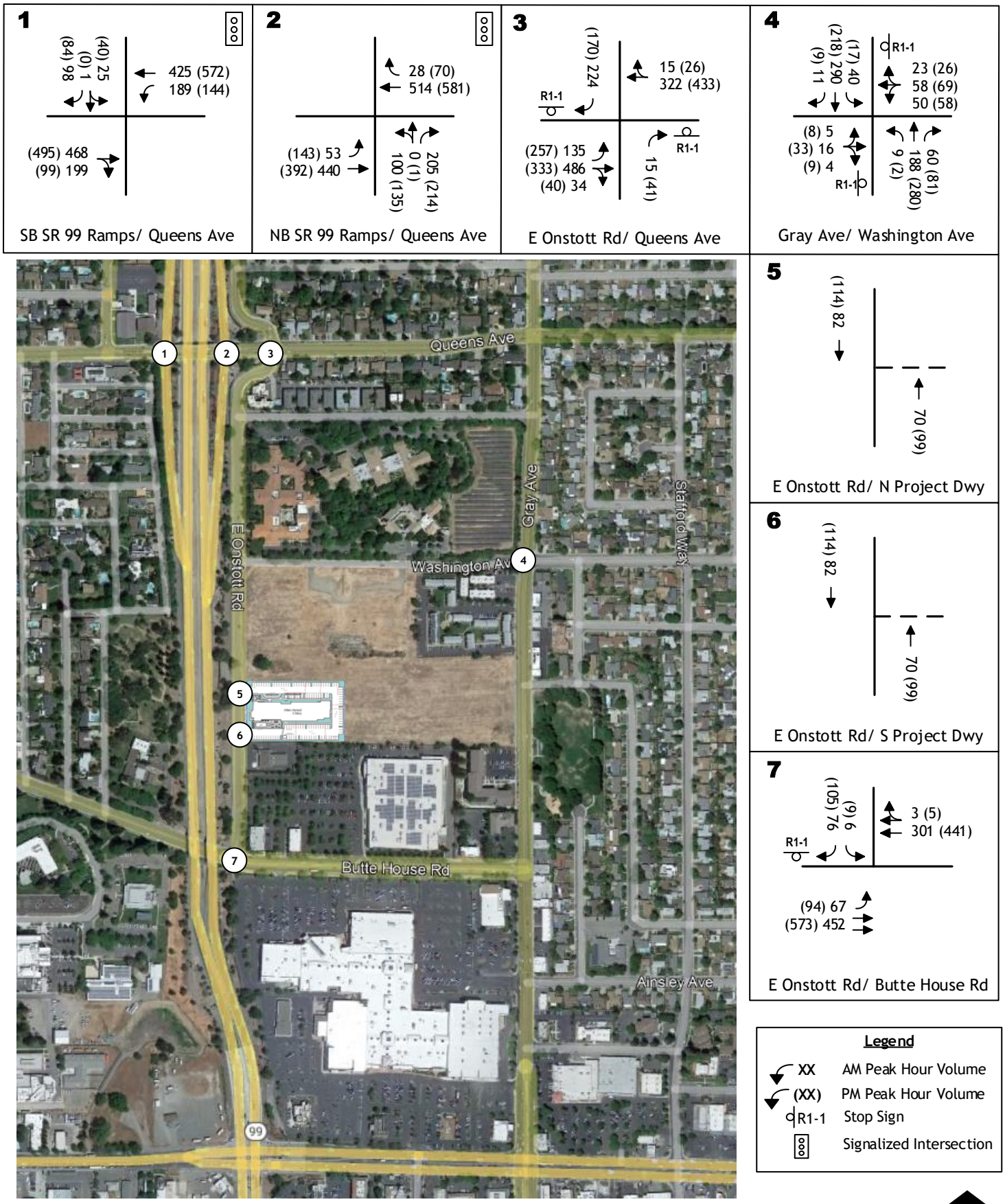
For this traffic impact study, available data is limited to peak hour volumes. Therefore, un-signalized intersections were evaluated using the Peak Hour Warrant (Warrant Number 3) from the *California Manual on Uniform Traffic Control Devices (2014)*. This warrant was applied where the minor street experiences long delays in entering or crossing the major street for at least one hour of the day. It should also be noted that even if the Peak Hour Warrant is met, a more detailed signal warrant study is typically recommended before a signal is installed. The more detailed study should consider volumes during the eight highest hours of the day, pedestrian traffic, and accident histories.

Peak Period Queues. Queues created during peak periods at signalized intersections were identified. For this analysis 95th percentile queues were estimated at the Queens Avenue / SR 99 interchange using SimTraffic software. 95th percentile queues would not necessarily be the longest queue occurring during the peak period but would represent queues with length that is exceeded only 5% of the time. While the City of Yuba City has not adopted significance criteria for queueing, it is commonly accepted that at Caltrans facilities queue's length that extend beyond the limits of available turn lane storage and interfere with through traffic represent a potential safety conflict under CEQA.

Existing Traffic Operating Conditions

The following is a description of existing traffic operating conditions in the study area based on assessment of current traffic volumes.

Existing Traffic Volumes. AM and PM Peak hour traffic volume data collected to supplement available data / traffic count data collected in 2019 for the City of Yuba City's Impact Fee Update project was available for signalized intersections at the SR 99 / Queens Avenue interchange. Other data was available for the adjoining Queens Avenue / E. Onstott Road intersection (a.m. 2014 and p.m. 2019), and the a.m. peak hour data was adjusted to match the interchange counts. New peak hour traffic counts were conducted at the Butte House Road / E. Onstott Road intersection (9/7/2022) and at the Gray Avenue / Washington Avenue intersection (9/13/2022), and this data is included in the appendix to this report. In each case data was collected in 15-minute increments from 7:00 – 9:00 a.m. and 4:00 – 6:00 p.m. The contiguous one-hour periods with the highest volumes within the two-hour data collection period were used in this traffic impact study as the a.m. and p.m. peak hour. Figure 3 presents the existing lane configurations and peak hour traffic volumes at these study intersections.



EXISTING TRAFFIC VOLUMES AND LANE CONFIGURATIONS

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figure 3

Existing Intersection Levels of Service. Table 2 presents a summary of existing peak hour Levels of Service at the three intersections. Level of Service calculations are provided in the Appendix. As shown in Table 2, the intersection currently operates satisfactorily within the minimum LOS D standard for Level of Service established by the City of Yuba City.

TABLE 2
EXISTING CONDITIONS
INTERSECTION LEVELS OF SERVICE

Intersection	Control	Existing			
		AM Peak Hour		PM Peak Hour	
		LOS	Average Delay (sec/veh)	LOS	Average Delay (sec/veh)
Queens Avenue / SR 99 SB ramps	Signal	A	9.2	A	9.5
Queens Avenue / SR 99 NB ramps	Signal	B	10.8	B.	12.5
Queens Avenue / E. Onstott Road	NB/SB Stop				
Eastbound left turn		A	4.2	A	6.5
Northbound right turn		A	3.8	A	3.9
Southbound right turn		C	16.6	C	20.7
Gray Avenue / Washington Avenue	EB/WB Stop				
Eastbound approach		C	18.3	C	15.3
Westbound approach		C	24.9	C	18.3
Butte House Road / E. Onstott Road	SB Stop				
Southbound left turn		C	15.7	C	21.1
Southbound right turn		A	9.7	B	10.4

Note: Queens Avenue intersections are the results of SimTraffic simulation

Traffic Signal Warrants. The current traffic volumes at the two unsignalized intersections were compared to MUTCD peak hour warrants to determine whether a traffic signal might already be justified. As noted in the attached worksheets, current volumes fall below the level that would satisfy warrant requirements.

95th Percentile Queues. The length of peak hour queues in turn lanes at the SR 99 / Queens Avenue ramps were quantified through simulation analysis, and the results are presented in Table 3. The average queue length and 95th percentile queues are shown. As indicated, while off-ramp queues are not projected to extend to the point that a safety issue is created for mainline traffic, the length of queues in the left turn lane between the two intersections does exceed the designated storage length.

TABLE 3 EXISTING CONDITIONS PEAK HOUR 95TH PERCENTILE QUEUES AT INTERSECTION								
			Existing					
			AM Peak Hour			PM Peak Hour		
		Storage	Volume	Queue (feet)		Volume	Queue (feet)	
Intersection	Lane	(feet)	(vph)	Average	95th %	(vph)	Average	95th %
Queens Avenue / SR 99 SB ramps	WB left	45[1]	189	80	140	144	70	135
	SB left+thru	250[2]	26	<25	55	40	30	65
	SB right	250	98	35	85	84	35	60
Queens Avenue SR 99 NB ramps	EB left	45[1]	53	35	80	143	70	130
	NB left+thru	250[3]	100	50	100	136	65	110
	NB right	250	205	60	100	214	55	95
Queens Avenue / E. Onstott Road	EB left	100	135	30	60	257	55	100
	NB right	-	15	<25	35	41	25	50
	SB right	-	224	85	170	170	75	140

[1] lane extends to EB left turn lane at the NB Ramps. Total combined length is 170 feet.
[2] lane continues for another 720 feet to the freeway gore point
[3] lane continues for another 800 feet to the freeway gore point

Collison History

Background. Recent collision history for study intersections was obtained from the California Highway Patrol (CHP), reviewed and assessed. Table 4 summarizes the results over the last 5 years at study area intersection.

The types of collisions occurring at each intersection varied greatly. Rear end collisions were the most common accident type at the SR 99 / Queens Avenue interchange.

Collision Frequency Rates. Equivalent annual collision frequency rates were calculated for intersections, and the results were compared to statewide averages for similar facilities. Total daily entering vehicles were estimated by assuming that 10% of the daily traffic occurred during the p.m. peak hour. The recent overall collision frequency at each location is less than the statewide average for overall collisions.

TABLE 4 YEAR 2017 - 2021 COLLISION HISTORY									
	Total Collisions						Frequency Rate		
	2017	2018	2019	2020	2021	total	Daily Volume (ADT)	Collisions Per MV	
Location								Calc'd[1]	Ave[1]
Queens Avenue / SR 99 NB ramps	2	-	1	3	1	7	15,350	0.25	0.42
Queens Avenue / SR 99 NB ramps	1	--	1	2	-	4	15,350	0.14	0.42
Queens Avenue / E. Onstott Road	-	-	-	-	2	2	13,000	0.08	0.24
Gray Avenue / Washington Avenue	-	1	-	-	1	3	7,500	0.22	0.24
Butte House Road / E. Onstott Road	-	1	2	-	2	5	12,250	0.22	0.24

[1] total collisions divided by annual average daily entering vehicles
[2] 2018 Crash Data on State Highways.

PROJECT TRAFFIC OPERATIONAL EFFECTS

Development of the proposed project would attract additional traffic to the site. This section of the traffic impact study identifies the assumptions made regarding the travel characteristics of the project and describes the effects of project-related traffic relative to existing traffic conditions in the study area.

Project Characteristics

Parking. The 102 room hotel project provides 122 on-site parking spaces (5 ADA) with 11 EV/Clean Air Vanpool spaces and 6 bicycle spaces. City code requires one space per room plus 1 space for each 2 employees for a total of 105 spaces.

Trip Generation. Development of the project would generate new vehicle trips and potentially affect traffic operations at the study intersections. The number of vehicle trips that are expected to be generated by development of the proposed project has been estimated using published trip generation data. The Institute of Transportation Engineers (ITE) publication *Trip Generation Manual, 11th Edition*, has been used where available.

The Trip Generation Manual was reviewed to identify the land use category that is most similar to the project. Rates are available for Hotels (Code 310) based on the number of rooms, and these rates have been employed, as noted in Table 5.

The identified trip generation rates have been applied and the resulting trip generation estimates are also presented in Table 5. As shown, the proposed project is projected to generate a total of 815 daily trips with 47 trips in the a.m. peak hour and 60 trips in the p.m. peak hour.

TABLE 5
TRIP GENERATION RATES AND FORECAST

Land Use	Quantity	Trips per Unit						
		Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Proposed Project								
Hotel	room	7.99	56%	44%	0.46	51%	49%	0.59
Home2 Suites by Hilton	102 rooms	815	26	21	47	31	29	60

Trip Distribution. The geographic distribution of vehicle trips associated with the proposed development has been based on review of existing traffic patterns, the location of residences / businesses within the project's trade area, the location of similar competing uses and the locations of access to State Route 99 and to State Route 20. Table 6 presents the geographic trip distribution percentages for the project's trips used for this analysis.

TABLE 6 TRIP DISTRIBUTION ASSUMPTIONS		
Direction	**Route**	**Percent of Total Trips**
North	SR 99 beyond Queens Avenue	20%
	Queens Ave – Gray Ave beyond Washington Avenue	10%
East	Washington Avenue beyond Gray Avenue	7.5%
	Colusa Ave (SR 20) beyond Gray Avenue	15%
South	SR 99 beyond Colusa Avenue	20%
	Gray Avenue beyond Colusa Avenue	5%
West	Butte House Road beyond SR 99	7.5%
	Colusa Ave (SR 20) beyond SR 99	15%
	Total	100%

Trip Assignment. The trips associated with the project were directed to the study area circulation system via the project's two access points. From that point this assignment assumes that both driveways are generally "recognizable" to guests and employees, and that the route suggested via common navigational ap's would be followed. For example, traffic arriving from SR 99 north of the site would exit at Queens Avenue and use E. Onstott Road to reach the site. Trips headed north to SR 99 would follow the same route but turn right onto Queens Avenue and make a U-turn back to the freeway. Figure 4 displays the "project only" traffic volumes for each driveway and for the study intersections during the a.m. and p.m. peak hours.

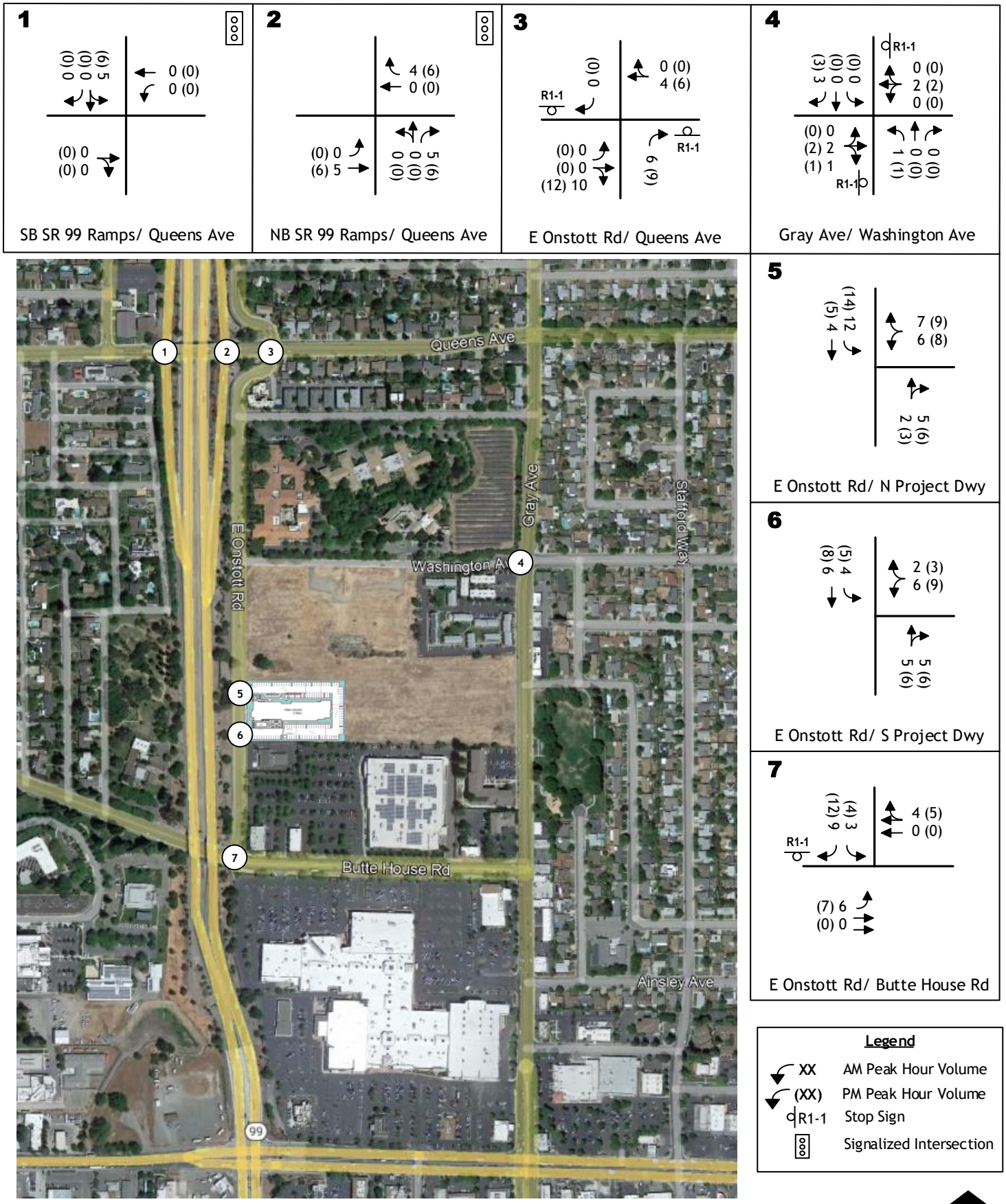
Existing plus Project Effects

Existing Plus Project Traffic Volumes. To evaluate traffic effects of the project its trips were superimposed onto current background traffic volumes and Figure 5 displays the resulting "Existing Plus Project" traffic volumes anticipated at each study intersection during the peak hours.

Level of Service. Table 7 displays the peak hour LOS at each study intersection under the Existing plus Project conditions. As shown, because the project's trip generation is relatively small, the addition of project generated traffic is projected to result in relatively minor increases in delay and no appreciable change in LOS. All intersections will continue to operate at LOS D or better. The project driveways would operate at LOS A. The effects of the project are consistent with the Circulation goals and policies of the Yuba City General Plan. No capacity improvements are needed to accommodate the project's traffic.

Project Effects on Peak Period Queues. Average and 95th percentile queue lengths have been determined at the Queens Avenue / SR 99 interchange, and the results are presented in Table 8 along with the peak hour traffic volumes in applicable lanes. As noted, because the project adds relatively little traffic no appreciable change results from the project beyond what would normally be expected simply due to variation between simulation runs. No improvements are needed to accommodate the project.

Traffic Signal Warrants. The small amount of traffic added by the project does not result in any unsignalized intersection carrying volumes that meet peak hour traffic signal warrants.



PROJECT ONLY
TRAFFIC VOLUMES AND LANE CONFIGURATIONS

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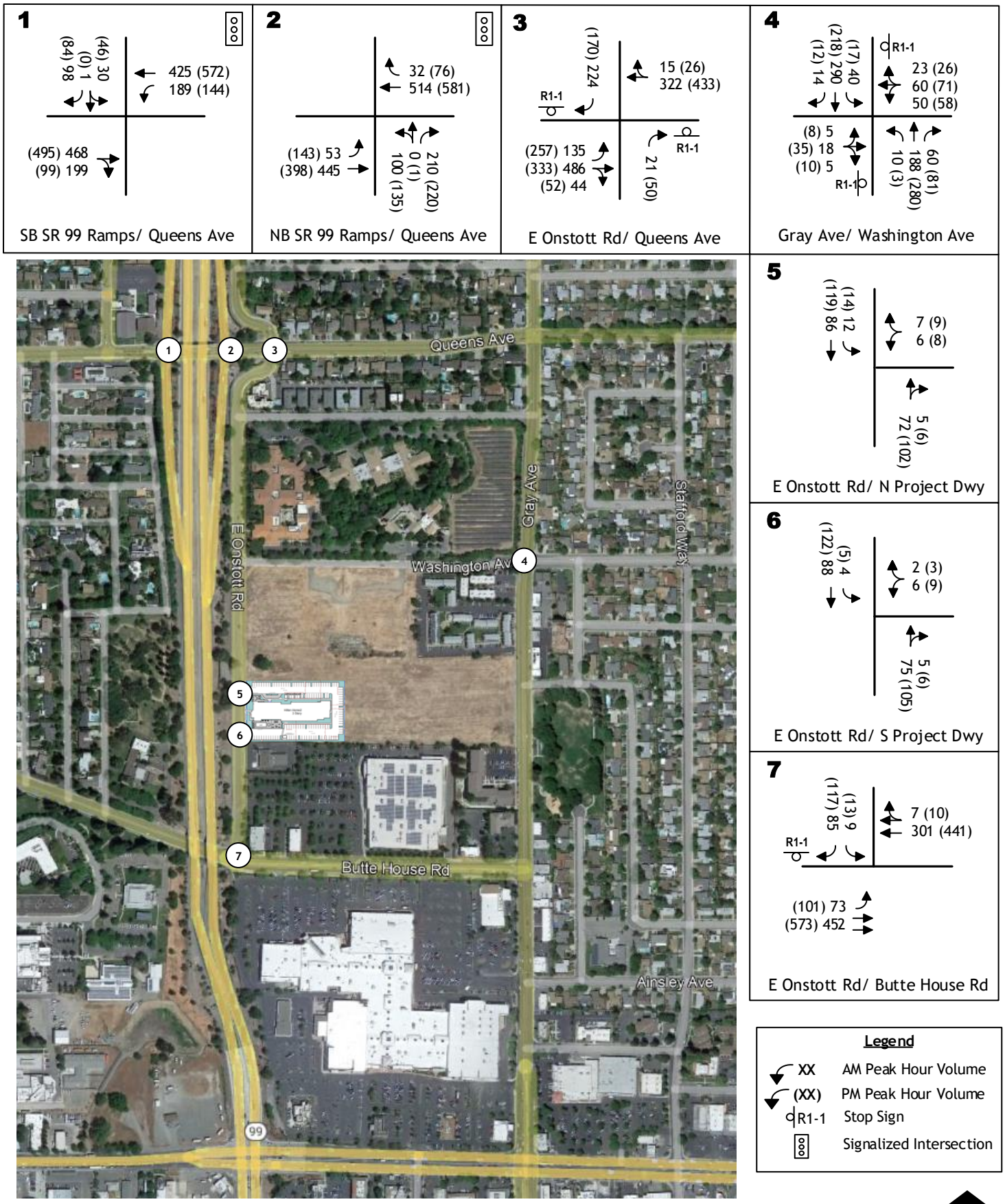
figure 4



EXISTING PLUS PROJECT
TRAFFIC VOLUMES AND LANE CONFIGURATIONS

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figure 5

TABLE 7
EXISTING PLUS PROJECT CONDITIONS
INTERSECTION LEVELS OF SERVICE

Intersection	Control	Existing Plus Project Conditions							
		AM Peak Hour				PM Peak Hour			
		Existing		Existing Plus Project		Existing		Existing Plus Project	
		LOS	Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS	Average Delay (sec/veh)
Queens Avenue / SR 99 SB ramps	Signal	A	9.2	A	9.3	A	9.5	A	9.6
Queens Avenue / SR 99 NB ramps	Signal	B	10.8	B	11.2	B.	12.5	B	12.3
Queens Avenue / E. Onstott Road	NB/SB Stop								
Eastbound left turn		A	4.2	A	4.4	A	6.5	A	6.4
Northbound right turn		A	3.8	A	3.6	A	3.9	A	3.8
Southbound right turn		C	16.6	B	13.7	C	20.7	C	21.8
Gray Ave / Washington Avenue	EB/WB Stop								
Eastbound approach		C	18.3	C	18.3	C	15.3	C	15.4
Westbound approach		C	24.9	D	25.8	C	18.3	C	18.6
E. Onstott Road / North Access	WB Stop								
Westbound approach		-		A	9.2	-		A	9.5
E. Onstott Road / South Access	WB Stop								
Westbound approach		-		A	9.4	-		A	9.7
Butte House Rd / E. Onstott Road	SB Stop								
Southbound left turn		C	15.7	C	16.0	C	21.1	C	21.0
Southbound right turn		A	9.7	A	9.8	B	10.4	B	10.6

Note: Queens Avenue intersections are the results of SimTraffic simulation

TABLE 8
EXISTING PLUS PROJECT CONDITIONS
PEAK HOUR 95TH PERCENTILE QUEUES AT INTERSECTION

Intersection	Lane	Storage (feet)	Existing Plus Project Conditions											
			AM Peak Hour						PM Peak Hour					
			Existing			Existing Plus Project			Existing			Existing Plus Project		
			Vol (vph)	Queue (feet) Ave	Queue (feet) 95th %	Vol (vph)	Queue (feet) Ave	Queue (feet) 05th %	Vol (vph)	Queue (feet) Ave	Queue (feet) 95th %	Vol (vph)	Queue (feet) Ave	Queue (feet) 95th %
Queens Avenue / SR 99 SB ramps	WB left	45[1]	189	80	140	189	80	140	144	70	135	144	70	130
	SB left+thru	250[2]	26	<25	55	31	25	65	40	30	65	46	35	70
	SB right	250	98	35	85	98	35	65	84	35	60	84	35	60
Queens Avenue SR 99 NB ramps	EB left	45[1]	53	35	80	53	35	85	143	70	130	143	70	125
	NB left+thru	250[3]	100	50	100	100	55	100	136	65	110	136	70	115
	NB right	250	205	60	100	210	60	100	214	55	95	220	60	100
Queens Avenue / E. Onstott Road	EB left	100	135	30	60	135	25	60	257	55	100	257	55	100
	NB right	-	15	<25	35	21	<25	40	41	25	50	50	25	50
	SB right	-	224	85	170	224	75	135	170	75	140	170	75	155

[1] lane extends to EB left turn lane at the NB Ramps. Total combined length is 170 feet.
[2] lane continues for another 720 feet to the freeway gore point
[3] lane continues for another 800 feet to the freeway gore point

Site Access Evaluation

The feasibility of access to the site as proposed has been evaluated with regards to these key issues:

- Legality of Access
- Proximity to other driveways
- Adequacy of driveway throats for waiting vehicles
- Sight distance

Legal Access. The project proposes full access on E. Onstott Road in the area between Butte House Road and Washington Avenue. Full access across the current centerline striping is legal. Technically the striping could be configured to preclude passing in this area, but this treatment has not been required at any other driveway on E. Onstott Road.

Proximity to Other Driveways. The locations of existing driveways in the vicinity of the proposed project were reviewed to determine whether any safety concerns may be anticipated.

There are no driveways on E. Onstott Road across from the project site, but a driveway exists for a small business (Viking Woodworks) on the east side of E. Onstott Road about 70 feet south of the proposed project's access (centerline to centerline). In this case a driver conceivably might be turning left out from the project when a driver is exiting the office driveway. However, this location provides adequate sight distance for turning motorists to notice each other and stop if necessary, and the driveway locations satisfy minimum City requirements for minimum distance from adjoining property lines. Moving the project driveway to increase the distance between the projects driveways is not needed for the low volume of traffic associated with the proposed project and the existing use. No changes are recommended.

Driveway Throat Depth. The area available for vehicles waiting to exit at each driveway was identified from the site plan in order to determine whether exiting traffic may delay entering vehicles and potentially create a safety issue on adjacent streets.

Both locations have perpendicular parking that begins just inside of the property line about 10 feet beyond the E. Onstott Road sidewalk. The "throat" is about 25 feet, and more than one vehicle waiting behind the sidewalk would block access to the first parking spaces. This configuration is not appreciably different from that at the Target driveway further south on E. Onstott Road.

Review of the queuing analysis results reveals that the 95th queue on the driveway's approaches would be 35 feet in the p.m. peak hour. This queue would block access to the first parking stall, but as the turnover in these spaces is unlikely to be frequent, this is unlikely to become an issue.

Any movement into and out of the first few parking spaces near the E. Onstott Road driveways could momentarily block access into the site. Theoretically the site layout should provide additional space between the sidewalk and the first parking stall to provide space outside of the

flow of traffic on Gray Avenue for an entering vehicle that was forced to wait by a parking maneuver.

Sight Distance at Driveways. The adequacy of sight distance at each driveway has been reviewed. The view in each direction was evaluated within the context of minimum stopping sight distance requirements based on review of roadway alignment.

Minimum Stopping Sight Distance (MSSD) requirements are outlined in Table 201.1 of the Caltrans Highway Design Manual (HDM). The MSSD is 250 feet at the 35 mph speed limit on Gray Avenue.

A motorist looking south and north from either driveway would have an unobstructed view of northbound and southbound traffic, and sight distance requirements would clearly be met. Sight distance is not an issue, and no changes to the site plan are needed.

Impacts to Alternative Transportation Modes

Pedestrians. As noted in the site plan, the project will be required to install frontage improvements that include sidewalk along E. Onstott Road. With that improvement a continuous path of travel will exit to the south along E. Onstott Road to Butte House Road. No sidewalks will exist to the north over the roughly 760 feet to Washington Avenue.

The proposed project may generate pedestrian traffic. It is possible that some employees could wish to walk to the site from the Yuba Sutter Transit stop on Butte House Road. Guests or employees could choose to walk to the Target or the shopping center on the south side of Butte House Road. Sidewalks are available in that direction and a signalized crossing on Butte House Road exists at the Target entrance. Pedestrians can be accommodated by available facilities in that direction.

Destinations to the north for guests and employees are less likely. The primary land use to the north is a large assisted-living facility, which would rarely be a destination for the proposed project's employees or guests. The occasional project pedestrian wishing to travel north can be adequately accommodated along the existing roadway shoulder, as is the case for any pedestrians currently using E. Onstott Road to reach Target.

By designing to City standards, the project's access will not create any new safety hazard for pedestrians and by installing frontage improvements the project will incrementally contribute to completing the overall Yuba City pedestrian circulation system. No additional improvements are required.

Bicycles. The project may generate employees who travel by bicycle. Class 2 bike lanes are available on Butte House Road and Gray Avenue, and automobiles and bicyclists can safely mix on the low volume streets where no lanes are provided today and none are planned for the future (i.e., Washington Avenue and E. Onstott Road). The project will incrementally help to facilitate regional bicycle travel by completing frontage improvements on E. Onstott Road, and bicycle parking spaces will be provided on site. No additional improvements are required.

Public Transit. The project could create employees demand for public transit service. Yuba Sutter Transit runs two routes along Butte House Road with 30 minute headways. An existing bus stop with shelter is roughly 900 feet from the proposed project site. The project is unlikely to create transit riders in excess of the capacity of the current system, and the site access on E. Onstott Road will not interfere with any existing Yuba Sutter Transit Route. No improvements are needed.

APPENDICES

ALL TRAFFIC DATA

City of Yuba City
All Vehicles on Unshifted
Nothing on Bank 1
Nothing on Bank 2

(916) 771-8700
orders@atdtraffic.com

File Name : 14-7537-003 East Onstott Road-Queens Avenue.ppd
Date : 8/27/2014

Unshifted Count = All Vehicles

	East Onstott Road Southbound					Queens Avenue Westbound					East Onstott Road Northbound					Queens Avenue Eastbound						
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total	Uturn Total
07:00	0	0	33	0	33	0	32	3	0	35	0	0	2	0	2	20	52	1	0	73	143	0
07:15	0	0	56	0	56	0	57	3	0	60	0	0	6	0	6	13	56	8	0	77	199	0
07:30	0	0	62	0	62	0	70	5	0	75	0	0	4	0	4	29	91	5	0	125	266	0
07:45	0	0	59	0	59	0	88	2	0	90	0	0	4	0	4	35	140	7	0	182	335	0
Total	0	0	210	0	210	0	247	13	0	260	0	0	16	0	16	97	339	21	0	457	943	0
08:00	0	0	47	0	47	0	61	3	0	64	0	0	2	0	2	32	114	7	0	153	266	0
08:15	0	0	30	0	30	0	65	3	0	68	0	0	3	0	3	24	87	11	0	122	223	0
08:30	0	0	31	0	31	0	57	6	0	63	0	0	4	0	4	37	74	8	0	119	217	0
08:45	0	0	31	0	31	0	36	3	0	39	0	0	0	0	0	40	67	9	0	116	186	0
Total	0	0	139	0	139	0	219	15	0	234	0	0	9	0	9	133	342	35	0	510	892	0
Grand Total	0	0	349	0	349	0	466	28	0	494	0	0	25	0	25	230	681	56	0	967	1835	0
Apprch %	0.0%	0.0%	100.0%	0.0%		0.0%	94.3%	5.7%	0.0%		0.0%	0.0%	100.0%	0.0%		23.8%	70.4%	5.8%	0.0%			
Total %	0.0%	0.0%	19.0%	0.0%	19.0%	0.0%	25.4%	1.5%	0.0%	26.9%	0.0%	0.0%	1.4%	0.0%	1.4%	12.5%	37.1%	3.1%	0.0%	52.7%	100.0%	

AM PEAK HOUR	East Onstott Road Southbound					Queens Avenue Westbound					East Onstott Road Northbound					Queens Avenue Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 07:30 to 08:30																					
Peak Hour For Entire Intersection Begins at 07:30																					
07:30	0	0	62	0	62	0	70	5	0	75	0	0	4	0	4	29	91	5	0	125	266
07:45	0	0	59	0	59	0	88	2	0	90	0	0	4	0	4	35	140	7	0	182	335
08:00	0	0	47	0	47	0	61	3	0	64	0	0	2	0	2	32	114	7	0	153	266
08:15	0	0	30	0	30	0	65	3	0	68	0	0	3	0	3	24	87	11	0	122	223
Total Volume	0	0	198	0	198	0	284	13	0	297	0	0	13	0	13	120	432	30	0	582	1090
% App Total	0.0%	0.0%	100.0%	0.0%		0.0%	95.6%	4.4%	0.0%		0.0%	0.0%	100.0%	0.0%		20.6%	74.2%	5.2%	0.0%		
PHF	.000	.000	.798	.000	.798	.000	.807	.650	.000	.825	.000	.000	.813	.000	.813	.857	.771	.682	.000	.799	.813

Prepared by National Data & Surveying Services

E Onstott Rd & Queens Ave

Peak Hour Turning Movement Count

ID: 19-07043-004
City: Yuba City

Day: Thursday
Date: 02/14/2019

PEAK HOURS	
	NONE
	NONE
	04:45 PM - 05:45 PM

COUNT PERIODS	
	NONE
	NONE
	04:00 PM - 06:00 PM

E Onstott Rd — SOUTHBOUND

AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	170	0	0	0	283	PM

Queens Ave — EASTBOUND

AM	NOON	PM	
0	0	603	⇦
0	0	0	↶ 0
0	0	257	↱ 0
0	0	333	→ 0
0	0	40	↴ 0
AM	NOON	PM	

Queens Ave — WESTBOUND

PM	NOON	AM	
26	0	0	0 ↰
433	0	0	0 ←
0	0	0	0 ↰
0	0	0	0 ↶
374	0	0	⇨
PM	NOON	AM	

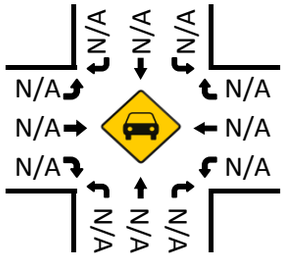
CONTROL

	0		
TEV	0 AM	0 NOON	1300 PM
PHF			0.96

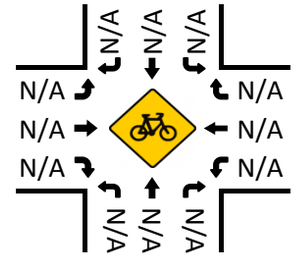
E Onstott Rd — NORTHBOUND

PM	40	0	0	0	41	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM

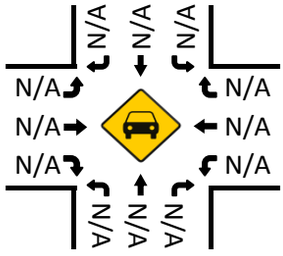
Total Vehicles (AM)



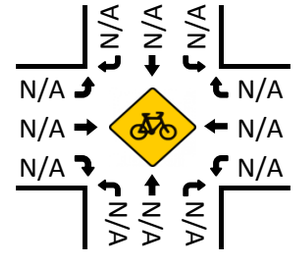
Bikes (AM)



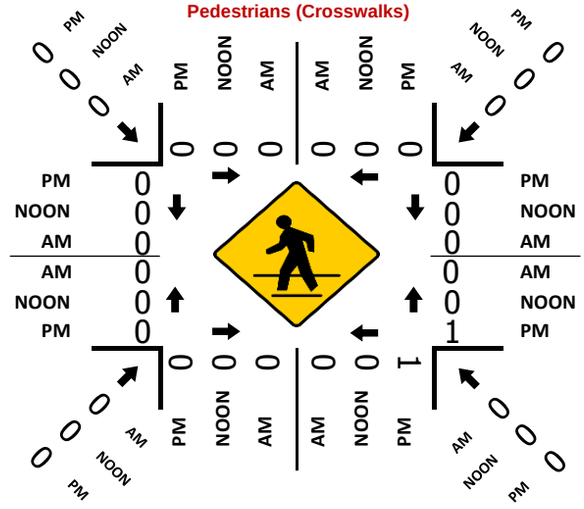
Total Vehicles (Noon)



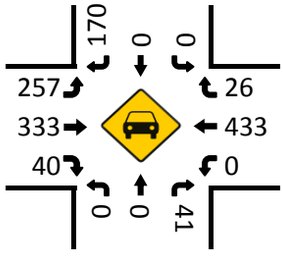
Bikes (NOON)



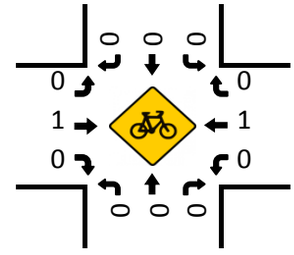
Pedestrians (Crosswalks)



Total Vehicles (PM)



Bikes (PM)



National Data & Surveying Services Intersection Turning Movement Count

Location: E Onstott Rd & Queens Ave
City: Yuba City
Control:

Project ID: 19-07043-004
Date: 2/14/2019

Total

NS/EW Streets:	E Onstott Rd				E Onstott Rd				Queens Ave				Queens Ave				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	8	0	0	0	46	0	64	91	16	0	0	106	9	0	340
4:15 PM	0	0	13	0	0	0	38	0	57	80	9	0	0	103	6	0	306
4:30 PM	0	0	7	0	0	0	36	0	64	59	14	0	0	102	4	0	286
4:45 PM	0	0	14	0	0	0	45	0	65	79	7	0	0	108	7	0	325
5:00 PM	0	0	10	0	0	0	44	0	71	83	13	0	0	109	9	0	339
5:15 PM	0	0	9	0	0	0	44	0	60	82	14	0	0	110	7	0	326
5:30 PM	0	0	8	0	0	0	37	0	61	89	6	0	0	106	3	0	310
5:45 PM	0	0	6	0	0	0	35	0	60	77	9	0	0	112	10	0	309
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	75	0	0	0	325	0	502	640	88	0	0	856	55	0	2541
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	40.81%	52.03%	7.15%	0.00%	0.00%	93.96%	6.04%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	0	41	0	0	0	170	0	257	333	40	0	0	433	26	0	1300
PEAK HR FACTOR :	0.000	0.000	0.732	0.000	0.000	0.000	0.944	0.000	0.905	0.935	0.714	0.000	0.000	0.984	0.722	0.000	0.959
	0.732				0.944				0.943				0.972				

National Data & Surveying Services Intersection Turning Movement Count

Location: E Onstott Rd & Queens Ave
City: Yuba City
Control: 0

Project ID: 19-07043-004
Date: 2/14/2019

Bikes

NS/EW Streets:	E Onstott Rd				E Onstott Rd				Queens Ave				Queens Ave				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3
APPROACH %'s :									0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
PEAK HR FACTOR :	0.00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.500
										0.250				0.250			

National Data & Surveying Services Intersection Turning Movement Count

Location: E Onstott Rd & Queens Ave
City: Yuba City

Project ID: 19-07043-004
Date: 2/14/2019

Pedestrians (Crosswalks)

NS/EW Streets:	E Onstott Rd		E Onstott Rd		Queens Ave		Queens Ave		
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	2	0	1	0	0	0	0	0	3
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	3	0	0	3
4:45 PM	0	0	0	1	0	0	0	0	1
5:00 PM	0	0	0	0	1	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	1	0	0	0	1
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	2	0	1	1	2	3	0	0	9
APPROACH %'s :	100.00%	0.00%	50.00%	50.00%	40.00%	60.00%			
PEAK HR :	**04:45 PM - 05:45 PM**								TOTAL
PEAK HR VOL :	0	0	0	1	1	0	0	0	2
PEAK HR FACTOR :			0.250	0.250	0.250	0.250			0.500

E. Onstott & Butte House

Date: 9/7/2022

Day: Wednesday

Project #: E. Onstott & Butte House

6569-A-01

Peak Hour Summary	
AM Peak Hour	07:45 - 08:45
NOON Peak Hour	12:00 - 13:00
PM Peak Hour	16:30 - 17:30

Southbound Approach

E. Onstott

AM	76	0	6	0	70
NOON	0	0	0	0	0
PM	105	0	9	0	99

Eastbound Approach

Butte House

	AM	NOON	PM
	377	0	546
	0	0	0
	67	0	94
	452	0	573
	0	0	0
	AM	NOON	PM

Westbound Approach

	AM	NOON	PM
	3	0	5
	301	0	441
	0	0	0
	0	0	0
	458	0	582
	AM	NOON	PM

CONTROL

Northbound Approach

AM	0	0	0	0	0
NOON	0	0	0	0	0
PM	0	0	0	0	0

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	12:00 PM	1:00 PM
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
	82	70	AM
	0	0	NOON
	114	99	PM

West Leg			East Leg		
AM	NOON	PM			
377	0	546	304	0	446
519	0	667	458	0	582
			AM	NOON	PM

	South Leg	
AM	0	0
NOON	0	0
PM	0	0

Total Volume Per Leg

	North Leg	
	152	AM
	0	NOON
	213	PM

West Leg			East Leg		
AM	NOON	PM			
896	0	1213	762	0	1028
			AM	NOON	PM

	South Leg
AM	0
NOON	0
PM	0

ALL TRAFFIC DATA

6569-A-01

Sutter County
All Vehicles & Uturns On Unshifted
Bikes & Peds On Bank 1
Nothing On Bank 2

(916) 771-8700
orders@atdtraffic.com

File Name : E. Onstott & Butte House
Date : 9/7/2022

Unshifted Count = All Vehicles & Uturns

	E. Onstott Southbound					Butte House Westbound					E. Onstott Northbound					Butte House Eastbound						
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total	Uturns Total
7:00	0	0	2	0	2	0	30	0	0	30	0	0	0	0	0	0	56	0	0	56	88	0
7:15	1	0	8	0	9	0	29	0	0	29	0	0	0	0	0	1	86	0	0	87	125	0
7:30	2	0	14	0	16	0	48	0	0	48	0	0	0	0	0	5	105	0	0	110	174	0
7:45	2	0	23	0	25	0	84	0	0	84	0	0	0	0	0	10	125	0	0	135	244	0
Total	5	0	47	0	52	0	191	0	0	191	0	0	0	0	0	16	372	0	0	388	631	0
8:00	2	0	22	0	24	0	85	0	0	85	0	0	0	0	0	8	99	0	0	107	216	0
8:15	0	0	15	0	15	0	67	2	0	69	0	0	0	0	0	24	110	0	0	134	218	0
8:30	2	0	16	0	18	0	65	1	0	66	0	0	0	0	0	25	118	0	0	143	227	0
8:45	1	0	18	0	19	0	71	4	0	75	0	0	0	0	0	23	87	0	0	110	204	0
Total	5	0	71	0	76	0	288	7	0	295	0	0	0	0	0	80	414	0	0	494	865	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	4	0	16	0	20	0	119	2	0	121	0	0	0	0	0	21	147	0	0	168	309	0
16:15	1	0	27	0	28	0	100	1	0	101	0	0	0	0	0	24	109	0	0	133	262	0
16:30	5	0	26	0	31	0	116	3	0	119	0	0	0	0	0	26	140	0	0	166	316	0
16:45	2	0	29	0	31	0	104	0	0	104	0	0	0	0	0	21	161	0	0	182	317	0
Total	12	0	98	0	110	0	439	6	0	445	0	0	0	0	0	92	557	0	0	649	1204	0
17:00	0	0	24	0	24	0	106	1	0	107	0	0	0	0	0	20	154	0	0	174	305	0
17:15	2	0	26	0	28	0	115	1	0	116	0	0	0	0	0	27	118	0	0	145	289	0
17:30	1	0	15	0	16	0	105	2	0	107	0	0	0	0	0	12	121	0	0	133	256	0
17:45	3	0	13	0	16	0	77	2	0	79	0	0	0	0	0	14	106	0	0	120	215	0
Total	6	0	78	0	84	0	403	6	0	409	0	0	0	0	0	73	499	0	0	572	1065	0
Grand Total	28	0	294	0	322	0	1321	19	0	1340	0	0	0	0	0	261	1842	0	0	2103	3765	0
Apprch %	8.7%	0.0%	91.3%	0.0%		0.0%	98.6%	1.4%	0.0%		0.0%	0.0%	0.0%	0.0%		12.4%	87.6%	0.0%	0.0%			
Total %	0.7%	0.0%	7.8%	0.0%	8.6%	0.0%	35.1%	0.5%	0.0%	35.6%	0.0%	0.0%	0.0%	0.0%	0.0%	6.9%	48.9%	0.0%	0.0%	55.9%	100.0%	

AM PEAK HOUR	E. Onstott Southbound					Butte House Westbound					E. Onstott Northbound					Butte House Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 07:45 to 08:45																					
Peak Hour For Entire Intersection Begins at 07:45																					
7:45	2	0	23	0	25	0	84	0	0	84	0	0	0	0	0	10	125	0	0	135	244
8:00	2	0	22	0	24	0	85	0	0	85	0	0	0	0	0	8	99	0	0	107	216
8:15	0	0	15	0	15	0	67	2	0	69	0	0	0	0	0	24	110	0	0	134	218
8:30	2	0	16	0	18	0	65	1	0	66	0	0	0	0	0	25	118	0	0	143	227
Total Volume	6	0	76	0	82	0	301	3	0	304	0	0	0	0	0	67	452	0	0	519	905
% App Total	7.3%	0.0%	92.7%	0.0%		0.0%	99.0%	1.0%	0.0%		0.0%	0.0%	0.0%	0.0%		12.9%	87.1%	0.0%	0.0%		
PHF	.750	.000	.826	.000	.820	.000	.885	.375	.000	.894	.000	.000	.000	.000	.000	.670	.904	.000	.000	.907	.927

NOON PEAK	E. Onstott Southbound					Butte House Westbound					E. Onstott Northbound					Butte House Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 12:00 to 13:00																					
Peak Hour For Entire Intersection Begins at 12:00																					
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App Total	0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

PM PEAK HOUR	E. Onstott Southbound					Butte House Westbound					E. Onstott Northbound					Butte House Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 16:30 to 17:30																					
Peak Hour For Entire Intersection Begins at 16:30																					
16:30	5	0	26	0	31	0	116	3	0	119	0	0	0	0	0	26	140	0	0	166	316
16:45	2	0	29	0	31	0	104	0	0	104	0	0	0	0	0	21	161	0	0	182	317
17:00	0	0	24	0	24	0	106	1	0	107	0	0	0	0	0	20	154	0	0	174	305
17:15	2	0	26	0	28	0	115	1	0	116	0	0	0	0	0	27	118	0	0	145	289
Total Volume	9	0	105	0	114	0	441	5	0	446	0	0	0	0	0	94	573	0	0	667	1227
% App Total	7.9%	0.0%	92.1%	0.0%		0.0%	98.9%	1.1%	0.0%		0.0%	0.0%	0.0%	0.0%		14.1%	85.9%	0.0%	0.0%		
PHF	.450	.000	.905	.000	.919	.000	.950	.417	.000	.937	.000	.000	.000	.000	.000	.870	.890	.000	.000	.916	.968

Gray Avenue & Washington Avenue

Date: 9/13/2022

Day: Tuesday

Project #: Gray Avenue & Washington Avenue

6569-A-01

AM Peak Hour	07:30 - 08:30
NOON Peak Hour	12:00 - 13:00
PM Peak Hour	16:30 - 17:30

Peak Hour Summary

Southbound Approach (Gray Avenue)

AM	11	290	40	0	216
NOON	0	0	0	0	0
PM	9	218	17	0	314

Eastbound Approach (Washington Avenue)

	AM	NOON	PM
	78	0	80
	0	0	0
	5	0	8
	16	0	33
	4	0	9

Westbound Approach

	AM	NOON	PM
	23	0	26
	58	0	69
	50	0	58
	0	0	0
	116	0	131

CONTROL

Northbound Approach

AM	344	0	9	188	60
NOON	0	0	0	0	0
PM	285	0	2	280	81

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	12:00 PM	1:00 PM
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		East Leg			West Leg			South Leg	
						AM	NOON	PM		
AM	341	216	131	0	153	78	0	80	344	257
NOON	0	0	116	0	131	25	0	50	0	0
PM	244	314	AM	NOON	PM				285	363

Total Volume Per Leg

	North Leg	East Leg			West Leg			South Leg
					AM	NOON	PM	
AM	557	247	0	284	103	0	130	601
NOON	0	AM	NOON	PM				0
PM	558							648

ALL TRAFFIC DATA

6569-A-01

Yuba City
All Vehicles & Uturns On Unshifted
Bikes & Peds On Bank 1
Nothing On Bank 2

(916) 771-8700
orders@atdtraffic.com

File Name : Gray Avenue & Washington Avenue
Date : 9/13/2022

Unshifted Count = All Vehicles & Uturns

	Gray Avenue Southbound					Washington Avenue Westbound					Gray Avenue Northbound					Washington Avenue Eastbound						
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total	Uturns Total
7:00	3	16	0	0	19	5	3	2	0	10	0	15	4	0	19	0	3	0	0	3	51	0
7:15	5	31	3	0	39	9	7	1	0	17	3	32	8	0	43	0	2	0	0	2	101	0
7:30	10	74	0	0	84	14	9	1	0	24	2	42	10	0	54	3	2	0	0	5	167	0
7:45	14	102	3	0	119	17	21	8	0	46	2	53	20	0	75	0	1	1	0	2	242	0
Total	32	223	6	0	261	45	40	12	0	97	7	142	42	0	191	3	8	1	0	12	561	0
8:00	8	64	6	0	78	7	18	11	0	36	3	51	14	0	68	1	3	0	0	4	186	0
8:15	8	50	2	0	60	12	10	3	0	25	2	42	16	0	60	1	10	3	0	14	159	0
8:30	3	33	4	0	40	17	11	2	0	30	1	32	14	0	47	1	6	0	0	7	124	0
8:45	2	52	1	0	55	6	10	0	0	16	4	31	10	0	45	1	5	0	0	6	122	0
Total	21	199	13	0	233	42	49	16	0	107	10	156	54	0	220	4	24	3	0	31	591	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	8	57	3	0	68	17	5	8	0	30	1	75	10	0	86	1	8	1	0	10	194	0
16:15	1	38	3	0	42	6	18	4	0	28	1	66	25	0	92	0	9	5	0	14	176	0
16:30	3	55	0	0	58	11	17	6	0	34	0	69	18	0	87	2	10	2	0	14	193	0
16:45	3	58	1	0	62	20	23	6	0	49	1	66	22	0	89	1	8	2	0	11	211	0
Total	15	208	7	0	230	54	63	24	0	141	3	276	75	0	354	4	35	10	0	49	774	0
17:00	6	56	2	0	64	13	20	5	0	38	1	71	23	0	95	4	12	2	0	18	215	0
17:15	5	49	6	0	60	14	9	9	0	32	0	74	18	0	92	1	3	3	0	7	191	0
17:30	5	48	2	0	55	9	14	3	0	26	1	70	19	0	90	0	6	1	0	7	178	0
17:45	5	50	0	0	55	7	14	4	0	25	0	58	14	0	72	1	4	3	0	8	160	0
Total	21	203	10	0	234	43	57	21	0	121	2	273	74	0	349	6	25	9	0	40	744	0
Grand Total	89	833	36	0	958	184	209	73	0	466	22	847	245	0	1114	17	92	23	0	132	2670	0
Apprch %	9.3%	87.0%	3.8%	0.0%		39.5%	44.8%	15.7%	0.0%		2.0%	76.0%	22.0%	0.0%		12.9%	69.7%	17.4%	0.0%			
Total %	3.3%	31.2%	1.3%	0.0%	35.9%	6.9%	7.8%	2.7%	0.0%	17.5%	0.8%	31.7%	9.2%	0.0%	41.7%	0.6%	3.4%	0.9%	0.0%	4.9%	100.0%	

AM PEAK HOUR	Gray Avenue Southbound					Washington Avenue Westbound					Gray Avenue Northbound					Washington Avenue Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 07:30 to 08:30																					
Peak Hour For Entire Intersection Begins at 07:30																					
7:30	10	74	0	0	84	14	9	1	0	24	2	42	10	0	54	3	2	0	0	5	167
7:45	14	102	3	0	119	17	21	8	0	46	2	53	20	0	75	0	1	1	0	2	242
8:00	8	64	6	0	78	7	18	11	0	36	3	51	14	0	68	1	3	0	0	4	186
8:15	8	50	2	0	60	12	10	3	0	25	2	42	16	0	60	1	10	3	0	14	159
Total Volume	40	290	11	0	341	50	58	23	0	131	9	188	60	0	257	5	16	4	0	25	754
% App Total	11.7%	85.0%	3.2%	0.0%		38.2%	44.3%	17.6%	0.0%		3.5%	73.2%	23.3%	0.0%		20.0%	64.0%	16.0%	0.0%		
PHF	.714	.711	.458	.000	.716	.735	.690	.523	.000	.712	.750	.887	.750	.000	.857	.417	.400	.333	.000	.446	.779

NOON PEAK	Gray Avenue Southbound					Washington Avenue Westbound					Gray Avenue Northbound					Washington Avenue Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 12:00 to 13:00																					
Peak Hour For Entire Intersection Begins at 12:00																					
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App Total	0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

PM PEAK HOUR	Gray Avenue Southbound					Washington Avenue Westbound					Gray Avenue Northbound					Washington Avenue Eastbound					
START TIME	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	LEFT	THRU	RIGHT	UTURNS	APP.TOTAL	Total
Peak Hour Analysis From 16:30 to 17:30																					
Peak Hour For Entire Intersection Begins at 16:30																					
16:30	3	55	0	0	58	11	17	6	0	34	0	69	18	0	87	2	10	2	0	14	193
16:45	3	58	1	0	62	20	23	6	0	49	1	66	22	0	89	1	8	2	0	11	211
17:00	6	56	2	0	64	13	20	5	0	38	1	71	23	0	95	4	12	2	0	18	215
17:15	5	49	6	0	60	14	9	9	0	32	0	74	18	0	92	1	3	3	0	7	191
Total Volume	17	218	9	0	244	58	69	26	0	153	2	280	81	0	363	8	33	9	0	50	810
% App Total	7.0%	89.3%	3.7%	0.0%		37.9%	45.1%	17.0%	0.0%		0.6%	77.1%	22.3%	0.0%		16.0%	66.0%	18.0%	0.0%		
PHF	.708	.940	.375	.000	.953	.725	.750	.722	.000	.781	.500	.946	.880	.000	.955	.500	.688	.750	.000	.694	.942

KDA

1: QUEENS AVE & SB SR 99 RAMPS Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.5	0.0	2.6	0.5
Total Del/Veh (s)	9.0	9.0	10.8	9.2

2: QUEENS AVE & NB SR 99 RAMPS Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.0	0.0	2.3	0.5
Total Del/Veh (s)	8.5	12.3	12.0	10.8

3: QUEENS AVE & E ONSTOTT AVE Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.2	0.0
Total Del/Veh (s)	1.8	4.3	4.1	16.6	5.2

4: GRAY AVE & WASHINGTON AVE Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.2	1.3	0.5	0.7
Total Del/Veh (s)	8.6	9.1	0.4	1.3	2.6

7: BUTTE HOUSE RD & E ONSTOTT RD Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.2	0.1	0.1
Total Del/Veh (s)	1.9	0.3	4.0	1.6

Total Zone Performance

Denied Del/Veh (s)	1.2
Total Del/Veh (s)	99.9

1: QUEENS AVE & SB SR 99 RAMPS Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.4	0.8	0.0	0.0	0.3	0.1	3.2	0.5
Total Del/Veh (s)	10.5	5.6	19.3	4.4	26.1	27.3	6.7	9.2

2: QUEENS AVE & NB SR 99 RAMPS Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.6	3.0	0.5
Total Del/Veh (s)	26.9	6.3	12.4	9.3	20.6	8.0	10.8

3: QUEENS AVE & E ONSTOTT AVE Performance by movement

Movement	EBL	EBT	EBR	WBT	WBR	NBR	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.1	0.2	0.0
Total Del/Veh (s)	4.2	1.2	0.7	4.3	3.9	3.8	16.6	5.2

4: GRAY AVE & WASHINGTON AVE Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.1	0.1	0.2	0.2	0.2	3.6	0.4	3.6	2.3	0.2	2.1
Total Del/Veh (s)	8.5	9.4	3.2	9.1	10.4	5.9	2.7	0.4	0.3	3.6	1.0	0.7

4: GRAY AVE & WASHINGTON AVE Performance by movement

Movement	All
Denied Del/Veh (s)	0.7
Total Del/Veh (s)	2.6

7: BUTTE HOUSE RD & E ONSTOTT RD Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.2	0.2	0.0	0.0	0.1	0.1
Total Del/Veh (s)	5.1	1.6	0.3	0.3	7.6	0.0	3.8	1.6

Total Zone Performance

Denied Del/Veh (s)	1.2
Total Del/Veh (s)	99.9

Intersection: 1: QUEENS AVE & SB SR 99 RAMPS

Movement	EB	EB	WB	WB	SB	SB
Directions Served	T	R	L	T	LT	R
Maximum Queue (ft)	204	75	149	212	59	81
Average Queue (ft)	126	52	81	75	22	36
95th Queue (ft)	216	96	140	181	52	66
Link Distance (ft)	195			202	1083	
Upstream Blk Time (%)	1			0		
Queuing Penalty (veh)	8			1		
Storage Bay Dist (ft)		50	60			250
Storage Blk Time (%)	23	1	13	4		
Queuing Penalty (veh)	45	7	55	7		

Intersection: 2: QUEENS AVE & NB SR 99 RAMPS

Movement	EB	EB	WB	NB	NB
Directions Served	L	T	TR	LT	R
Maximum Queue (ft)	114	202	174	120	134
Average Queue (ft)	35	68	129	51	57
95th Queue (ft)	78	165	194	98	100
Link Distance (ft)		202	146	1102	
Upstream Blk Time (%)		1	10		
Queuing Penalty (veh)		5	53		
Storage Bay Dist (ft)	60				250
Storage Blk Time (%)	2	6			
Queuing Penalty (veh)	8	3			

Intersection: 3: QUEENS AVE & E ONSTOTT AVE

Movement	EB	EB	WB	NB	SB
Directions Served	L	TR	TR	R	R
Maximum Queue (ft)	75	14	169	35	224
Average Queue (ft)	27	0	25	11	82
95th Queue (ft)	59	9	103	34	169
Link Distance (ft)		146	1078		1178
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	100				
Storage Blk Time (%)	0				
Queuing Penalty (veh)	0				

Intersection: 4: GRAY AVE & WASHINGTON AVE

Movement	EB	WB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	R	L	T	R
Maximum Queue (ft)	28	95	33	11	47	2	3
Average Queue (ft)	13	38	4	0	11	0	0
95th Queue (ft)	31	73	20	6	38	2	3
Link Distance (ft)		1931				867	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)			95	100	92		100
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 7: BUTTE HOUSE RD & E ONSTOTT RD

Movement	EB	SB	SB
Directions Served	L	L	R
Maximum Queue (ft)	60	30	59
Average Queue (ft)	19	6	31
95th Queue (ft)	50	25	51
Link Distance (ft)		519	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	300		75
Storage Blk Time (%)			0
Queuing Penalty (veh)			0

Zone Summary

Zone wide Queuing Penalty: 192

Intersection	
Int Delay, s/veh	5.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	16	4	50	58	23	9	188	60	40	290	11
Future Vol, veh/h	5	16	4	50	58	23	9	188	60	40	290	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	95	-	100	92	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	21	5	64	74	29	12	241	77	51	372	14

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	829	816	372	759	753	241	386	0	0	318	0	0
Stage 1	474	474	-	265	265	-	-	-	-	-	-	-
Stage 2	355	342	-	494	488	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	290	311	674	323	339	798	1172	-	-	1242	-	-
Stage 1	571	558	-	740	689	-	-	-	-	-	-	-
Stage 2	662	638	-	557	550	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	221	295	674	292	322	798	1172	-	-	1242	-	-
Mov Cap-2 Maneuver	221	295	-	292	322	-	-	-	-	-	-	-
Stage 1	565	535	-	733	682	-	-	-	-	-	-	-
Stage 2	562	632	-	510	527	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	18.3	24.9	0.3	0.9
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1172	-	-	302	345	1242	-	-
HCM Lane V/C Ratio	0.01	-	-	0.106	0.487	0.041	-	-
HCM Control Delay (s)	8.1	-	-	18.3	24.9	8	-	-
HCM Lane LOS	A	-	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.4	2.6	0.1	-	-

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	67	452	301	3	6	76
Future Vol, veh/h	67	452	301	3	6	76
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	300	-	-	-	0	75
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	72	486	324	3	6	82

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	327	0	-	0	713	164
Stage 1	-	-	-	-	326	-
Stage 2	-	-	-	-	387	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1229	-	-	-	366	852
Stage 1	-	-	-	-	704	-
Stage 2	-	-	-	-	656	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1229	-	-	-	344	852
Mov Cap-2 Maneuver	-	-	-	-	344	-
Stage 1	-	-	-	-	662	-
Stage 2	-	-	-	-	656	-

Approach	EB	WB	SB
HCM Control Delay, s	1	0	10.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1229	-	-	-	344	852
HCM Lane V/C Ratio	0.059	-	-	-	0.019	0.096
HCM Control Delay (s)	8.1	-	-	-	15.7	9.7
HCM Lane LOS	A	-	-	-	C	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.1	0.3

1: QUEENS AVE & SB SR 99 RAMPS Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	2.2	0.2
Total Del/Veh (s)	11.3	7.3	13.0	9.5

2: QUEENS AVE & NB SR 99 RAMPS Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.0	0.6	2.1	0.7
Total Del/Veh (s)	10.5	14.0	12.7	12.5

3: QUEENS AVE & E ONSTOTT AVE Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.2	0.0
Total Del/Veh (s)	3.3	6.5	3.9	20.7	6.8

4: GRAY AVE & WASHINGTON AVE Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.2	1.1	0.3	0.6
Total Del/Veh (s)	8.5	10.1	0.4	1.2	3.0

7: BUTTE HOUSE RD & E ONSTOTT RD Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.3	3.7	0.4
Total Del/Veh (s)	2.2	0.5	5.3	1.9

Total Zone Performance

Denied Del/Veh (s)	1.3
Total Del/Veh (s)	427.8

1: QUEENS AVE & SB SR 99 RAMPS Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0	0.3	3.1	0.2
Total Del/Veh (s)	12.3	6.6	18.7	4.5	23.2	7.9	9.5

2: QUEENS AVE & NB SR 99 RAMPS Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.7	0.5	0.6	0.1	3.0	0.7
Total Del/Veh (s)	23.8	5.6	14.4	10.6	21.0	11.4	7.7	12.5

3: QUEENS AVE & E ONSTOTT AVE Performance by movement

Movement	EBL	EBT	EBR	WBT	WBR	NBR	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.1	0.2	0.0
Total Del/Veh (s)	6.5	1.2	0.6	6.6	4.7	3.9	20.7	6.8

4: GRAY AVE & WASHINGTON AVE Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.1	0.1	0.2	0.2	0.2	2.9	0.4	3.6	1.8	0.1	1.7
Total Del/Veh (s)	7.9	9.6	3.6	10.4	10.9	6.4	2.8	0.5	0.3	4.1	1.0	0.9

4: GRAY AVE & WASHINGTON AVE Performance by movement

Movement	All
Denied Del/Veh (s)	0.6
Total Del/Veh (s)	3.0

7: BUTTE HOUSE RD & E ONSTOTT RD Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.3	0.3	0.3	4.0	0.4
Total Del/Veh (s)	6.0	1.7	0.5	0.4	9.6	5.0	1.9

Total Zone Performance

Denied Del/Veh (s)	1.3
Total Del/Veh (s)	427.8

Intersection: 1: QUEENS AVE & SB SR 99 RAMPS

Movement	EB	EB	WB	WB	SB	SB
Directions Served	T	R	L	T	LT	R
Maximum Queue (ft)	205	75	148	209	80	75
Average Queue (ft)	135	41	69	78	27	32
95th Queue (ft)	219	91	133	190	62	59
Link Distance (ft)	195			202	1083	
Upstream Blk Time (%)	2			0		
Queuing Penalty (veh)	14			3		
Storage Bay Dist (ft)		50	60			250
Storage Blk Time (%)	28	0	7	5		
Queuing Penalty (veh)	27	2	41	7		

Intersection: 2: QUEENS AVE & NB SR 99 RAMPS

Movement	EB	EB	WB	NB	NB
Directions Served	L	T	TR	LT	R
Maximum Queue (ft)	140	200	175	131	114
Average Queue (ft)	71	72	145	65	56
95th Queue (ft)	127	161	195	111	95
Link Distance (ft)		202	146	1102	
Upstream Blk Time (%)		0	13		
Queuing Penalty (veh)		2	79		
Storage Bay Dist (ft)	60				250
Storage Blk Time (%)	13	4			
Queuing Penalty (veh)	50	5			

Intersection: 3: QUEENS AVE & E ONSTOTT AVE

Movement	EB	EB	WB	NB	SB
Directions Served	L	TR	TR	R	R
Maximum Queue (ft)	117	99	214	59	170
Average Queue (ft)	53	4	50	23	72
95th Queue (ft)	100	48	147	50	140
Link Distance (ft)		146	1078		1178
Upstream Blk Time (%)	0	0			
Queuing Penalty (veh)	0	1			
Storage Bay Dist (ft)	100				
Storage Blk Time (%)	1	0			
Queuing Penalty (veh)	5	0			

Intersection: 4: GRAY AVE & WASHINGTON AVE

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	L	R	L	R
Maximum Queue (ft)	56	121	15	17	33	3
Average Queue (ft)	21	45	1	1	6	0
95th Queue (ft)	42	84	10	8	26	2
Link Distance (ft)		1931				
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			95	100	92	100
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 7: BUTTE HOUSE RD & E ONSTOTT RD

Movement	EB	SB	SB
Directions Served	L	L	R
Maximum Queue (ft)	62	36	69
Average Queue (ft)	28	8	36
95th Queue (ft)	60	30	58
Link Distance (ft)			
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	300		75
Storage Blk Time (%)			0
Queuing Penalty (veh)			0

Zone Summary

Zone wide Queuing Penalty: 237

Intersection	
Int Delay, s/veh	4.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	33	9	58	69	26	2	280	81	17	218	9
Future Vol, veh/h	8	33	9	58	69	26	2	280	81	17	218	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	95	-	100	92	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	35	10	62	73	28	2	298	86	18	232	10

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	664	656	232	598	580	298	242	0	0	384	0	0
Stage 1	268	268	-	302	302	-	-	-	-	-	-	-
Stage 2	396	388	-	296	278	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	374	385	807	414	426	741	1324	-	-	1174	-	-
Stage 1	738	687	-	707	664	-	-	-	-	-	-	-
Stage 2	629	609	-	712	680	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	308	378	807	375	419	741	1324	-	-	1174	-	-
Mov Cap-2 Maneuver	308	378	-	375	419	-	-	-	-	-	-	-
Stage 1	737	677	-	706	663	-	-	-	-	-	-	-
Stage 2	538	608	-	657	670	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	15.3	18.3	0	0.6
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1324	-	-	402	432	1174	-	-
HCM Lane V/C Ratio	0.002	-	-	0.132	0.377	0.015	-	-
HCM Control Delay (s)	7.7	-	-	15.3	18.3	8.1	-	-
HCM Lane LOS	A	-	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.5	1.7	0	-	-

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	94	573	441	5	9	105
Future Vol, veh/h	94	573	441	5	9	105
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	300	-	-	-	0	75
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	98	597	459	5	9	109

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	464	0	-	0	957	232
Stage 1	-	-	-	-	462	-
Stage 2	-	-	-	-	495	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1094	-	-	-	256	770
Stage 1	-	-	-	-	601	-
Stage 2	-	-	-	-	578	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1094	-	-	-	233	770
Mov Cap-2 Maneuver	-	-	-	-	233	-
Stage 1	-	-	-	-	547	-
Stage 2	-	-	-	-	578	-

Approach	EB	WB	SB
HCM Control Delay, s	1.2	0	11.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1094	-	-	-	233	770
HCM Lane V/C Ratio	0.09	-	-	-	0.04	0.142
HCM Control Delay (s)	8.6	-	-	-	21.1	10.4
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0.3	-	-	-	0.1	0.5

1: QUEENS AVE & SB SR 99 RAMPS Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.6	0.0	2.5	0.5
Total Del/Veh (s)	9.1	8.8	12.6	9.3

2: QUEENS AVE & NB SR 99 RAMPS Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.0	0.0	2.3	0.5
Total Del/Veh (s)	8.7	12.8	12.4	11.2

3: QUEENS AVE & E ONSTOTT AVE Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.2	0.0
Total Del/Veh (s)	1.9	4.0	3.6	13.7	4.6

4: GRAY AVE & WASHINGTON AVE Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.2	1.2	0.5	0.7
Total Del/Veh (s)	7.9	8.6	0.4	1.2	2.5

5: E ONSTOTT RD & N PROJ DWY Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.6	0.3
Total Del/Veh (s)	3.6	0.1	0.4	0.6

6: E ONSTOTT RD & S PROJECT DWY Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	4.1	0.4	0.2	0.4

7: BUTTE HOUSE RD & E ONSTOTT RD Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.2	0.0	0.1
Total Del/Veh (s)	1.9	0.4	4.5	1.8

Total Zone Performance

Denied Del/Veh (s)	1.2
Total Del/Veh (s)	104.7

1: QUEENS AVE & SB SR 99 RAMPS Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.4	0.9	0.0	0.0	0.3		3.2	0.5
Total Del/Veh (s)	10.5	6.0	20.2	3.8	29.6		6.8	9.3

2: QUEENS AVE & NB SR 99 RAMPS Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.7	3.0	0.5
Total Del/Veh (s)	25.4	6.9	13.0	9.4	21.1	8.3	11.2

3: QUEENS AVE & E ONSTOTT AVE Performance by movement

Movement	EBL	EBT	EBR	WBT	WBR	NBR	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.1	0.2	0.0
Total Del/Veh (s)	4.4	1.4	0.7	4.0	3.0	3.6	13.7	4.6

4: GRAY AVE & WASHINGTON AVE Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.2	0.2	3.8	0.4	3.6	1.9	0.2	2.3
Total Del/Veh (s)	9.6	9.0	2.8	9.0	9.9	4.8	2.8	0.4	0.3	3.5	1.0	0.8

4: GRAY AVE & WASHINGTON AVE Performance by movement

Movement	All
Denied Del/Veh (s)	0.7
Total Del/Veh (s)	2.5

5: E ONSTOTT RD & N PROJ DWY Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	4.1	0.2	0.3
Total Del/Veh (s)	5.0	2.6	0.1	0.0	1.9	0.2	0.6

6: E ONSTOTT RD & S PROJECT DWY Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.2	2.7	0.4	0.4	2.0	0.1	0.4

7: BUTTE HOUSE RD & E ONSTOTT RD Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.2	0.2	0.0		0.0	0.1
Total Del/Veh (s)	5.2	1.6	0.4	0.2	10.5		4.0	1.8

Total Zone Performance

Denied Del/Veh (s)	1.2
Total Del/Veh (s)	104.7

Intersection: 1: QUEENS AVE & SB SR 99 RAMPS

Movement	EB	EB	WB	WB	SB	SB
Directions Served	T	R	L	T	LT	R
Maximum Queue (ft)	200	75	147	217	74	78
Average Queue (ft)	124	56	80	64	25	36
95th Queue (ft)	214	96	138	167	63	63
Link Distance (ft)	195			202	1083	
Upstream Blk Time (%)	1			0		
Queuing Penalty (veh)	8			3		
Storage Bay Dist (ft)		50	60			250
Storage Blk Time (%)	22	2	13	3		
Queuing Penalty (veh)	43	10	57	5		

Intersection: 2: QUEENS AVE & NB SR 99 RAMPS

Movement	EB	EB	WB	NB	NB
Directions Served	L	T	TR	LT	R
Maximum Queue (ft)	137	203	174	126	120
Average Queue (ft)	34	77	130	54	58
95th Queue (ft)	85	174	196	100	97
Link Distance (ft)		202	146	1102	
Upstream Blk Time (%)		1	10		
Queuing Penalty (veh)		6	54		
Storage Bay Dist (ft)	60				250
Storage Blk Time (%)	2	7			
Queuing Penalty (veh)	7	4			

Intersection: 3: QUEENS AVE & E ONSTOTT AVE

Movement	EB	WB	NB	SB
Directions Served	L	TR	R	R
Maximum Queue (ft)	70	126	32	183
Average Queue (ft)	26	23	15	73
95th Queue (ft)	58	84	38	135
Link Distance (ft)		1078		1178
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	100			
Storage Blk Time (%)	0			
Queuing Penalty (veh)	0			

Intersection: 4: GRAY AVE & WASHINGTON AVE

Movement	EB	WB	NB	NB	SB
Directions Served	LTR	LTR	L	R	L
Maximum Queue (ft)	34	81	31	19	37
Average Queue (ft)	15	35	3	1	9
95th Queue (ft)	34	64	17	7	32
Link Distance (ft)		1931			
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			95	100	92
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 5: E ONSTOTT RD & N PROJ DWY

Movement	WB	SB
Directions Served	LR	L
Maximum Queue (ft)	31	11
Average Queue (ft)	12	1
95th Queue (ft)	36	7
Link Distance (ft)	722	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		100
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: E ONSTOTT RD & S PROJECT DWY

Movement	WB	SB
Directions Served	LR	L
Maximum Queue (ft)	31	11
Average Queue (ft)	7	0
95th Queue (ft)	27	6
Link Distance (ft)	754	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		100
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: BUTTE HOUSE RD & E ONSTOTT RD

Movement	EB	SB	SB
Directions Served	L	L	R
Maximum Queue (ft)	59	33	61
Average Queue (ft)	18	7	34
95th Queue (ft)	48	28	54
Link Distance (ft)		519	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	300		75
Storage Blk Time (%)			0
Queuing Penalty (veh)			0

Zone Summary

Zone wide Queuing Penalty: 196

Intersection	
Int Delay, s/veh	5.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	18	5	50	60	23	10	188	60	40	290	14
Future Vol, veh/h	5	18	5	50	60	23	10	188	60	40	290	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	95	-	100	92	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	23	6	64	77	29	13	241	77	51	372	18

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	833	818	372	765	759	241	390	0	0	318	0	0
Stage 1	474	474	-	267	267	-	-	-	-	-	-	-
Stage 2	359	344	-	498	492	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	288	311	674	320	336	798	1169	-	-	1242	-	-
Stage 1	571	558	-	738	688	-	-	-	-	-	-	-
Stage 2	659	637	-	554	548	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	217	295	674	286	319	798	1169	-	-	1242	-	-
Mov Cap-2 Maneuver	217	295	-	286	319	-	-	-	-	-	-	-
Stage 1	565	535	-	730	680	-	-	-	-	-	-	-
Stage 2	557	630	-	504	526	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	18.3	25.8	0.3	0.9
HCM LOS	C	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1169	-	-	306	340	1242	-	-
HCM Lane V/C Ratio	0.011	-	-	0.117	0.502	0.041	-	-
HCM Control Delay (s)	8.1	-	-	18.3	25.8	8	-	-
HCM Lane LOS	A	-	-	C	D	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.4	2.7	0.1	-	-

Intersection	
Int Delay, s/veh	1.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	7	72	5	12	86
Future Vol, veh/h	6	7	72	5	12	86
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	8	78	5	13	93

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	200	81	0	0	83	0
Stage 1	81	-	-	-	-	-
Stage 2	119	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	789	979	-	-	1514	-
Stage 1	942	-	-	-	-	-
Stage 2	906	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	782	979	-	-	1514	-
Mov Cap-2 Maneuver	775	-	-	-	-	-
Stage 1	942	-	-	-	-	-
Stage 2	898	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.2	0	0.9
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	873	1514	-
HCM Lane V/C Ratio	-	-	0.016	0.009	-
HCM Control Delay (s)	-	-	9.2	7.4	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	2	75	5	4	88
Future Vol, veh/h	6	2	75	5	4	88
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	2	82	5	4	96

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	189	85	0	0	87	0
Stage 1	85	-	-	-	-	-
Stage 2	104	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	800	974	-	-	1509	-
Stage 1	938	-	-	-	-	-
Stage 2	920	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	798	974	-	-	1509	-
Mov Cap-2 Maneuver	787	-	-	-	-	-
Stage 1	938	-	-	-	-	-
Stage 2	917	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.4	0	0.3
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	827	1509	-
HCM Lane V/C Ratio	-	-	0.011	0.003	-
HCM Control Delay (s)	-	-	9.4	7.4	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	73	452	301	7	9	85
Future Vol, veh/h	73	452	301	7	9	85
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	300	-	-	-	0	75
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	78	486	324	8	10	91

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	332	0	-	0	727	166
Stage 1	-	-	-	-	328	-
Stage 2	-	-	-	-	399	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1224	-	-	-	359	849
Stage 1	-	-	-	-	702	-
Stage 2	-	-	-	-	647	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1224	-	-	-	336	849
Mov Cap-2 Maneuver	-	-	-	-	336	-
Stage 1	-	-	-	-	657	-
Stage 2	-	-	-	-	647	-

Approach	EB	WB	SB
HCM Control Delay, s	1.1	0	10.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1224	-	-	-	336	849
HCM Lane V/C Ratio	0.064	-	-	-	0.029	0.108
HCM Control Delay (s)	8.1	-	-	-	16	9.8
HCM Lane LOS	A	-	-	-	C	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.1	0.4

1: QUEENS AVE & SB SR 99 RAMPS Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	2.1	0.2
Total Del/Veh (s)	11.1	7.6	14.5	9.6

2: QUEENS AVE & NB SR 99 RAMPS Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.0	0.8	2.1	0.8
Total Del/Veh (s)	10.2	13.4	13.2	12.3

3: QUEENS AVE & E ONSTOTT AVE Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.2	0.0
Total Del/Veh (s)	3.3	6.1	3.8	21.8	6.7

4: GRAY AVE & WASHINGTON AVE Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.2	1.2	0.3	0.6
Total Del/Veh (s)	8.5	9.3	0.4	1.3	2.9

5: E ONSTOTT RD & N PROJ DWY Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.5	0.3
Total Del/Veh (s)	3.9	0.1	0.4	0.5

6: E ONSTOTT RD & S PROJECT DWY Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	4.6	0.5	0.2	0.6

7: BUTTE HOUSE RD & E ONSTOTT RD Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.3	0.0	0.1
Total Del/Veh (s)	2.3	0.6	5.8	2.1

Total Zone Performance

Denied Del/Veh (s)	1.1
Total Del/Veh (s)	446.7

1: QUEENS AVE & SB SR 99 RAMPS Performance by movement

Movement	EBT	EBR	WBL	WBT	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0	0.4	3.1	0.2
Total Del/Veh (s)	12.1	5.9	19.6	4.6	25.8	7.9	9.6

2: QUEENS AVE & NB SR 99 RAMPS Performance by movement

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.7	0.9	0.7		2.9	0.8
Total Del/Veh (s)	24.6	5.1	13.9	9.6	22.1		7.6	12.3

3: QUEENS AVE & E ONSTOTT AVE Performance by movement

Movement	EBL	EBT	EBR	WBT	WBR	NBR	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.1	0.2	0.0
Total Del/Veh (s)	6.4	1.2	0.6	6.1	5.4	3.8	21.8	6.7

4: GRAY AVE & WASHINGTON AVE Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.1	0.1	0.2	0.2	0.1	3.1	0.4	3.6	2.0	0.1	1.6
Total Del/Veh (s)	8.3	10.2	3.2	9.5	10.8	5.7	2.6	0.5	0.3	3.8	1.1	1.1

4: GRAY AVE & WASHINGTON AVE Performance by movement

Movement	All
Denied Del/Veh (s)	0.6
Total Del/Veh (s)	2.9

5: E ONSTOTT RD & N PROJ DWY Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	3.9	0.2	0.3
Total Del/Veh (s)	5.5	2.5	0.1	0.0	1.9	0.2	0.5

6: E ONSTOTT RD & S PROJECT DWY Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.1	0.0	0.0	0.0
Total Del/Veh (s)	5.7	2.3	0.5	0.5	2.1	0.1	0.6

7: BUTTE HOUSE RD & E ONSTOTT RD Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.3	0.2	0.0	0.0	0.0	0.1
Total Del/Veh (s)	6.0	1.7	0.6	0.4	12.7	0.2	5.1	2.1

Total Zone Performance

Denied Del/Veh (s)	1.1
Total Del/Veh (s)	446.7

Intersection: 1: QUEENS AVE & SB SR 99 RAMPS

Movement	EB	EB	WB	WB	SB	SB
Directions Served	T	R	L	T	LT	R
Maximum Queue (ft)	204	75	147	208	87	78
Average Queue (ft)	131	42	67	82	32	33
95th Queue (ft)	214	93	129	191	67	61
Link Distance (ft)	195			202	1083	
Upstream Blk Time (%)	2			0		
Queuing Penalty (veh)	11			3		
Storage Bay Dist (ft)		50	60			250
Storage Blk Time (%)	26	0	8	5		
Queuing Penalty (veh)	26	2	46	7		

Intersection: 2: QUEENS AVE & NB SR 99 RAMPS

Movement	EB	EB	WB	NB	NB
Directions Served	L	T	TR	LT	R
Maximum Queue (ft)	147	209	175	134	120
Average Queue (ft)	68	71	144	67	57
95th Queue (ft)	125	164	195	113	97
Link Distance (ft)		202	146	1102	
Upstream Blk Time (%)		0	13		
Queuing Penalty (veh)		2	78		
Storage Bay Dist (ft)	60				250
Storage Blk Time (%)	12	3			
Queuing Penalty (veh)	50	4			

Intersection: 3: QUEENS AVE & E ONSTOTT AVE

Movement	EB	EB	WB	NB	SB
Directions Served	L	TR	TR	R	R
Maximum Queue (ft)	114	68	192	63	190
Average Queue (ft)	52	3	40	25	76
95th Queue (ft)	97	36	130	49	153
Link Distance (ft)		146	1078		1178
Upstream Blk Time (%)	0	0			
Queuing Penalty (veh)	0	0			
Storage Bay Dist (ft)	100				
Storage Blk Time (%)	1	0			
Queuing Penalty (veh)	3	0			

Intersection: 4: GRAY AVE & WASHINGTON AVE

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	L	R	L	R
Maximum Queue (ft)	58	90	31	16	31	2
Average Queue (ft)	21	42	1	1	4	0
95th Queue (ft)	43	73	10	7	21	2
Link Distance (ft)		1931				
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			95	100	92	100
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 5: E ONSTOTT RD & N PROJ DWY

Movement	WB	SB
Directions Served	LR	L
Maximum Queue (ft)	31	19
Average Queue (ft)	12	1
95th Queue (ft)	36	10
Link Distance (ft)	722	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		100
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: E ONSTOTT RD & S PROJECT DWY

Movement	WB	SB
Directions Served	LR	L
Maximum Queue (ft)	37	15
Average Queue (ft)	10	1
95th Queue (ft)	34	8
Link Distance (ft)	754	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		100
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: BUTTE HOUSE RD & E ONSTOTT RD

Movement	EB	WB	SB	SB
Directions Served	L	TR	L	R
Maximum Queue (ft)	70	8	38	81
Average Queue (ft)	27	0	11	40
95th Queue (ft)	58	3	36	65
Link Distance (ft)			519	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	300			75
Storage Blk Time (%)				0
Queuing Penalty (veh)				0

Zone Summary

Zone wide Queuing Penalty: 234

Intersection	
Int Delay, s/veh	4.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	35	10	58	71	26	3	280	81	17	218	12
Future Vol, veh/h	8	35	10	58	71	26	3	280	81	17	218	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	95	-	100	92	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	37	11	62	76	28	3	298	86	18	232	13

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	667	658	232	603	585	298	245	0	0	384	0	0
Stage 1	268	268	-	304	304	-	-	-	-	-	-	-
Stage 2	399	390	-	299	281	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	372	384	807	411	423	741	1321	-	-	1174	-	-
Stage 1	738	687	-	705	663	-	-	-	-	-	-	-
Stage 2	627	608	-	710	678	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	304	377	807	370	416	741	1321	-	-	1174	-	-
Mov Cap-2 Maneuver	304	377	-	370	416	-	-	-	-	-	-	-
Stage 1	737	677	-	704	662	-	-	-	-	-	-	-
Stage 2	534	607	-	652	668	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	15.4	18.6	0.1	0.6
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1321	-	-	403	428	1174	-	-
HCM Lane V/C Ratio	0.002	-	-	0.14	0.385	0.015	-	-
HCM Control Delay (s)	7.7	-	-	15.4	18.6	8.1	-	-
HCM Lane LOS	A	-	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.5	1.8	0	-	-

Intersection	
Int Delay, s/veh	1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	8	9	102	6	14	119
Future Vol, veh/h	8	9	102	6	14	119
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	10	111	7	15	129

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	274	115	0	0	118	0
Stage 1	115	-	-	-	-	-
Stage 2	159	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	716	937	-	-	1470	-
Stage 1	910	-	-	-	-	-
Stage 2	870	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	709	937	-	-	1470	-
Mov Cap-2 Maneuver	726	-	-	-	-	-
Stage 1	910	-	-	-	-	-
Stage 2	861	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.5	0	0.8
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	824	1470	-
HCM Lane V/C Ratio	-	-	0.022	0.01	-
HCM Control Delay (s)	-	-	9.5	7.5	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	9	3	105	6	5	122
Future Vol, veh/h	9	3	105	6	5	122
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	3	114	7	5	133

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	261	118	0	0	121	0
Stage 1	118	-	-	-	-	-
Stage 2	143	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	728	934	-	-	1467	-
Stage 1	907	-	-	-	-	-
Stage 2	884	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	726	934	-	-	1467	-
Mov Cap-2 Maneuver	739	-	-	-	-	-
Stage 1	907	-	-	-	-	-
Stage 2	881	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.7	0	0.3
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	780	1467	-
HCM Lane V/C Ratio	-	-	0.017	0.004	-
HCM Control Delay (s)	-	-	9.7	7.5	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	101	573	441	10	13	117
Future Vol, veh/h	101	573	441	10	13	117
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	300	-	-	-	0	75
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	105	597	459	10	14	122

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	469	0	-	0	973	235
Stage 1	-	-	-	-	464	-
Stage 2	-	-	-	-	509	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1089	-	-	-	250	767
Stage 1	-	-	-	-	599	-
Stage 2	-	-	-	-	569	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1089	-	-	-	226	767
Mov Cap-2 Maneuver	-	-	-	-	226	-
Stage 1	-	-	-	-	541	-
Stage 2	-	-	-	-	569	-

Approach	EB	WB	SB
HCM Control Delay, s	1.3	0	11.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1089	-	-	-	226	767
HCM Lane V/C Ratio	0.097	-	-	-	0.06	0.159
HCM Control Delay (s)	8.7	-	-	-	21.9	10.6
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0.3	-	-	-	0.2	0.6

CITY OF YUBA CITY
PLANNING COMMISSION
STAFF REPORT

Date: March 22, 2023

To: Chair and Members of the Planning Commission

From: Development Services Department

Presentation by: Ashley Potočnik, Development Liaison

Subject: **Consideration of Development Plan 22-06: Garden Grove Apartments**

Recommendation:

A. Conduct a Public Hearing and make the necessary findings to:

B. Adopt a Resolution to determine the project is Categorically Exempt from CEQA pursuant to CEQA Guidelines Section 15332, Infill Development, and approve Development Plan 22-06, subject to the Conditions of Approval, to allow the development of a new three-story, approximately 51,878 square foot, 50-unit affordable senior housing, located off of Garden Highway (APN 53-470-087).

Applicant/Owner: Regional Housing Authority and Central California Housing Corporation / Regional Housing Authority

Project Location: Located off of Garden Highway in the Richland Neighborhood (APN: 53-470-087)

General Plan: Low/Medium Density Residential

Zoning: Multiple-Family Residence District (R-3)

Purpose:

Consideration to adopt a Resolution to approve Development Plan 22-06 to allow the development of a new three-story, approximately 51,878 square foot, 50-unit affordable senior housing.

Project Description:

Garden Grove Apartments is a proposed affordable senior housing community, consisting of 50-units, including a manager's unit. The development includes 44 one-bedroom units and six two-bedroom units, and one two-bedroom manager's unit. The one-bedroom units are approximately

594 square feet, and two-units are approximately 772 square feet. All 50 units will be resent restricted to 55 and older, with incomes ranging from 30% to 60% of the area median income.

The project will have a 4,756 square foot community center that is proposed to include a fully furnished community/meeting room, a kitchen, restroom facilities, and multiple office spaces. There will also be a laundry room and exercise room.

The total square footage of the development is 51,878 square feet, with 65 parking spaces for residences, including six ADA parking spots.

Analysis:

Compatibility with neighboring uses:

The proposed project is not expected to impact the uses surrounding it. Those uses include multi-family residences to the north, commercial to the west, the Sutter County Airport to the east, and farmland to the south.

General Plan Land Use Classification:

The site is designated Low-Medium Density Residential, allowing 6-14 units per gross acre. The City has historically measured residential density across the full range of assembled Richland parcels (approximately 55 acres) as being one parcel when the General Plan was adopted. Per the Housing Authority, there are 410 existing units on these 55 acres; proposed 176 units of Richland Village, and 50 units of this proposal would result in a total of 636 units, with a resultant density of approximately 11 units/acre on the full Richland site. This would be consistent with the Low-Medium Residential designation.

Zoning District Classification:

This district is intended to provide for the highest density residential uses in appropriate locations, with a level of standards conducive to establishment of a suitable living environment to those living in multiple-family residences. The R-3 District is consistent with the Medium Density Residential and High Density Residential General Plan.

Project Design:

The project is compliant with City standards for the R-3, multiple-family residential zoning district, with regards to building setbacks, height, and lot coverage. As previously stated, the project proposes 50 residential units. The standard for medium density residential allows 1 unit/1,500 square feet of lot area. Based on the total square footage of the project site, the 50 units meets the requirements.

The building designs uses contemporary architecture in brown, beige, and tan, with limited horizontal siding to help reduce the mass of the buildings.

From the initial review, staff requested changes to add inset or articulation to the windows, articulate the roof, and limit balconies. The applicant has made the requested changes by adding window trim, articulating the roofline by an additional 12 inches to the parapet height, and no

balconies will be facing Garden Highway. Additionally, there are requirements in the lease agreement that patios shall be kept neat and clean at all times. There are to be no rugs, towels, laundry, clothing, appliances or other items stored on the patios.

Landscaping:

The proposed landscape plan includes sufficient landscaping per Yuba City Municipal Code. A final landscape plan will be provided at the time of the building permit demonstrating compliance with State Water Efficient Landscape requirements and parking lot shading.

Availability of City services:

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

Environmental Determination:

A preliminary environmental assessment was prepared for this project in accordance with the requirements of the California Environmental Quality Act (CEQA). The project is consistent with all applicable general plan designation and zoning regulations, the proposed development occurs within city limits on a project site of no more than five acres, the project site has no value as habitat for endangered, rare or threatened species, the approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality, and the site can be adequately served by all required utilities and public services. Therefore, this project is exempt under Section 15332 (Infill Development) of the CEQA Guidelines. Furthermore, none of the exceptions under Section 15300.2 of the CEQA Guidelines are applicable to this project.

Recommended Actions:

A. Conduct a Public Hearing and make the necessary findings to:

B. Adopt a Resolution to determine the project is Categorically Exempt from CEQA pursuant to CEQA Guidelines Section 15332, Infill Development, and approve Development Plan 22-06, subject to the Conditions of Approval, to allow the development of a new three-story, approximately 51,878 square foot, 50-unit affordable senior housing, located off of Garden Highway (APN 53-470-087).

Attachments:

1. Planning Commission Resolution
   - Exhibit A: Development Plan 22-06 Plans
   - Exhibit B: Conditions of Approval
2. Location Map

ATTACHMENT 1

PLANNING COMMISSION RESOLUTION NO. PC 23-06

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF YUBA CITY (PLANNING COMMISSION) ADOPTING A CATEGORICAL EXEMPTION PURSUANT TO CEQA GUIDELINES SECTION 15332 (INFILL DEVELOPMENT), AND APPROVING DEVELOPMENT PLAN 22-06, SUBJECT TO THE CONDITIONS OF APPROVAL, TO ALLOW THE DEVELOPMENT OF A NEW THREE-STORY, APPROXIMATELY 51,878 SQUARE FOOT, 50-UNIT AFFORDABLE SENIOR HOUSING LOCATED OFF OF GARDEN HIGHWAY, ASSESSOR PARCEL NUMBER 53-470-087.

WHEREAS, the City received a Development Plan (DP) application for this property in November 2022 to develop a new three-story, approximately 51,878 square foot, 50-unit affordable senior housing.

WHEREAS, a review of the General Plan and Zoning Regulations determined that the proposed development is consistent with the General Plan and Zoning Regulations; and

WHEREAS, a Categorical Exemption under the California Environmental Quality Act ("CEQA") guidelines, Section 15332 (Infill Development) has been prepared for the proposed project in accordance with CEQA, Public Resources Code Section 21000 et. seq.; and

WHEREAS, the City on March 2, 2023, published a legal notice and a public hearing notice was mailed to each property owner within at least 350 feet of the project site in compliance with State law concerning the Planning Commission's consideration on March 22, 2023, subject to the Conditions of Approval; and

WHEREAS, the Planning Commission held a duly noticed public hearing on March 22, 2023 and at which time it received input from City Staff, the applicant; public comment portion was opened, and public testimony and evidence, both written and oral, was considered by the Planning Commission, after which public testimony was closed; and

WHEREAS, the Planning Commission has reviewed the associated documents prepared for the project, and all of the evidence received by the Planning Commission; and

WHEREAS, after deliberation and consideration of all relevant items, the Planning Commission now desires to adopt a Categorical Exemption for the project, and approve Development Plan 22-06, subject to the Conditions of Approval, to allow the development of a new three-story, approximately 51,878 square foot, 50-unit affordable senior housing located off Garden Highway in the Richland Neighborhood, APN: 53-470-087.

NOW, THEREFORE, BE IT RESOLVED by the Planning Commission of the City of Yuba City as follows:

1. Recitals. The Planning Commission hereby finds that all of the facts set forth in the recitals above are true and correct and incorporated herein.

2. CEQA. A preliminary environmental assessment was prepared for this project in accordance with the requirements of the California Environmental Quality Act (CEQA). The Planning Commission finds and determines that the project is exempt under Section 15332 (Infill Development) of the State CEQA Guidelines because the project is consistent with all applicable general plan designation and zoning regulations, the proposed development

occurs within city limits on a project site of no more than five acres, the project site has no value as habitat for endangered, rare or threatened species, the approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality, and the site can be adequately served by all required utilities and public services. Furthermore, none of the exceptions under Section 15300.2 of the CEQA Guidelines are applicable to this project. As such, the Planning Commission adopts a finding of a Categorical Exemption under CEQA Guidelines Section 15332 (Infill Development) for this project.

3. Findings to approve Development Plan 22-06. The following are required findings of Section 8-5.7001(C) of the Municipal Code that must be made prior to approving the project (*the required findings are in italics*):

   i. The site for the proposed use is adequate in size and shape to accommodate said use, public access, parking and loading, yards, landscaping and other features required by this chapter.

   Evidence. The site is adequate as proposed in the Development Plan to accommodate the proposed structures, yard, landscaping and all the requirements of the Zoning Code.

   ii. The streets serving the site are adequate to carry the quantity of traffic generated by the proposed use.

   Evidence. The site is served by Garden Highway. There will be no significant traffic impacts. The existing circulation system is adequate to accommodate the additional traffic from the proposed project.

   iii. The site design, design of the buildings and the scale of the project will complement neighboring facilities.

   Evidence. Based on the analysis provided in the staff report, the design of the project combined adequately addresses the City's desire for quality building design. The project's design and landscaping will complement the existing buildings in the Richland Housing neighborhood.

   iv. The application satisfies at least one of the findings found in Title 6, Chapter 9, Article 6 of the Municipal Code.

   Evidence. This project complies with this finding as the Sutter Butte Flood Control Agency (SBFCA) is the "Local Flood Management Agency" for the Sutter-Butte Basin and as such, has the responsibility to prepare an annual report demonstrating adequate progress as defined in California Government Code Section 645007 (a). SBFCA has prepared Adequate Progress Report Updates for ULOP and transmitted them to the Central Valley Flood Protection Board. As such this site has adequate flood protection. Additionally, the City has imposed conditions on the Development Plan that will protect property within the area to the urban level in urban areas and urbanizing areas.

4. Approval of Development Plan 22-06. Given that all of the findings can be made, the Planning Commission hereby approves Development Plan 22-06 as conditioned and set forth in the Conditions of Approval attached as Exhibit "A".

5. Effective Date of Resolution. This Resolution shall become effective immediately.

The foregoing resolution was introduced at the regular meeting of the Planning Commission held on March 22, 2023, by Commissioner _____ who moved its adoption, which motion was seconded by Commissioner _____ and carried by the following vote:

Ayes:

Noes:

Absent:

Recused:

By order of the Planning Commission of the City of Yuba City.

_____
Jackie Sillman, Planning Commission Chair

ATTEST:

_____
Benjamin Moody, Secretary to the Planning Commission

Attachments:

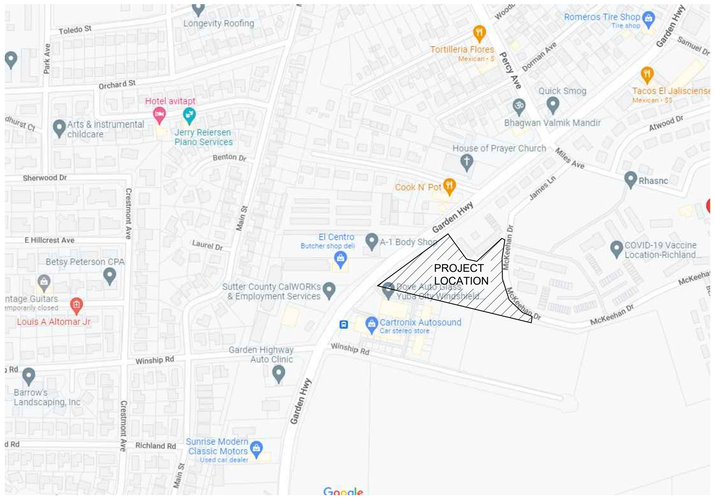
Exhibit A: Conditions of Approval

EXHIBIT A

GARDEN GROVE SENIOR APARTMENTS

YUBA CITY, CALIFORNIA

VICINITY MAP



PROJECT SUMMARY

PROJECT	**GARDEN GROVE SENIOR APARTMENTS**
LOCATION	**-**
JURISDICTION	**YUBA CITY**
APN	**53-470-087**
SITE AREA	**3.64 ACRES / 158,685 S.F.**
DWELLING UNITS	
1 BEDROOM UNITS	**44 88%**
2 BEDROOM UNITS	**6 12%**
TOTAL DWELLING UNITS	**50 UNITS**

PARKING SUMMARY

PARKING

PARKING PROVIDED

FULL SIZE SPACES	59
ACCESSIBLE SPACES	6
TOTAL PARKING PROVIDED:	65 SPACES
PARKING RATIO	.8125 SPACES PER UNIT

PATIO/BALCONY NOTES

50. CLEANING. You must thoroughly clean the dwelling, including doors, windows, furniture, bathrooms, kitchen appliances, patios, balconies, garages, carports, and storage rooms. You must follow move-out cleaning instructions if they have been provided. If you don't clean adequately, you'll be liable for reasonable cleaning charges.

XI. BALCONY or PATIO. Balconies and patios shall be kept neat and clean at all times. No rugs, towels, laundry, clothing, appliances or other items shall be stored, hung or draped on railings or other portions of balconies or patios. Resident shall be mindful that their use of any patios or balconies does not cause any hazards or damage of any kind, or contribute to unsightly appearances on the exterior of the dwelling. No misuse of the space is permitted, including but not limited to, throwing, spilling or pouring liquids or other items, whether intentionally or negligently, over the balconies or patios.

BUILDING AREA SUMMARY

	UNIT TYPES									
	A1.1	B2.0		TOTAL	TOTAL	PATIO	TOTAL UNIT AREA +	COVERED	TOTAL UNIT AREA +	TOTAL UNIT AREA +
	1BD/1BA	2BD/1BA		UNITS	UNIT / BLDG.	STORAGE	PATIO STORAGE	PATIO	COVERED PATIO	PATIO STORAGE +
LIVING SQ. FT.	594	772		PER	SQ. FT.	SQ. FT.	SQ. FT.	SQ. FT.	SQ. FT.	COVERED PATIO
STORAGE SQ. FT	38	138		BLDG.						SQ. FT.
PATIO SQ. FT (COVERED)	50	50								
GARDEN GROVE										
SENIOR APARTMENTS										
1ST FLOOR - UNIT AREA	10	2		12	7,484	656	8,140	600	8,084	8,740
2ND FLOOR - UNIT AREA	17	2	0	19	11,642	922	12,564	950	12,592	13,514
3rd FLOOR - UNIT AREA	17	2	0	19	11,642	922	12,564	950	12,592	13,514
TOTAL	44	6	0	50	**30,768**	2,500	**33,268**	2,500	**33,268**	**35,768**
RATIO	88%	12%	0%	100%						
1ST FLOOR										
MAIL ROOM					101		101		101	101
COVERED PATIO					1,751		1,751		1,751	1,751
LOBBY					412		412		412	412
ELEV./ELEV. EQUIP 1					185		185		185	185
MANAGER'S OFFICE					137		137		137	137
ASSIST. MNGR/LEASING OFFICE					130		130		130	130
STORAGE/COPY					286		286		286	286
TRAINING					193		193		193	193
MEETING					157		157		157	157
TOILETS					231		231		231	231
GREAT ROOM / KITCHENETTE					2,008		2,008		2,008	2,008
FITNESS					630		630		630	630
LAUNDRY 1					471		471		471	471
STAIR 1					197		197		197	197
STAIR 2					197		197		197	197
TRASH 1					278		278		278	278
FIRE ROOM					259		259		259	259
ELECTRICAL CLOSET					383		383		383	383
CORRIDOR					2,216		2,216		2,216	2,216
FIRST FLOOR SUBTOTAL					10,222		10,222		10,222	10,222
FIRST FLOOR TOTAL					17,706		18,362		18,306	**18,962**
2ND FLOOR										
ELEVATOR 1					81		81		81	81
TRASH 1					278		278		278	278
STORAGE					259		259		259	259
STAIR 1					197		197		197	197
STAIR 2					197		197		197	197
CORRIDOR					1,932		1,932		1,932	1,932
SECOND FLOOR SUBTOTAL					2,944		2,944		2,944	2,944
SECOND FLOOR TOTAL					14,586		15,508		15,536	**16,458**
3RD FLOOR										
ELEVATOR 1					81		81		81	81
TRASH 1					278		278		278	278
STORAGE					259		259		259	259
STAIR 1					197		197		197	197
STAIR 2					197		197		197	197
CORRIDOR					1,932		1,932		1,932	1,932
THIRD FLOOR SUBTOTAL					2,944		2,944		2,944	2,944
THIRD FLOOR TOTAL					14,586		15,508		15,536	**16,458**
FIRST, SECOND & THIRD FLOOR TOTAL					**46,878**		**49,378**		**49,378**	**51,878**
(Stairs Count Three Times)										

PROJECT DIRECTORY

DEVELOPER	REGIONAL HOUSING AUTHORITY ATTENTION: GUS BECERRA 1455 BUTTE HOUSE ROAD YUBA CITY, CA 95993 (530) 671-0220 ext. 113 EMAIL: g.becerra@regionalha.org
DEVELOPER	AHDC ATTENTION: LAURIE DOYLE 3128 WILLOW AVENUE, SUITE 101 CLOVIS, CA 93612 (559) 292-3385 EMAIL: ldoyle@ahdcinc.com
ARCHITECT	KUCHMAN ARCHITECTS PC ATTENTION: PHIL HARVEY 2203 13TH STREET SACRAMENTO, CA 95818 PHONE: (916) 447-3436 FAX: (916) 447-3466 EMAIL: phil@kuchman.com
LANDSCAPE ARCHITECT	TOM SMITH ASSOCIATES ATTENTION: TOM SMITH 6921 ROSEVILLE ROAD SACRAMENTO, CA 95842 PHONE: (916) 349-7376 EMAIL: tsassocla@yahoo.com

SHEET INDEX

A0	COVER SHEET
A1.1	SITE PLAN
A1.2	BUILDING PLANS
A2.1	COMMON AREA AND UNIT PLANS
A3.1	EXTERIOR ELEVATIONS
A3.2	COLORED BUILDING ELEVATIONS
A3.3	COLORED RENDERINGS
A3.4	COLORED RENDERINGS
L1	PRELIMINARY LANDSCAPE PLAN
L2	PLANT PICTURES

JANUARY 20, 2023

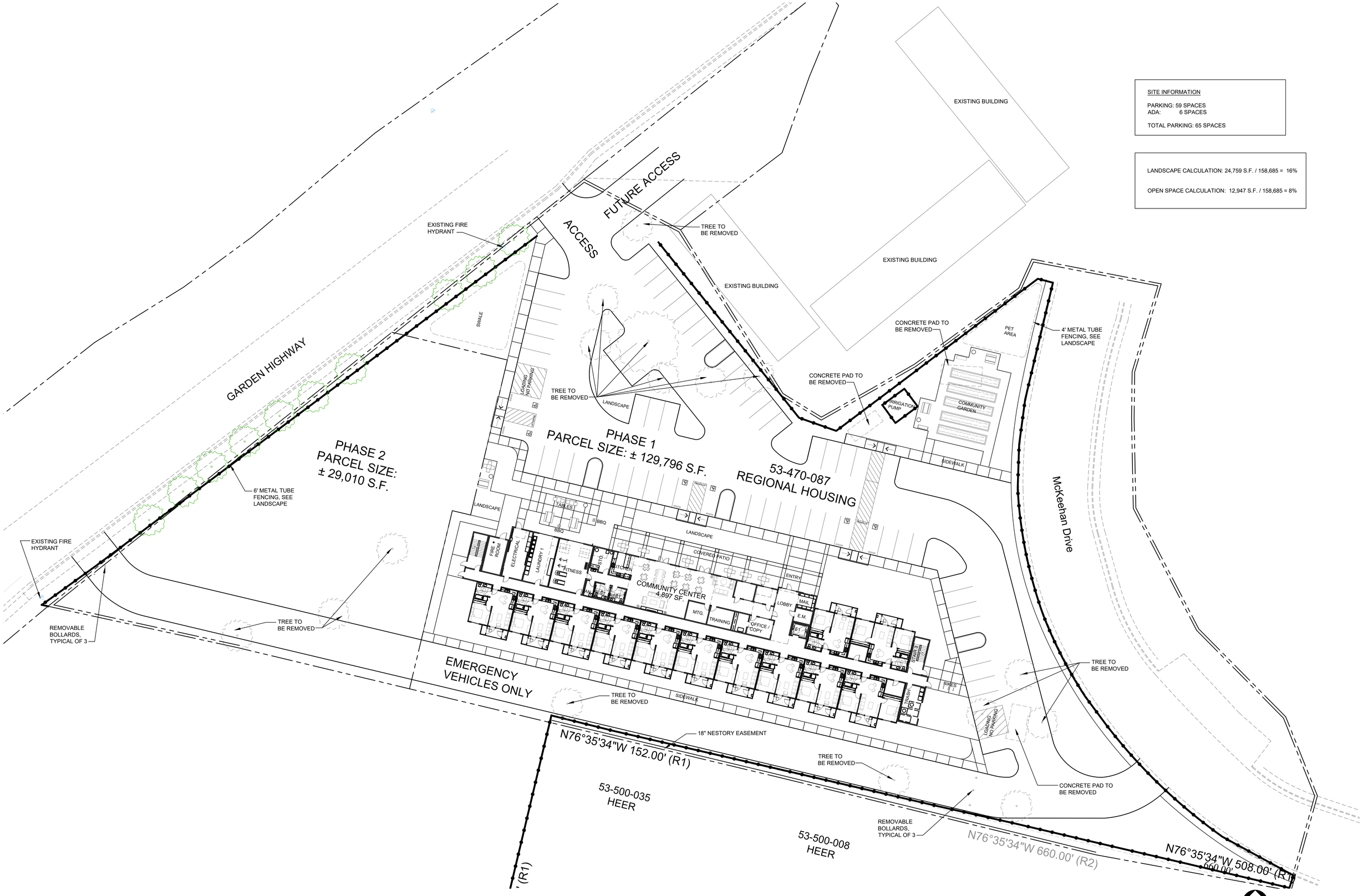
SITE INFORMATION

PARKING: 59 SPACES
ADA: 6 SPACES

TOTAL PARKING: 65 SPACES

LANDSCAPE CALCULATION: 24,759 S.F. / 158,685 = 16%

OPEN SPACE CALCULATION: 12,947 S.F. / 158,685 = 8%



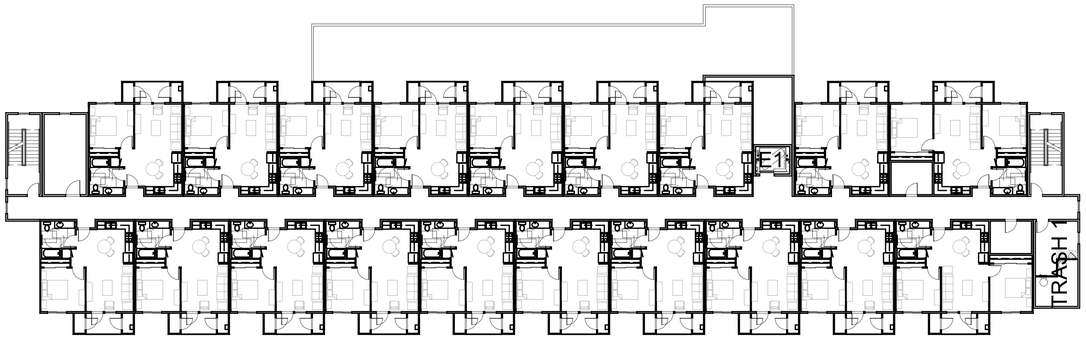
GARDEN GROVE SENIOR APARTMENTS

YUBA CITY, CALIFORNIA

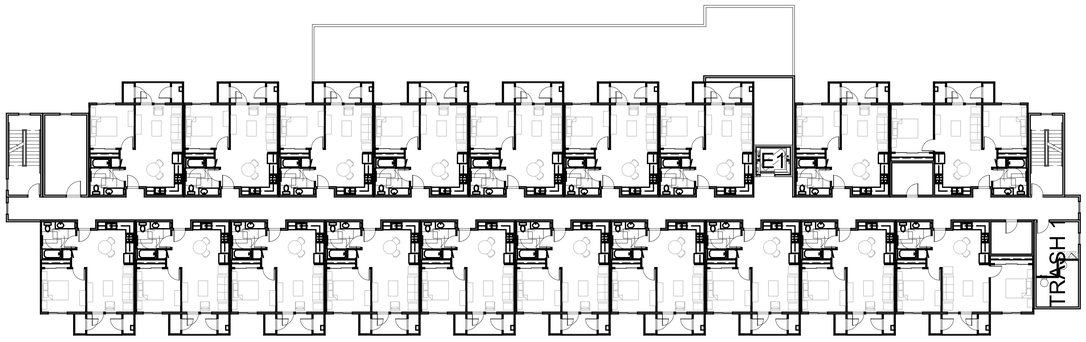
SITE PLAN

kuchman ARCHITECTS PC

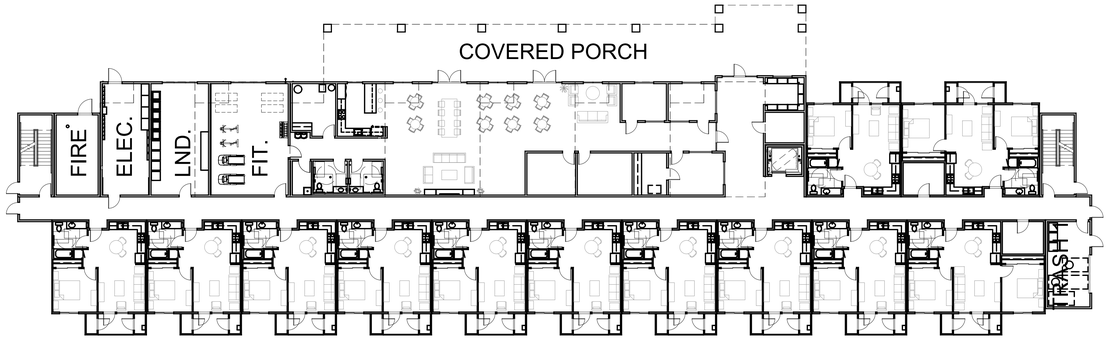
A1.1



3RD FLOOR PLAN



2ND FLOOR PLAN



1ST FLOOR PLAN

FOR ENLARGED COMMON AREAS SEE A2.1

GARDEN GROVE SENIOR APARTMENTS

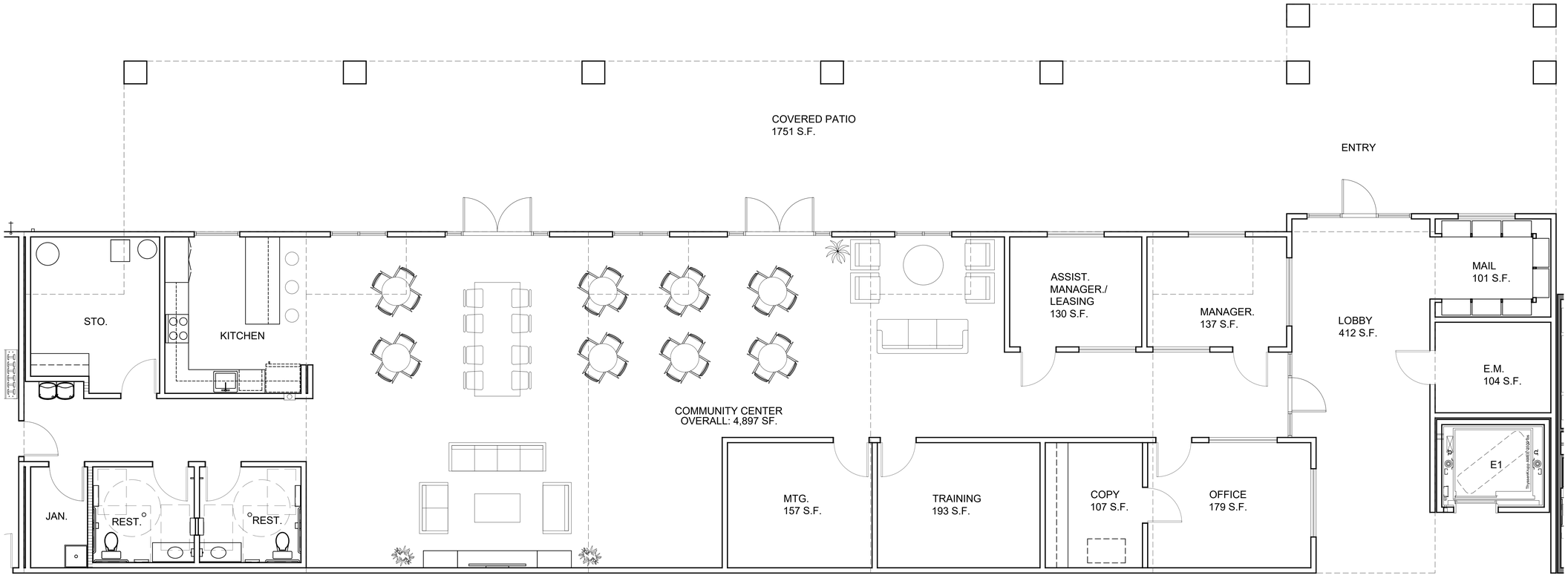
YUBA CITY, CALIFORNIA

PLANS

JANUARY 20, 2023

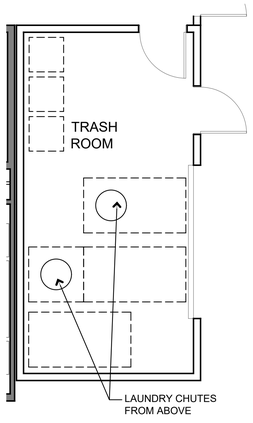
kuchman ARCHITECTS PC

A1.2



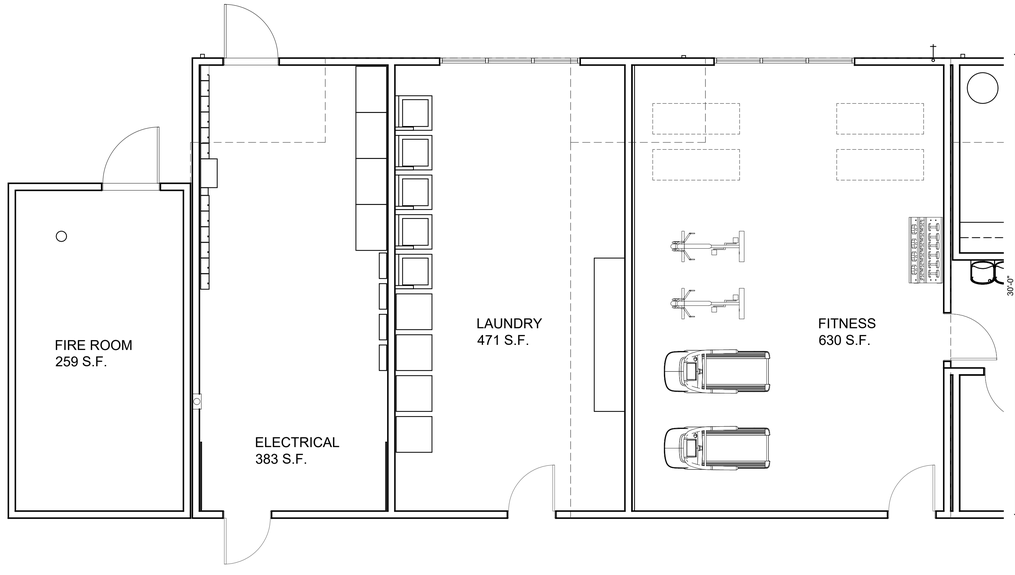
COMMON AREA

SCALE 1/4" = 1'-0"



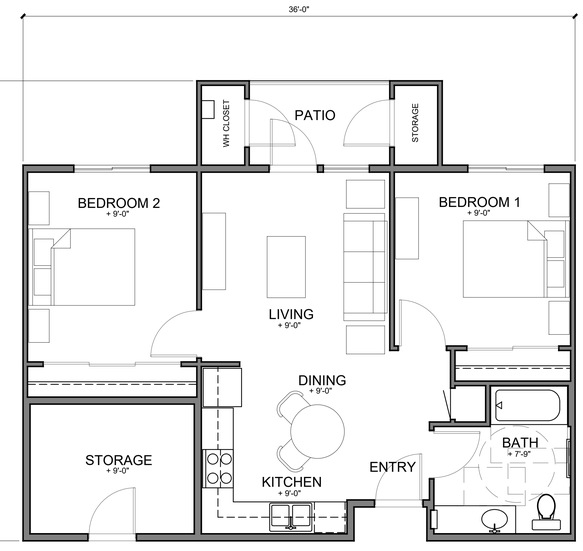
TRASH ROOM

SCALE 1/4" = 1'-0"



COMMON AREA - CONTINUED

SCALE 1/4" = 1'-0"

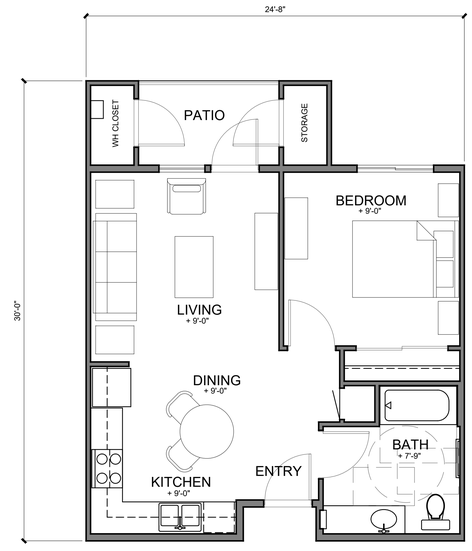


UNIT B 2 BEDROOM / 1 BATH

TOTAL B UNITS: 12

SCALE 1/4" = 1'-0"

LIVING	772	SQ. FT.
WH CLOSET	19	SQ. FT.
STORAGE	19	SQ. FT.
PATIO	50	SQ. FT.
COMMON STORAGE	100	SQ. FT.



UNIT A 1 BEDROOM / 1 BATH

TOTAL A UNITS: 68

SCALE 1/4" = 1'-0"

LIVING	594	SQ. FT.
WH CLOSET	19	SQ. FT.
STORAGE	19	SQ. FT.
PATIO	50	SQ. FT.

0 1 2 4 8

SCALE 1/4" = 1'-0"

JANUARY 20, 2023

GARDEN GROVE SENIOR APARTMENTS

YUBA CITY, CALIFORNIA

UNIT PLANS

kuchman ARCHITECTS PC

A2.1

NORTH ELEVATION

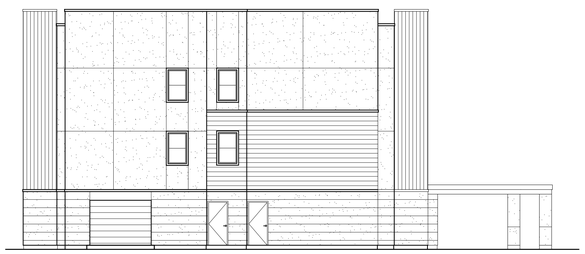
SCALE 1" = 10'-0"

SOUTH ELEVATION

SCALE 1" = 10'-0"

WEST ELEVATION

SCALE 1" = 10'-0"



EAST ELEVATION

SCALE 1" = 10'-0"

GARDEN GROVE SENIOR APARTMENTS

YUBA CITY, CALIFORNIA

PRELIMINARY ELEVATIONS

JANUARY 20, 2023

kuchman ARCHITECTS PC

A3.1

NORTH ELEVATION

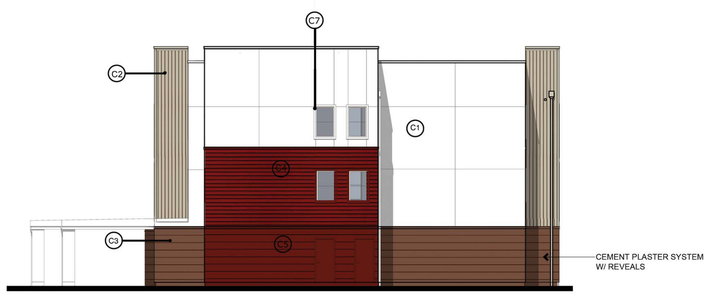
SCALE 1" = 10'-0"

SOUTH ELEVATION

SCALE 1" = 10'-0"

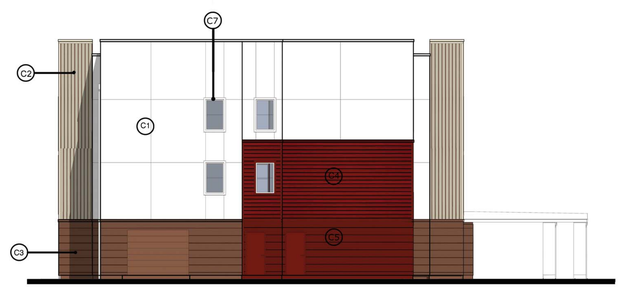
EXTERIOR COLOR SCHEDULE

C1	CEMENT PLASTER 1 DUNN EDWARDS DEW394 CASCADING WHITE	C5	CEMENT PLASTER 3 DUNN EDWARDS DEA 152
C2	HARDIE VERTICAL SIDING NAVAJO BEIGE	C6	RAILINGS DUNN EDWARDS DEA002
C3	CEMENT PLASTER 2 DUNN EDWARDS DET681 MODERNE CLASS	C7	VINYL DOOR AND WINDOW FRAMES TAN
C4	HARDIE REVEAL PANEL COUNTRYLANE RED		



WEST ELEVATION

SCALE 1" = 10'-0"



EAST ELEVATION

SCALE 1" = 10'-0"

GARDEN GROVE SENIOR APARTMENTS

YUBA CITY, CALIFORNIA

PRELIMINARY ELEVATIONS

JANUARY 20, 2023

kuchman ARCHITECTS PC

A3.2

NORTH PERSPECTIVE

SOUTHWEST CORNER

GARDEN GROVE SENIOR APARTMENTS

YUBA CITY, CALIFORNIA

COLORED RENDERING

JANUARY 20, 2023

kuchman ARCHITECTS PC

A3.3

NORTHWEST CORNER

NORTHEAST CORNER

GARDEN GROVE SENIOR APARTMENTS

YUBA CITY, CALIFORNIA

COLORED RENDERING

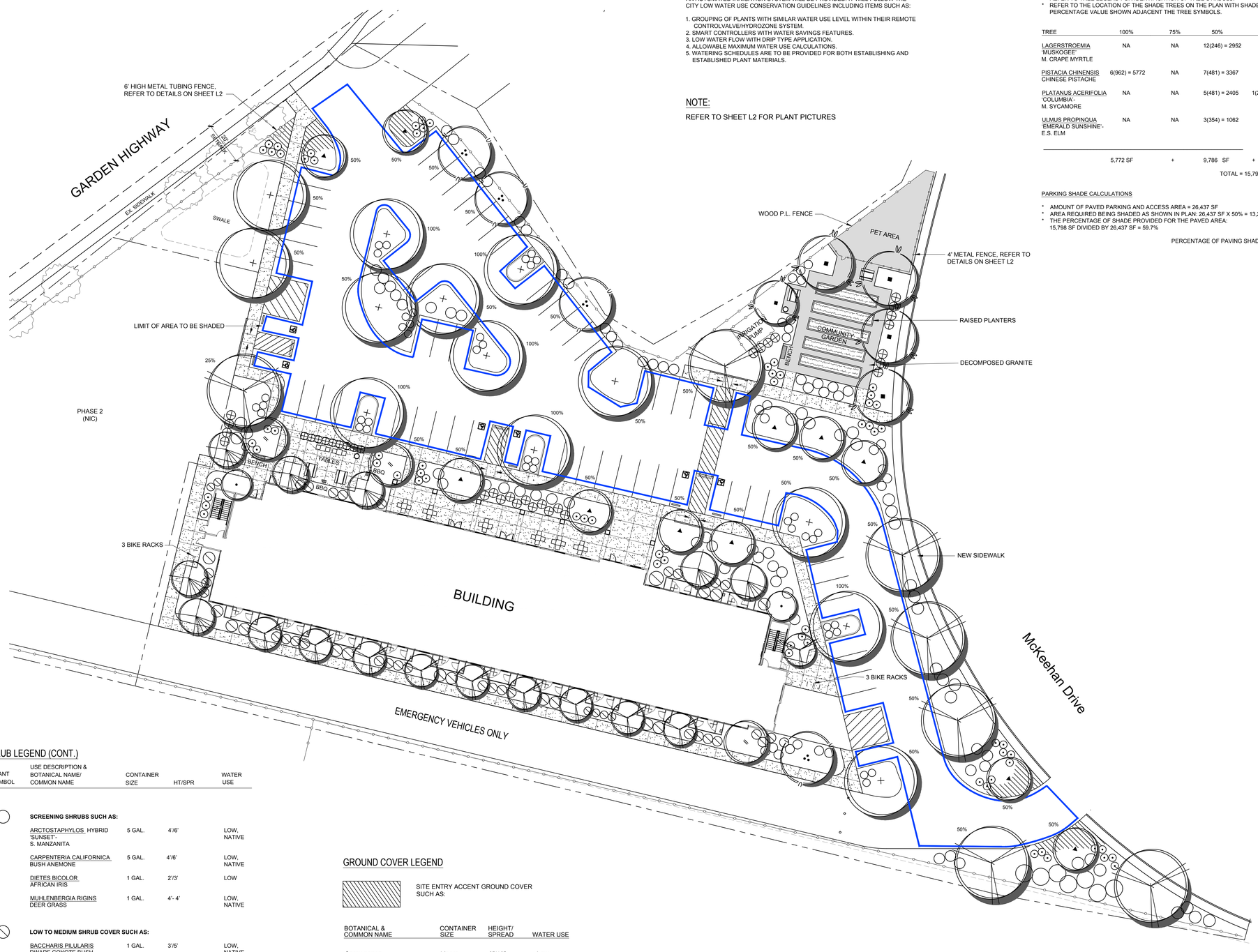
JANUARY 20, 2023

kuchman ARCHITECTS PC

A3.4

TREE LEGEND

PLANT SYMBOL	USE DESCRIPTION & BOTANICAL NAME/ COMMON NAME	MINIMUM CONTAINER QTY	HT./ SIZE	REMARKS
(NOTE: TREE SYMBOLS HAVE BEEN REDUCED BY UP TO 30%)				
	BUILDING FOUNDATION TREE			
	ACER PALMATUM 'BLOODGOOD'- B. JAPANESE MAPLE	24" BOX.	16'/13'	PURPLE LEAVES
	BUILDING FOUNDATION TREE			
	ACER RUBRUM 'ARMSTRONG' B. RED MAPLE	15 GAL.	40'/15'	NARROW, GOOD COLOR
	SITE ACCENT/UNDERSTORY TREE			
	CERCIS OCCIDENTALIS WESTERN REDBUD	15 GAL.	18'/16'	CALIF, NATIVE
	SITE ACCENT/ PARKING SHADE TREE			
	LAGERSTROEMIA 'MUSKOGEE' B. CRAPE MYRTLE	24" BOX	30'/20'	UPRIGHT FORM
	PARKING SHADE TREE			
	PISTACIA CHINENSIS CHINESE PISTACHE	24" BOX	45'/30'	DROUGHT TOLERANT
	PARKING SHADE TREE			
	PLATANUS ACERIFOLIA 'COLUMBIA'- B. SYCAMORE	15 GAL.	50'/35'	UPRIGHT FORM
	BUILDING FOUNDATION TREE			
	PYRUS CALLERYANA 'CHANTICLEER' - B. FLOWERING PEAR	15 GAL.	35'/15'	NARROW, FASTIGIATE
	PARKING & SITE SHADE TREE			
	ULMUS PROPINQUA 'EMERALD SUNSHINE'- E.S. ELM	15 GAL.	35'/25'	SMALL GROWING VARIETY
	FRUIT TREES			
	APPLE, ORANGE, PEAR VARIETIES	15 GAL.	20'/25'	HIGH BRANCHED



IRRIGATION NOTES

AN AUTOMATED IRRIGATION SYSTEM WILL BE PROVIDED. IT WILL FOLLOW THE CITY LOW WATER USE CONSERVATION GUIDELINES INCLUDING ITEMS SUCH AS:

1. GROUPING OF PLANTS WITH SIMILAR WATER USE LEVEL WITHIN THEIR REMOTE CONTROLVALVE/HYDROZONE SYSTEM.
2. SMART CONTROLLERS WITH WATER SAVINGS FEATURES.
3. LOW WATER FLOW WITH DRIP TYPE APPLICATION.
4. ALLOWABLE MAXIMUM WATER USE CALCULATIONS.
5. WATERING SCHEDULES ARE TO BE PROVIDED FOR BOTH ESTABLISHING AND ESTABLISHED PLANT MATERIALS.

NOTE:

REFER TO SHEET L2 FOR PLANT PICTURES

PARKING SHADE CALCULATIONS

* REFER TO TREE LEGEND FOR IDENTIFICATION OF TREE SYMBOLS.
* REFER TO THE LOCATION OF THE SHADE TREES ON THE PLAN WITH SHADE PERCENTAGE VALUE SHOWN ADJACENT THE TREE SYMBOLS.

TREE	100%	75%	50%	25%
LAGERSTROEMIA 'MUSKOGEE' M. CRAPE MYRTLE	NA	NA	12(246) = 2952	NA
PISTACIA CHINENSIS CHINESE PISTACHE	6(962) = 5772	NA	7(481) = 3367	NA
PLATANUS ACERIFOLIA 'COLUMBIA'- M. SYCAMORE	NA	NA	5(481) = 2405	1(240) = 240
ULMUS PROPINQUA 'EMERALD SUNSHINE'- E.S. ELM	NA	NA	3(354) = 1062	NA
	5,772 SF	+	9,786 SF	+ 240 SF

TOTAL = 15,798 SF

PARKING SHADE CALCULATIONS

* AMOUNT OF PAVED PARKING AND ACCESS AREA = 26,437 SF
* AREA REQUIRED BEING SHADED AS SHOWN IN PLAN: 26,437 SF X 50% = 13,219 SF
* THE PERCENTAGE OF SHADE PROVIDED FOR THE PAVED AREA: 15,798 SF DIVIDED BY 26,437 SF = 59.7%

PERCENTAGE OF PAVING SHADED = 59.7%

SHRUB LEGEND

PLANT SYMBOL	USE DESCRIPTION & BOTANICAL NAME/ COMMON NAME	CONTAINER SIZE	HT/SPR	WATER USE
	Building Foundation Shrubs Such As:			
	LOROPETALUM CHINENSIS 'RAZZLEBERRY'- R. FLAX LILY	5 GAL.	4'/6'	LOW
	PRUNUS ILICIFOLIA HOLLY LEAF CHERRY	5 GAL.	6'/5'	LOW, NATIVE
	RHAMNUS CALIFORNICA 'MOUND SAN BRUNO'- R. S. B. COFFEEBERRY	1 GAL.	4'/6'	LOW, NATIVE
	SALVIA CLEVELANDI CALIF. BLUE SAGE	1 GAL.	5'/8'	LOW, NATIVE
	SITE ENTRY ACCENT SHRUBS SUCH AS:			
	ERIGERON KARVINSKIANUS SANTA BARBARA DAISY	1 GAL.	2'/3'	LOW, NATIVE
	ERIOGONUM GRANDE RUBESCENS RED BUCKWHEAT	1 GAL.	2'/3'	LOW, NATIVE
	IRIS DOUGLASIANA DOUGLAS IRIS	1 GAL.	2'/3'	LOW, NATIVE

SHRUB LEGEND (CONT.)

PLANT SYMBOL	USE DESCRIPTION & BOTANICAL NAME/ COMMON NAME	CONTAINER SIZE	HT/SPR	WATER USE
	SCREENING SHRUBS SUCH AS:			
	ARCTOSTAPHYLOS HYBRID 'SUNSET'- S. MANZANITA	5 GAL.	4'/6'	LOW, NATIVE
	CARPENTERIA CALIFORNICA BUSH ANEMONE	5 GAL.	4'/6'	LOW, NATIVE
	DIETES BICOLOR AFRICAN IRIS	1 GAL.	2'/3'	LOW
	MUHLENBERGIA RIGINS DEER GRASS	1 GAL.	4'- 4'	LOW, NATIVE
	LOW TO MEDIUM SHRUB COVER SUCH AS:			
	BACCHARIS PILULARIS DWARF COYOTE BUSH	1 GAL.	3'/5'	LOW, NATIVE
	GALVEZIA SPECIOSA 'FIRE CRACKER'- F.C. BUSH SNAPDRAGON	1 GAL.	3'/3'	LOW, NATIVE
	NASSELLA TENUISSIMA MEXICAN FEATHER GRASS	1 GAL.	2'/2.5'	LOW
	SALVIA LEUCOPHYLLA 'SAL SPREADER'- S. S. SAGE	1 GAL.	2.5'/10'	LOW, NATIVE

GROUND COVER LEGEND

SITE ENTRY ACCENT GROUND COVER SUCH AS:

BOTANICAL & COMMON NAME	CONTAINER SIZE	HEIGHT/ SPREAD	WATER USE
Carex pansa California Meadow Sage	Liners	8"/10"	Low, Native
Festuca glauca 'Elijah Blue- E. B. Fescue	Liners	1'/2'	Low
Sisyrinchium bellum Blue-eyed Grass	1 Gal	1'/2'	Low, Native

TOM SMITH ASSOCIATES
Landscape Architects
Urban Design &
Landscape Guidelines
Site Planning
6921 Roseville Rd.
Sacramento, ca 95842
tsassocic@yahoo.com
(916) 349-7376

0 5 10 20 40
SCALE 1" = 20'-0"

NOVEMBER, 2022

GARDEN GROVE SENIOR APARTMENTS

YUBA CITY, CALIFORNIA

PRELIMINARY LANDSCAPE PLAN

kuchman ARCHITECTS PC

L1

TREES

BLOODGOOD
JAPANESE MAPLE

ARMSTRONG
RED MAPLE

WESTERN REDBUD

MUSKOGEE
CRAPE MYRTLE

CHINESE PISTACHE

COLUMBIA SYCAMORE

CHANTICLEER
FLOWERING PEAR

EMERALD SUNSHINE ELM

FRUIT TREES

FUJI RED APPLE

WASHINGTON ORANGE

WARREN PEAR

SHRUBS

BUILDING FOUNDATION SHRUBS:

RAZZLEBERRY FLAX LILY

HOLLYLEAF CHERRY

SAN BRUNO COFFEEBERRY

CALIFORNIA BLUE SAGE

SITE ENTRY ACCENT SHRUBS:

SANTA BARBARA DAISY

RED BUCKWHEAT

DOUGLAS IRIS

SCREENING SHRUBS:

SUNSET MANZANITA

BUSH ANENOME

AFRICAN IRIS

DEER GRASS

LOW SHRUB COVERS:

DWARF COYOTE BUSH

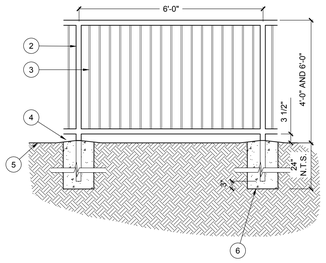
F.C. BUSH SNAPDRAGON

MEXICAN FEATHER GRASS

S.S. SAGE

KEYNOTES

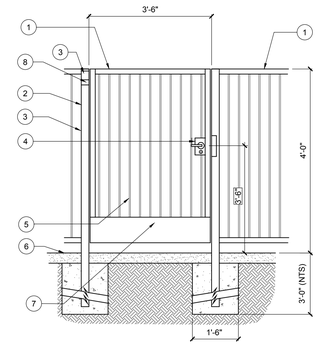
1. 1-1/2" x 1-1/2" x 0.12" STEEL TOP AND BOTTOM RAILS
2. 1-1/2" x 1-1/2" x 0.12" STEEL POST @ 8'- 0" MAX.
3. 5/8" x 5/8" STEEL PICKETS @ 4" O.C.
4. CONCRETE FOOTING TOP AWAY FROM POST WHEN IN LANDSCAPING, SMOOTH FINISH AND TOOLED EDGE ON TOP. USE SONOTUBE FOR THE TOP 6" MIN. OF THE CONC. FOOTING. REMOVE FORM WHEN WORK IS COMPLETE
5. FINISH GRADE.
6. 12" CONCRETE FOOTING.



1 6' & 4' HIGH SITE AND PET AREA STEEL FENCE DETAIL
SCALE: NTS

KEYNOTES

1. 1-1/2"x1-1/2"x 0.12 IN. TUBE STEEL TOP & BOTTOM RAILS
2. 3"x3"x 0.12 IN. TUBE STEEL GATE POST
3. STEEL POSTS W/ SEALED TOP ADJACENT GATE
4. LEVER LATCH & KEY LOCK
5. 5/8"x5/8"x .047 IN. SQ. STEEL TUBE PICKETS CENTERED ON RAILS
6. DECOMPOSED GRANITE
7. STEEL PLATE TO PROVIDE SMOOTH SURFACE AT BOTTOM 10" ON BOTH SIDES OF THE GATE
8. 4" ANGLED GATE STOP ABOVE TOP HINGE



GENERAL NOTES

1. GATE SHALL BE OPERABLE FROM THE INSIDE WITHOUT THE USE OF ANY SPECIAL KNOWLEDGE OR EFFORT.
2. GATES SHALL BE SELF CLOSING W/ 3 HEAVY DUTY BALL BEARING HINGES AND SELF LATCHING.
3. PAINT GATE TO MATCH STEEL FENCE
4. SEE SITE PLAN FOR DIRECTION OF GATE SWING
5. PROVIDE STOPS ON GATE TO PREVENT GATE FROM OPENING MORE THAN 90°.

2 4' HIGH PET AREA STEEL GATE DETAIL
SCALE: NTS

GROUND COVERS

SITE ENTRY ACCENT COVER:

CALIFORNIA MEADOW SAGE

ELIJAH BLUE FESCUE

BLUE-EYED GRASS

TOM SMITH
ASSOCIATES
Landscape Architects
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6921 Roseville Rd.
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tsassoc@yahoo.com
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NOVEMBER , 2022

GARDEN GROVE SENIOR APARTMENTS

YUBA CITY, CALIFORNIA

PLANT PICTURES AND METAL FENCE DETAILS

kuchman
ARCHITECTS PC

L2

EXHIBIT B

CITY OF YUBA CITY
CONDITIONS OF APPROVAL
DEVELOPMENT PLAN 22-06
MARCH 22, 2023

GARDEN GROVE APARTMENTS
APN: 53-470-087

NOTICE TO PROJECT APPLICANT

In accordance with the provisions of Government Code Section 66020(d)(1), the imposition of fees, dedication, reservations or exactions for this project are subject to protest by the project applicant at the time of approval or conditional approval of the development or within ninety (90) calendar days after the date of imposition of fees, dedications, reservation, or exactions imposed on the development project. This notice does not apply to those fees, dedications, reservations, or exactions which were previously imposed and duly noticed; or, where no notice was previously required under the provisions of Government Code Section 66020(d)(1) in effect before January 1, 1997.

IMPORTANT: PLEASE READ CAREFULLY

Please note that this project is subject to a variety of discretionary conditions of approval. These include conditions based on adopted City plans and policies, those determined through the development plan review and environmental assessment essential to mitigate adverse effects on the environment including the health, safety, and welfare of the community, and recommended conditions for development that are not essential to health, safety, and welfare, but would on the whole enhance the project and its relationship to the neighborhood and environment.

Discretionary conditions of approval may be appealed. All code requirements, however, are mandatory and may only be modified by variance, provided the findings can be made.

All discretionary conditions of approval will ultimately be deemed mandatory unless appealed by the applicant to the City Council within 10 days after the decision by the Planning Commission. In the event you wish to appeal the Planning Commission's decision or discretionary conditions of approval, you may do so by filing a written appeal with the City Clerk. The appeal shall state the grounds for the appeal and wherein the Commission failed to conform to the requirements of the zoning ordinance. This should include identification of the decision or action appealed and specific reasons why you believe the decision or action appealed should not be upheld.

Approval of this development plan shall be considered null and void in the event of failure by the applicant and/or the authorized representative, architect, engineer, or designer to disclose and delineate all facts and information relating to the subject property and the proposed development.

Approval of this development plan may become null and void in the event that development is not completed in accordance with all the conditions and requirements imposed on this development plan, the zoning ordinance, and all City standards and specifications. This development plan is granted, and the conditions imposed, based upon the application submittal provided by the applicant, including any operational statement. The application is

material to the issuance of this development plan. Unless the conditions of approval specifically require operation inconsistent with the application, a new or revised development plan is required if the operation of this establishment changes or becomes inconsistent with the application. Failure to operate in accordance with the conditions and requirements imposed may result in revocation of the development plan or any other enforcement remedy available under the law. The City shall not assume responsibility for any deletions or omissions resulting from the development plan review process or for additions or alterations to any construction or building plans not specifically submitted and reviewed and approved pursuant to this development plan or subsequent amendments or revisions. These conditions are conditions imposed solely upon the development plan, and are not conditions imposed on the City or any third party. Likewise, imposition of conditions to ensure compliance with federal, state, or local laws and regulations does not preclude any other type of compliance enforcement.

These conditions are applicable to any person or entity making use of this development plan, and references to “developer” or “applicant” herein also include any applicant, property owner, owner, leasee, operator, or any other person or entity making use of this development plan.

CONDITIONS OF APPROVAL

1. To the furthest extent allowed by law, applicant/property owner shall indemnify, hold harmless and defend City and each of its officers, officials, employees, consultants, agents and volunteers from any and all loss, liability, fines, penalties, forfeitures, damages and costs (including attorney's fees, litigation expenses and administrative record preparation costs) arising from, resulting from, or in connection with any Third-Party Action (as hereinafter defined). The term “Third Party Action” collectively means any legal action or other proceeding instituted by (i) a third party or parties, or (ii) a governmental body, agency or official other than the City, that: (a) challenges or contests any or all of these Conditions of Approval or any approval associated with entitlements associated with the project (collectively “Approvals”); or (b) claims or alleges a violation of CEQA or another law in connection with the Approvals by the City, or the grant, issuance or approval by the City of any or all Approvals. Applicant’s/property owner’s obligations under this paragraph shall apply regardless of whether City or any of its officers, officials, employees, consultants, agents or volunteers are actively or passively negligent, but shall not apply to any loss, liability, fines, penalties forfeitures, costs or damages caused solely by the active negligence or willful misconduct of the City or any of its officers, officials, employees, agents or volunteers. The provisions of this section shall survive any termination, revocation, overturn, or expiration of an approval.

   Nothing in this section shall obligate the City to defend any claim and the City shall not be required to pay or perform any settlement arising from any such claim not defended by the City, unless the City approves the settlement in writing. Nor shall the City be prohibited from independently defending any claim, and if the City does decide to independently defend a claim, the applicant/property owner shall be responsible for City’s attorneys’ fees, expenses of litigation, and costs for that independent defense, including the costs of preparing any required administrative record. Applicant/property owner shall submit all documents filed in the Third-Party Action for review and approval of the City Attorney prior to filing of said documents on behalf of the City.

The City may, at any time, require the applicant to reimburse the City for costs that have been, or which the City reasonably anticipates will be, incurred by the City during the course of processing or defending any Third-Party Actions. The City shall provide applicant/property owner with an invoice detailing all reasonable costs incurred. Applicant/property owner shall tender to the City payment-in-full of all reasonable and necessary costs within thirty (30) days from the date upon the invoice. Applicant/property owner shall contact the City within a reasonable time to arrange any extension of the thirty (30) day time period for payment-in-full of the invoiced amount. Applicant/property owner further acknowledges and agrees, failure to timely tender payment-in-full to the City shall be considered a breach and non-compliance with the conditions of approval for the project. Applicant/property owner shall also be required, upon request of the City, to deposit two month's estimated costs anticipated by the City to be incurred, which may be used by the City as a draw down account to maintain a positive balance pending tender of payment by Applicant/property owner as noted herein.

2. Approval of Development Plan (DP) 22-06 shall be null and void without further action if: 1) the project has not been substantially commenced within two years of the approval date of DP 22-06; or 2) that a request for an extension of time, pursuant to Section 8-5.7106 of the Yuba City Municipal Code (YCMC) has not been submitted to the City.

3. DP 22-06 shall comply with all City development standards pursuant to the Yuba City Municipal Code.

4. For construction of DP 22-06, provide documentation to the City that shows the proposed height of the buildings comply with Federal Aviation Administration regulations for the Sutter County Airport.

PUBLIC WORKS

5. To help contain fugitive dust, construction sites shall be watered down during the construction phase of the project or as directed by the Public Works Department.

6. 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.

7. The Developer, at their expense, shall be solely responsible for all quality control associated with the project. The quality control shall include, but is not limited to, the following: survey work, potholing existing utilities, all geotechnical testing, soil reports, concrete testing, asphalt testing, and any other required special testing/inspections. The City will only perform necessary testing to insure compliance.

8. Storage of construction material is not allowed in the travel way.

PRIOR TO ISSUANCE OF A GRADING PERMIT

9. The improvement plans for the development of the subject property shall include all measures required to ensure that no drainage runoff resulting from the development of the property flow onto the adjacent lands or impede the drainage from those lands. At first submittal of the improvement plans, provide existing / proposed grades at the perimeter of the proposed development, and existing grades at the adjacent lands

PRIOR TO APPROVAL OF THE IMPROVEMENT/BUILDING PLANS

10. The contractor shall obtain an Encroachment Permit from the City prior to performing any work within public rights of way.

11. The Developer shall comply with all City requirements related to drainage, including submittal of a drainage plan for any drainage improvements for the proposed development. A drainage analysis, along with calculations, shall be submitted to the City Engineer for approval. The analysis shall include, but is not limited to:

    a. Grading and drainage plan showing the proposed drainage conveyance and storage system.
    b. Supporting calculations demonstrating adequacy of conveyance capacity and storage volume. The calculation analysis shall meet the requirements of the Yuba City Basin Drainage Study.
    c. Storm Drain Collection Systems- For the design of all pipeline conveyance facilities, the Hydraulic Grade Line (HGL) shall be maintained a minimum of one foot below the gutter flow line of all drain inlets and at least one foot below all maintenance hole rims during a 10-year, 24-hour storm event. The storm drain minimum pipe size shall be 12 inches. The minimum velocity shall be 2 fps.
    d. Street Flow-The street system shall be designed to convey the 100-year , 24-hour runoff while maintaining a water surface at least 1 foot below the adjacent building pad elevations (or alternatively, the building pad elevations shall be at least 1 foot above the 100-year water level). The grading plan shall ensure that the 100-year, 24-hour runoff can be conveyed through the development and to the receiving drainage facility.
    e. Drainage systems (pipes and street systems) shall be designed to accommodate the runoff from the ultimate development of the entire upstream watershed.
    f. Detention Basins - A 100-year, 4-day storm shall be used for sizing detention storage facilities. The detention basin release rate from a 100-year, 24-hour storm after development must be equal to or lower than the runoff rate from the detention basin's tributary area before development.
    g. The drainage analysis shall be completed and stamped by a Professional Engineer and determined by the City Engineer, if necessary, to be comprehensive, accurate, and adequate.

12. The development shall comply with Yuba City's stormwater requirements and Post-Construction Standards Plan. The Post Construction information can be found here: https://www.yubacity.net/city_hall/departments/public_works/engineering/stormwater_management

13. All development shall be designed to local, state, and federal flood standards.

14. Developer is to construct two street lights along Garden Highway. Placement of two street lights (one light at the southern driveway and one light at the northern driveway), with location to be approved by Public Works.

    Any street lighting is a public improvement which shall meet the City Standard Details and be included in the Improvement Plans and Specifications for the development when the improvement plans are submitted for the first improvement plan check.

15. Required Improvement Plan Notes:

    a. "Any excess materials shall be considered the property of the contractor/owner and shall be disposed of away from the job site in accordance with applicable local, state and federal regulations."

    b. "During construction, the Contractor shall be responsible for controlling noise, odors, dust and debris to minimize impacts on surrounding properties and roadways. The Contractor shall be responsible for all construction equipment to be equipped with manufacturers approved muffler baffles. Failure to do so may result in the issuance of an order to stop work."

    c. "If any hazardous waste is encountered during the construction of this project, all work shall be immediately stopped and the Sutter County Environmental Health Department, the Fire Department, the Police Department, and the City Inspector shall be notified immediately. Work shall not proceed until clearance has been issued by all of these agencies."

    d. "The Contractor(s) shall be required to maintain traffic flow on affected roadways during non-working hours, and to minimize traffic restriction during construction. The Contractor shall be required to follow traffic safety measures in accordance with the CalTrans "Manual of Traffic Safety Controls for Construction and Maintenance Work Zones." The City of Yuba City emergency service providers shall be notified, at least two working days in advance, of proposed construction scheduled by the contractor(s)."

    e. Where an excavation for a trench and/or structure is five (5) feet deep or more, the contractor shall conform to O.S.H.A. requirements. The contractor shall provide a copy of the approved O.S.H.A. permit, and shoring details and calculations prepared by California licensed structural engineer to the Public Works Department.

    f. "Should any field conditions, conflicts, errors, and/or omissions be overlooked during the design review process, or during construction of the development, then any additional work identified during construction shall be implemented by the Developer at the Developer's expense."

PRIOR TO ISSUANCE OF A BUILDING PERMIT

16. The property shall petition for formation of a Zone of Benefit of the Yuba City Lighting and Maintenance District for the purpose of maintaining the street lights. The Engineering Division shall be reimbursed actual costs associated with the formation of the district.

17. All fees applicable associated with using the Gilsizer District drainage system shall be paid, or as otherwise determined by the Public Works Director.

PRIOR TO THE ISSUANCE OF A CERTIFICATE OF OCCUPANCY

18. All street lighting shall be constructed in accordance with the improvement plans, dedicated to the City of Yuba City, and energized prior to the issuance of any certificate of occupancy, unless otherwise approved by the Public Works Director.

19. Prior to issuance of any certificate of occupancy, all underground utilities, public improvements, and site improvements, including rough grading, shall be completed in accordance with City requirements.

ATTACHMENT 2

Garden Grove | Location Map

Development Plan (DP) 22-06 | APN: 53-470-087

CITY OF YUBA CITY
PLANNING COMMISSION
STAFF REPORT

Date: March 22, 2023

To: Chair and Members of the Planning Commission

From: Development Services Department

Presentation by: Doug Libby, Deputy Development Services Director

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Subject: **Tentative Subdivision Map (TSM) 22-08 and Pre-annexation Rezone (RZ) 22-07 for Thiara Estates Subdivision.**

Recommendation:

A. Conduct a Public Hearing, and;

B. Adopt a Resolution recommending the City Council approve Environmental Assessment 22-13 by adopting a Mitigated Negative Declaration, subject to the Mitigation Measures, and approve Rezone 22-07; and

C. Adopt a Resolution contingently approving TSM 22-08, to subdivide 8.19 acres into 34 single-family residential lots, subject to the proposed Conditions of Approval and Mitigation Measures, located on the west side of Tuly Parkway across from the terminus of Bradley Estates Drive (Assessor's Parcel Numbers 17-066-002, -003, and 005).

Applicant/Owner: Sarbjit Thiara Jr.

Project Location: The 8.19 acres is located on the west side of Tuly Parkway across from the terminus of Bradley Estates Drive. The Assessor's Parcel Numbers are 17-066-002, -003, and 005. (See Figure 1).

General Plan: Low Density Residential (LDR) which provides for a residential density of 2 to 8 residences per gross acre. The gross density of the project will be approximately 4.3 residences per acre.

Zoning: **Existing:** Single-Family Residential (R-1X20) which is consistent with the LDR General Plan Designation.
Proposed: Single-Family Residential (R-1)

Purpose:

Consideration of Tentative Subdivision Map (TSM) 22-08 and Pre-Annexation Rezone (RZ) 22-07 for the proposed Thiara Estates Subdivision.

Project Description

TSM 22-08 is a proposed 34 single-family residential lot subdivision located on approximately 8.19 acres. The proposed lot sizes range in size from 6,457 square feet up to 9,834 square feet. The gross density of the project is approximately 4.3 residences per acre, and an existing single-family residence will be removed as part of the project. The subdivision will connect to Tuly Parkway on the east and Elmer Avenue on the west

Pre-annexation Rezone 22-07 is a request to remove the X20 Combining District from this property. The X20 District provides specific development criteria to this and neighboring properties, and provides 12 development related criteria that must be met in order to develop the property (a copy of that criteria is attached to this staff report). Nine of the criteria have since been incorporated into ordinance, practices, or procedures rendering them unnecessary today. There are three criteria that are not incorporated into today's practices that would affect the viability of the project if left intact. These include:

- A requirement that a Development Agreement between the developer and the City be approved as part of any project;
- The project must provide an affordable housing component (to be negotiated as part of the Development Agreement); and
- The minimum lot size is one-acre (compared to 5,000 square feet for the R-1 District).

The resulting zoning would be R-1.

The subject property is currently in an unincorporated area of Sutter County but is within the City's existing sphere of influence. If this project is approved, the project will not be able to develop until annexation is approved by the Sutter County Local Agency Formation Commission (Sutter LAFCo). The applicant intends to apply to LAFCo following the City's application process.

Background:

Although the property has been utilized as an orchard, it has been designated for single-family residential development for many years. Prior to annexation into the City, the Sutter County General Plan designated the property for single-family residential development (at up to 8 residences per acre) since at least 1996. The Yuba City General Plan has designated the property as Low Density Residential (2-8 residences per acre) since at least 2004. This proposal is consistent with both Sutter County and Yuba City General Plans, and it is consistent with the R-1 pre-annexation zoning that was previously applied to the property. There have been several other similar subdivisions in this area in previous years, as City services are available to this urbanizing area within Yuba City's existing sphere of influence.

The X20 zoning was added to this and nearby properties in 2004 as part of a potential annexation into the City. At that time the new General Plan had been recently adopted and this zoning was added to ensure that the new policies and programs in the General Plan be implemented. Since that time many of the criteria have been incorporated into standard practice.

<u>Analysis</u>:

Compatibility with neighboring uses:

The project is located on the western edge of the City. As growth in this part of the urban area has in recent years been moving west, there has been new residential development. As such, the area has been transitioning from agricultural uses (primarily small orchards) to single-family residential development. The interface between farming and residential development is often times difficult for both farming and the nearby residents. But as this transition in this area is temporary, requiring buffers, like distance and separation of use requirements, is not effective. Agricultural buffers are only effective for establishing more permanent boundaries. Better long-term planning is to separate the uses. That is, let this urbanizing area build-out, and protect agricultural lands in more rural locations.

This new subdivision will also be located next to existing single-family residential development. Historically the City has been respectful of existing single-story homes by limiting neighboring new homes to a single story. As has been the standard with other developments with similar issues, a condition has been included for the proposed new homes that will abut existing single-story residences. They are limited to single-story construction, or some residences may have a second story with no overlooking windows. The condition limits lots 1 through 8, 22, 23, 24, 25, 26 and 27 to single story construction or any back-facing windowsills on the upper floor of a two-story residence are to be a minimum of 6.0 feet above the floor, or as otherwise approved by the Development Services Director.

Table 1: Bordering Information and Uses

	General Plan Land Use Classification	Zoning	Existing Land Use
Project Site	Low Density Residential (LDR)	One-Family Residential (R-1)	Orchard and a boarded-up single-family residence.
North	LDR	R-1	Single-family residences.
East	LDR	R-1	Tuly Parkway and single-family residences across the parkway.
West	LDR	R-1	Estate sized single-family residences and orchard.
South	LDR	R-1	Estate sized single-family residence.

Logical path of growth

Although this property is currently utilized as an orchard, and this development means the loss of that 8-acre orchard, this property is in a logical growth area for the City. As discussed above, the area has been planned by both Sutter County and Yuba City for this growth for at least 30 years. The construction of Tuly Parkway that adjoins this property further increases the viability of this site for urban growth. The agricultural use of this site, with increasing urban development around it, will become more and more difficult to conduct as this area grows.

Traffic

The project will create new internal roadways with access to the surrounding streets. It will connect Elmer Avenue to Tully Parkway/Bradley Estates Drive which connect with Blevins Road and other points east. Per the proposed Conditions of Approval, the developer will dedicate appropriate right-of-way and construct and/or pay for their portions of Elmer Avenue and Tuly Parkway as well as the internal streets. This includes curbs, gutters, sidewalks, and decorative masonry walls and landscaping, as appropriate.

To analyze the effects on the existing street system from this additional traffic, a traffic study was prepared (Wood Rodgers, Thiara Estates Traffic Operation Memorandum, November 30, 2022) (Study). The Study estimates that the subdivision will generate approximately 374 new daily vehicle trips (a trip is one-way), most of which will utilize the Tuly Parkway/Bradly Estates Drive intersection. (A copy of the full traffic study is attached to the Environmental Assessment attached to this staff report).

Tuly Parkway/Bradley Estates Drive: Upon completion of the subdivision the Study provides that most project related traffic will utilize Tuly Parkway, but until the Parkway is opened to Butte House Road, much of the traffic will utilize Tuly Parkway and Bradley Estates Drive to access Blevin Road. As Tuly Parkway and Bradley Estates Drive are not used to a level that effect capacity, the Study concludes that there is adequate capacity in both of those roadways for the additional trips.

Elmer Avenue and Blevin Road: Of concern were the project's potential effects on the Elmer Avenue/Butte House Road intersection and the Blevin Road/Butte House Road intersection. Both the Yuba City and Sutter County General Plans (Elmer Ave.) consider the standard for acceptable street and intersection flows to be LOS D or better. As can be seen in Table 2 below, the existing LOS at those intersections are currently acceptable and construction of these 34 homes will not alter that, with changes to the intersection delays not likely to be noticeable. Per the Study, signalization of those intersections is not recommended at this time.

Even under the cumulative scenario, which projects traffic levels on these roadways to 2035, the traffic flow remains at an acceptable level of service. The Study also considered the effects on Elmer Avenue if Tuly Parkway is not completed. It concluded that the traffic levels would not be significantly affected by removal of Tuly Parkway.

Table 2: Elmer Way and Blevins Road Operations

Intersection	LOS Criteria	Peak hour	Existing		Existing Plus Project	
			Delay (sec)	LOS	Delay (sec)	LOS
Elmer Ave./Butte House Road	D or better	AM	17.1	C	17.2	C
		PM	22.1	C	22.6	C
Blevin Rd./Butte House Road	D or better	AM	14.3	B	14.7	B
		PM	27.1	D	28.9	D

Other conclusions of the traffic study are:

- Emergency access is considered adequate.
- The project will provide adequate connectivity to existing bicycle and pedestrian facilities.

Another consideration not discussed in the traffic study is the potential benefit to existing Elmer Avenue residents. This subdivision will provide an additional southerly exit for Elmer Avenue residents other than the Elmer Avenue/Butte House Road intersection, via the new connection through the subdivision to Tuly Road and Bradley Estates Drive.

New development will be required to pay City wide traffic impact fees and the development will construct the west portion of Tuly Parkway from Bradley Estates Drive to the north property line of this project area, which aids the ultimate General Plan goal of connecting Tuly Parkway to Butte House Rd to alleviate traffic impact at Blevin/Butte House and Elmer/Butte House.

Availability of City services:

City water, wastewater and stormwater drainage will be extended to the property.

Eliminating the X20 Combining District:

As discussed in the Background section above, the X20 Combining District was adopted in 2004 to implement the new General Plan. It contains 12 criteria that is to be required of new development. Since that time there have been other ordinances adopted and programs established that accomplish many of those items, making them duplicative today. That includes nine of the criteria to pay sewer, water, park, school, and other development impact fees, make proper drainage improvements, pay a fair share of upgraded or new collector and arterial streets, and levee improvements, and entry into a Community Facilities District to fund police/fire operations, and park maintenance.

Other criterion that seemed justified at that time, but is no longer needed, is that the project must participate in an affordable housing program that was anticipated to be implemented. Since that time, the City has developed other strategies for affordable housing, as most recently contained in the 2021-2029 Housing Element so this criterion has been superseded by the new Housing Element.

There is a criterion to enter into a Development Agreement between the property owner and the City. The stated need is to implement the City's Housing program. As stated above, the housing problem has otherwise been addressed, negating the need for a development agreement.

A criterion requires a one-acre minimum lot size. One-acre minimum lot size would be inconsistent with the General Plan. The Low-Density Residential land use designation in which this property lies has an allowed density range of 2-6 residences/acre. The one-acre minimum translates to a density of 1 residence/acre – outside of the permitted density range. Also, if the one-acre minimum lot size is implemented for this subdivision the project would be reduced to eight lots instead of the 34 that are proposed. This raises a major concern. At this reduced density, to accommodate new growth, it would be an inefficient use of land, causing considerable sprawl, and a waste of much more agricultural land. Further, the cost of providing

City services to those properties at this low density would be prohibitive to all but the wealthiest.

Map Approval Prior to Annexation

Pursuant to Government Code Section 66454 (the State Subdivision Map Act), a city may process and approve a proposed subdivision of unincorporated territory adjacent to a city but must condition its approval that the subdivision cannot be built until annexation is approved. This requirement has been reflected as proposed Condition No. 6.

Environmental Considerations:

An environmental assessment was prepared for this project in accordance with the requirements of the California Environmental Quality Act (CEQA) Guidelines. This process included the distribution of requests for comment from other responsible or affected agencies and interested organizations.

Based upon the attached environmental assessment and the list of identified mitigation measures, staff has determined that there is no evidence in the record that the project may have a significant effect on the environment and recommends adoption of a mitigated negative declaration for this project. The finding of the mitigated negative declaration is that, with the proposed mitigations for Greenhouse Gases Geology and Soils, and Tribal Cultural Resources this 34 single-family residential lot subdivision will not create any significant environmental impacts. As a result, the filing of a mitigated negative declaration is appropriate in accordance with the provisions of CEQA. The proposed mitigations are included in the attached Mitigation Monitoring Program.

Recommended Actions:

A. Conduct a Public Hearing, and;

B. Adopt a Resolution recommending the City Council approve Environmental Assessment 22-13 by adopting a Mitigated Negative Declaration, subject to the Mitigation Measures, and approve Rezone 22-07; and

C. Adopt a Resolution contingently approving TSM 22-08, to subdivide 8.19 acres into 34 single-family residential lots, subject to the proposed Conditions of Approval and Mitigation Measures, located on the west side of Tuly Parkway across from the terminus of Bradley Estates Drive (Assessor's Parcel Numbers 17-066-002, -003, and 005).

Attachments:

1. Planning Commission Resolution (EA, RZ)
   - Exhibit A: X20 Combining District Criteria
   - Exhibit B: Zoning Map, Rezone 22-07
2. Planning Commission Resolution to Contingently Approve TSM 22-08
   - Exhibit A: Proposed Tentative Subdivision Map 22-08
   - Exhibit B: Conditions of Approval & Mitigation Measures for TSM 22-08
3. Environmental Assessment 22-13 (including the Mitigation Monitoring and Reporting Program and Traffic Study)

ATTACHMENT 1

PLANNING COMMISSION RESOLUTION NO. PC 23-07

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF YUBA CITY (PLANNING COMMISSION) RECOMMENDING TO THE CITY COUNCIL APPROVE ENVIRONMENTAL ASSESSMENT 22-13 BY ADOPTING A MITIGATED NEGATIVE DECLARATION, SUBJECT TO THE MITIGATION MEASURES, AND APPROVE REZONE 22-07 LOCATED ON THE WEST SIDE OF TULY PARKWAY ACROSS FROM THE TERMINUS OF BRADLEY ESTATES DRIVE (ASSESSOR'S PARCEL NUMBERS 17-066-002, -003, -005).

WHEREAS, the City received a tentative subdivision map application for this property in July 2022 to subdivide the approximately 8.19-acre property into 34 single-family residential lots, and a rezoning of the property (RZ 22-07) to delete the X20 Combining District from the existing R-1X20 zoning located on the west side of Tuly Parkway across from the terminus of Bradley Estates Drive; and

WHEREAS, as a result the following entitlements are being considered for approval:

- *Rezone (RZ) 22-07:* which proposes to amend the zone district from a One Family Residence combined with the X20 Combining District (R-1X20) to a One Family Residence District (R-1)
- *Tentative Parcel Map (TSM) 22-08:* which proposes to subdivide 8.19 acres into 34 single family residential lots
- *Environmental Assessment (EA) 22-13*

(collectively "Project"); and

WHEREAS, the X20 Combining District was added to this and nearby properties in 2004 as part of a potential annexation into the City. At that time the new General Plan had been recently adopted and this zoning was added to ensure that the new policies and programs in the General Plan be implemented. Since that time many of the criteria have been incorporated into standard practice; and

WHEREAS, a review of the X20 zoning concluded that its twelve criteria of development were no longer necessary due to more recent actions to implement these standards citywide or that they are no longer needed (Exhibit "A"); and

WHEREAS, pursuant to the authority and criteria contained in the California Environmental Quality Act of 1970 ("CEQA"), the City, as the Lead Agency, has analyzed the proposed Project and has prepared an Initial Study proposing a Mitigated Negative Declaration (EA 22-13) for the Project; and

WHEREAS, on March 22, 2023, the Planning Commission concurrently conducted a duly noticed public hearing on Environmental Assessment 22-13, Rezone 22-07, and Tentative Subdivision Map 22-08, at which time it received input from City Staff, public comment portion was opened, and public testimony and evidence, both written and oral, was considered by the Planning Commission, after which public testimony was closed; and

WHEREAS, after deliberation and consideration of all relevant items, the Planning Commission now desires to recommend the City Council adopt an Ordinance approving Environmental Assessment 22-13 and Rezone 22-07.

NOW, THEREFORE, BE IT RESOLVED the Planning Commission of the City of Yuba City resolves and orders as follows:

1. Recitals. The Planning Commission finds that the recitals are true and correct, and incorporates the same herein as set forth in full.

2. CEQA Findings. The Planning Commission finds and determines, and recommends that the City Council find and determine, that there is no substantial evidence in the record that Rezone 22-07 may have a significant effect on the environment as identified by the MND prepared in Environmental Assessment 22-13. Additionally, the Planning Commission recommends that the City Council find and determine as follows:

a. The Environmental Assessment / Initial Study was prepared for this project in accordance with the requirements of the California Environmental Quality Act (CEQA) Guidelines, and reflects the City Council's independent judgment and analysis. This process included the distribution of requests for comment from other responsible or affected agencies and interested organizations. Preparation of Environmental Assessment 22-13 necessitated a thorough review of the proposed project and relevant environmental issues and considered previously prepared environmental and technical studies. While the proposed project could have a potentially significant effect on the environment, based on its independent judgment and analysis, the Commission recommends the City Council find that feasible mitigation measures or alternatives have been incorporated into the project in order to avoid the effects or mitigate the effects to a point where no significant effect on the environment will occur, and there is no substantial evidence in the record that this project may have any direct, indirect or cumulative effects on the environment that are potentially significant and adverse. The proposed project will not result in any adverse effects which fall within the "Mandatory Findings of Significance" contained in Section 15065 of the State CEQA Guidelines. The project-specific mitigation measures included in the project to avoid potentially significant effects are set forth in the Initial Study/Mitigated Negative Declaration and accompanying Mitigation Monitoring and Reporting Program. With the project specific mitigations imposed, there is no substantial evidence in the record that this project may have significant direct, indirect or cumulative effects on the environment. As such, the Planning Commission recommends the City Council also find and determine that in light of the entire administrative record and the substantial evidence before it, the project has been adequately environmentally assessed as required by CEQA per Environmental Assessment 22-13.

3. Adoption of MND and Mitigation Monitoring and Reporting Program. Based on the foregoing, the Planning Commission recommends that the City Council adopt the Mitigated Negative Declaration prepared for the project, including the associated Mitigation Monitoring and Reporting Program, as the project will not result in any significant, adverse, environmental impacts with the mitigation imposed. The Yuba City Development Services Department located at 1201 Civic Center Blvd., Yuba City, CA 95993, is designated as the custodian of the documents and other materials that constitute the record of proceedings upon which the decision is based. The Planning Commission further recommends that the City Council authorize the Director, or designee, to execute and file with the Sutter County Clerk, as appropriate, a Notice of Determination for approval of the project.

4. Rezone Findings. The Planning Commission finds, and recommends that the City Council find and determine, that Rezone 22-07 is consistent with the General Plan. The Planning

Commission further recommends that the City Council find that Rezone 22-07 i) is consistent with the General Plan goals and policies as amended and as further described above; ii) is consistent with the purpose of the zoning ordinance to promote and protect the public's health, safety, peace, comfort, convenience and general welfare; iii) the project would provide open space, light, air, privacy, convenience, access, aesthetic values, protection of environmental values, and protection of public and private improvements; and iv) the project will allow for the creation of quality balanced neighborhoods that provide housing options for the City.

5. Recommendation of Approval of RZ 22-07. Based on the information provided above, the Planning Commission recommends to the City Council of Yuba City that it adopt an ordinance approving RZ 22-07 and reclassify the zone districts for those districts as depicted in Exhibit "B" shown on the zoning map of the City of Yuba City.

6. Effective Date of Resolution. This Resolution shall become effective immediately.

The foregoing resolution was introduced at the regular meeting of the Planning Commission held on March 22, 2023, by _____ who moved its adoption, which motion was seconded by _____ and carried by the following vote:

Ayes:

Noes:

Absent:

Recused:

By order of the Planning Commission of the City of Yuba City.

_____
Jackie Sillman, Planning Commission Chair

ATTEST:

_____
Benjamin Moody, Secretary to the Planning Commission

Attachments:

Exhibit A: X20 Combining District Criteria
Exhibit B: Zoning Map, RZ 22-07

EXHIBIT A

X_{20} Area: West side of Elmer Road, south of the westerly extension of Lizanne Drive, and the area lying between Tuly Parkway right of way and the section of Tierra Buena which as annexed to the City in April of 2004 along with the area lying between Vine Avenue and the westerly extension of Lizanne Drive.

Conditions of Preannexation Zoning

The preannexation zoning of the Property is approved subject to the following conditions. These conditions shall only apply to divisions of land requiring a subdivision map or to any multi-family development of five residences or more.

1. Prior to the approval of any subdivision map for said Property, or prior to any multi-family development of five residences or more of said Property, a Development Agreement must be entered into with the City. At a minimum, the Development Agreement shall address conditions of development and the financing of roads, parks, public facilities, sewer, water, drainage, and surrounding infrastructure as established in the General Plan. The approval of said preannexation zoning in no way obligates the City to enter into a Development Agreement. The City shall have complete discretion whether to approve a Development Agreement and in approving the terms and conditions of the Development Agreement.

2. Prior to the City finalizing a Development Agreement, the developer of the Property shall provide written documentation from the affected school district that the developer has satisfied said school district's requirements for school infrastructure. This would generally apply to any developments over 4 residential units. The School District would expect, at a minimum, that all residential developments enter into a Mello Roos District and that depending on the size of development, land dedication and school development may be an alternative, subject to negotiation with the District.

3. Drainage plans shall be provided for all subdivisions of land within the Property and shall comply with the City and County's master drainage plans.

4. All residential subdivisions within the Property shall include an affordable housing component that meets the minimum production standard of affordable housing outlined in the regional compact with SACOG adopted by the City of Yuba City in November 2004. There are a variety of options of how best to meet the affordable housing requirement. These options would be subject to negotiations between the City and developer and shall be part of the Development Agreement.

5. All residential subdivisions within the Property shall meet the minimum standards for residential design as established by the City Council.

6. Sewer and water fees, including connection fees and the installation of major trunk lines from both plants, shall be incorporated into the cost of development and shall be part of the Development Agreement.

7. Development within the Property shall be required to pay its fair share of major roadwork as part of the development and, may require construction of collector and arterial roads that will adequately address infrastructure concurrent with the proposed development. This will be negotiated as part of the Development Agreement.

8. Payment of impact fees, which incorporate the public improvements necessary to implement the General Plan, shall be required and will be part of the Development Agreement. These fees will be estimates and final payment will be based on a formally adopted impact fee study approved by the City Council. In addition to the park impact fee, the Quimby Act shall also apply.

9. Payment of a fee to address levee improvements and potential flood issues shall be required as part of the Development Agreement.

10. Any development within the Property shall require the Property entering into a Community Facilities District to assist in funding police, fire and park maintenance.

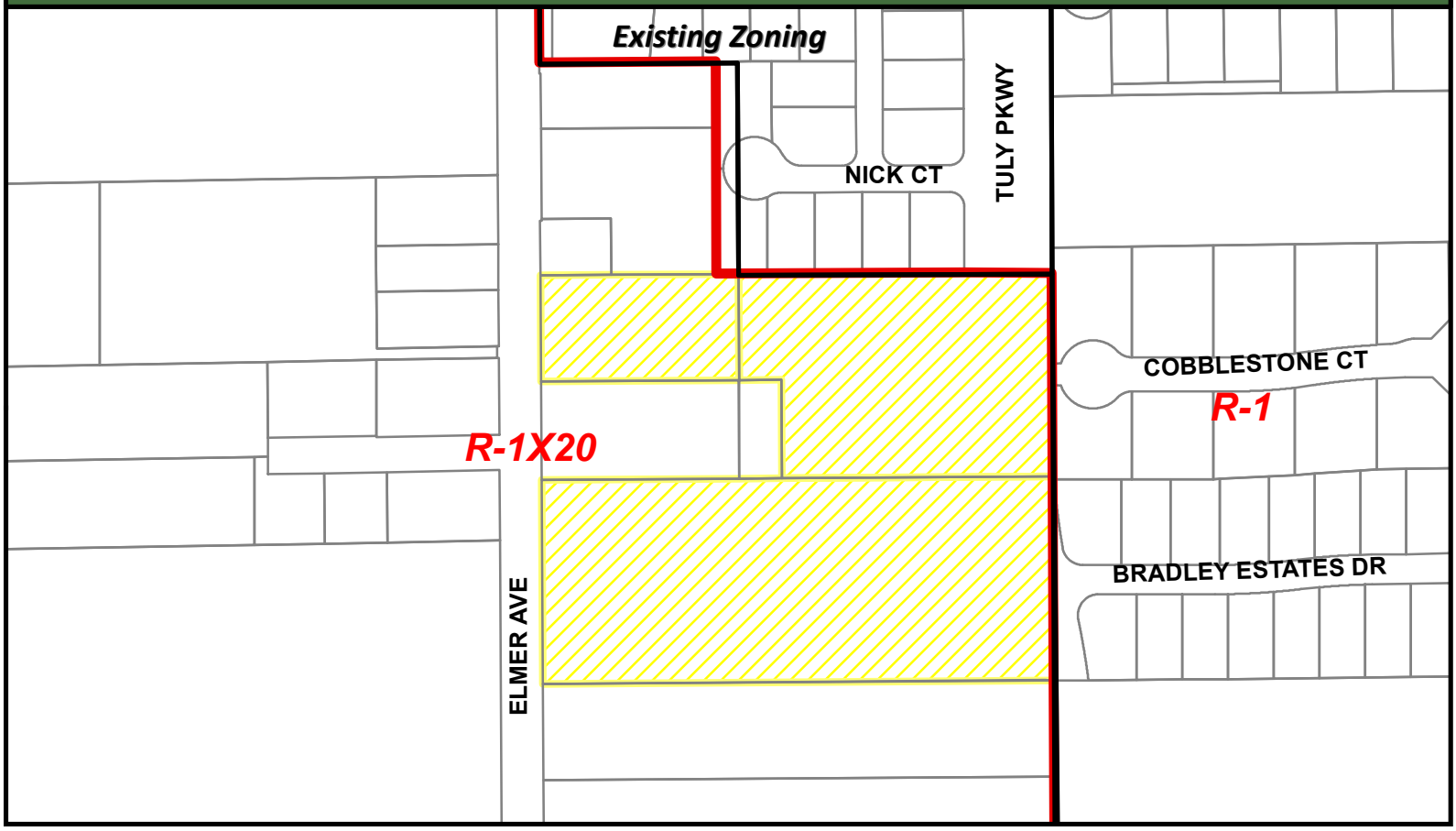
11. Any development within the Property shall address the community design policies in the General Plan including walkable, livable concepts and address the village concept as provided for in the General Plan.

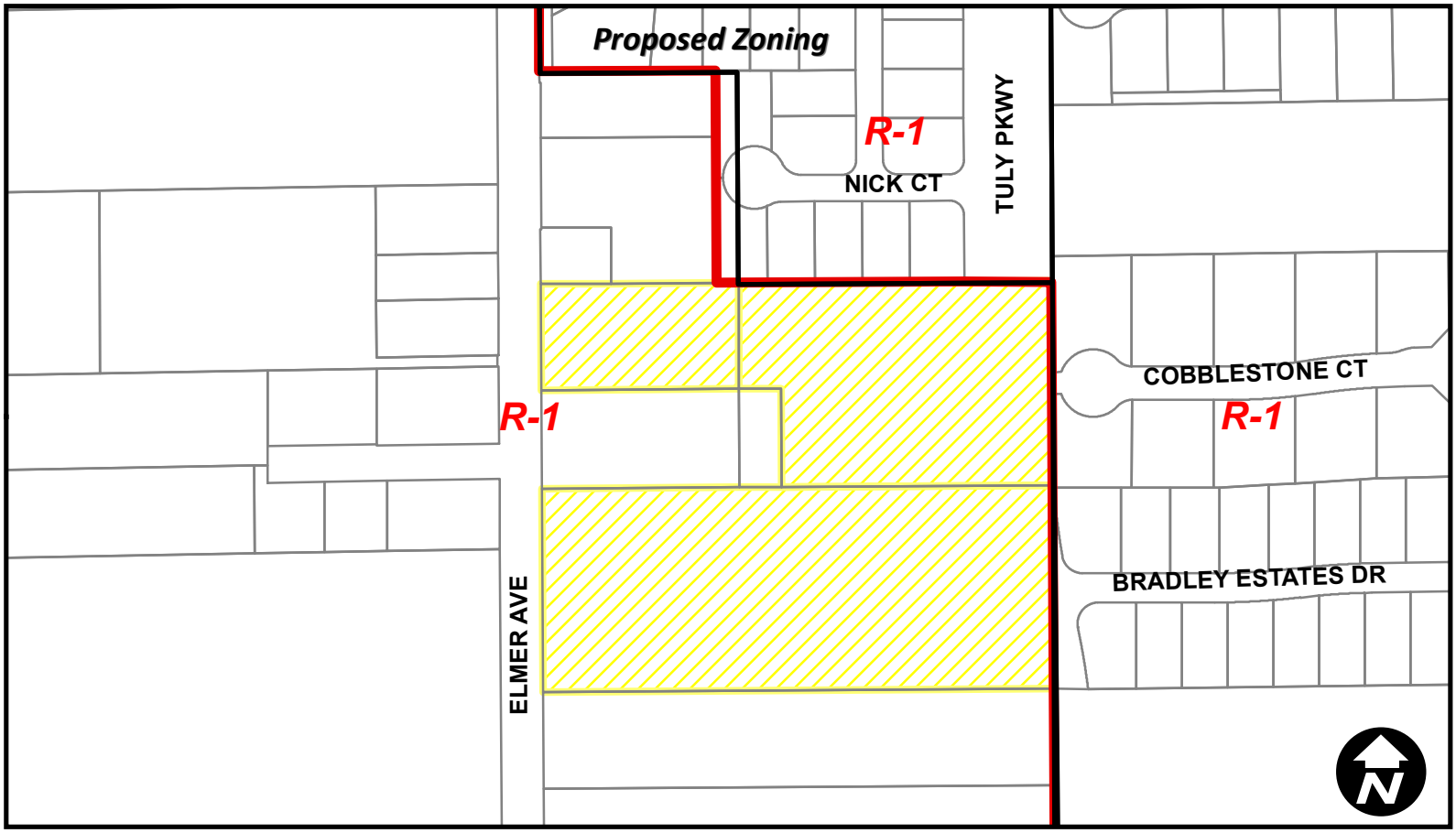
12. The minimum lot size for the lots shown as R-1-X_{20a} shall be one acre as shown on Exhibit A.

EXHIBIT B

Thiara Estates (SM 22-08, RZ 22-07)

Zoning Map





ATTACHMENT 2

PLANNING COMMISSION RESOLUTION NO. PC 22-08

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF YUBA CITY (PLANNING COMMISSION) CONTINGENTLY APPROVING TENTATIVE SUBDIVISION MAP 22-08, THIARA ESTATES, SUBJECT TO THE CONDITIONS OF APPROVAL AND MITIGATION MEASURES, CREATING 34 SINGLE FAMILY LOTS ON 8.19 ACRES LOCATED ON THE WEST SIDE OF TULY PARKWAY ACROSS FROM THE TERMINUS OF BRADLEY ESTATES DRIVE (ASSESSOR'S PARCEL NUMBERS 17-066-002, -003, -005).

WHEREAS the City received a tentative subdivision map application for this property in July 2022 to subdivide the approximately 8.19-acre property into 34 single-family residential lots, and a rezoning of the property (RZ 22-07) to delete the X20 Combining District from the existing R-1X20 zoning located on the west side of Tuly Parkway across from the terminus of Bradley Estates Drive; and

WHEREAS, the Planning Commission reviewed related Environmental Assessment (EA) 22-13 considering a Mitigated Negative Declaration (MND) prepared for the project, which provides mitigation measures that reduce potentially significant impacts to less than significant level; and

WHEREAS, a review of the General Plan and Zoning Regulations determined that the proposed subdivision are consistent with the General Plan and Zoning Regulations; and

WHEREAS, on March 22, 2023, the Planning Commission concurrently conducted a duly noticed public hearing on Environmental Assessment 22-13, Rezone 22-07, and Tentative Subdivision Map 22-08, at which time it received input from City Staff, public comment portion was opened, and public testimony and evidence, both written and oral, was considered by the Planning Commission, after which public testimony was closed; and

WHEREAS, the City on March 2, 2023, published a legal notice and a public hearing notice was mailed to each property owner within at least 500 feet of the project site in compliance with State law concerning the Planning Commission's consideration on March 22, 2023; and

WHEREAS, after deliberation and consideration of all relevant items, the Planning Commission now desires to contingently approve TSM 22-08 such that no decision of approval of TSM 22-08 becomes final and effective until immediately after the City Council adopts the MND (EA 22-13) and adopts Rezone 22-07; and if no such approval occurs within 180 days of the adoption of this Resolution, then the Planning Commission intends that TSM 22-08 be set for further consideration and a final decisions by the Planning Commission.

NOW, THEREFORE, BE IT RESOLVED the Planning Commission of the City of Yuba City resolves and orders as follows:

1. Recitals. The Planning Commission finds that the recitals are true and correct, and incorporates the same herein as set forth in full.

2. CEQA Findings. Pursuant to the authority and criteria contained in the California Environmental Quality Act (CEQA) of 1970, the City, as the Lead Agency, has analyzed the proposed Project and has prepared a Mitigated Negative Declaration (MND) to evaluate the environmental effects of the Project, including the development of the Thiara Estates

Subdivision. The Planning Commission has fully considered the MND and has concurrently recommended it to the City Council for adoption. The Planning Commission finds that TSM 22-08 is consistent with, and have been fully assessed by, the MND, and that TSM 22-08 is an entitlement specifically anticipated for the proposed Project in the MND, and is consistent with the purposes and intent of the MND.

3. Subdivision Map Findings. None of the findings required by Yuba City Municipal Code Section 8-2.609, and the California Subdivision Map Act Section 66474 that require the City to deny approval of a tentative map apply to this project:

i. The proposed tentative subdivision map is not consistent with the applicable general plan and specific plan.

Evidence: The proposed 34 single-family residential lots on the 8.19-acre property are designated in the General Plan as LDR. This designation provides for a gross residential density range of 2 to 8 residences per acre. This proposal is for approximately 4.3 residences per acre, which is well within the General Plan density range provided in the Land Use Element. The subdivision will also satisfy all City subdivision development and design standards which are consistent with General Plan policies.

The project is consistent with the Circulation Element. It will a create new intersection onto Tuly Parkway, which is designated in the General Plan as a four-lane parkway, and onto Bradley Estates Drive, which is designated as a collector street. Also, indirectly impacted by the project will be Blevins Road, which is also designated as a collector street. The traffic study was prepared for the project concluded that with the completed project, the LOS at those intersections will remain at LOS D or better. This remains the case under the cumulative scenario, which projects traffic levels to 2035.

The proposed 34 new residential lots are consistent with the Housing Element's call for more housing.

As determined in the Mitigated Negative Declaration prepared for the subdivision and rezoning there are no significant impacts on any agricultural land, biological resources, water quality, and air quality; the project will be paying its fair share (development impact fees) for local parks. Thus, the project is consistent with the Environmental Conservation Element of the General Plan.

The property is not within a specific plan

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

Evidence: As discussed above, this single-family residential land division meets all General Plan consistency requirements. Further, the project is conditioned to meet all City development and improvement standards including water, wastewater and the stormwater drainage system, street cross-sections, streetscape landscaping, and parks. The smallest proposed lot is 6,457 square feet, larger than the 5,000 square foot minimum lot size requirements of the R-1 Zone District.

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

Evidence: The site is flat and has all City services available to it. The environmental assessment prepared for the project did not find any environmental concerns that could not be mitigated to below a level of significance or where inadequacies of the property would generate concerns for its proposed development.

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

Evidence: The property is designated by the General Plan for single-family residential development and all City development and design standards will be met. As previously discussed, all City services will be brought to the property. There is no information in the environmental assessment prepared for this project that the site is not suited for this project.

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

Evidence: Based on the mitigated negative declaration prepared for this project, the project will not create any significant environmental impacts, including adverse impacts on fish and wildlife or their habitat.

vi. That the design of the subdivision maps or the type of improvements is likely to cause serious public health problems.

Evidence: Every new lot will be connected to City water, wastewater, and storm drainage systems, all of which will avoid public health problems.

vii. None of the findings in Section 6-.601 of the Municipal Code is satisfied.

Evidence: This project complies with this finding as the Sutter Butte Flood Control Agency (SBFCA) is the "Local Flood Management Agency" for the Sutter-Butte Basin and as such, has completed improvements to provide an urban level of flood protection in an urban and urbanizing area as required by Municipal Code Section 6-9.602 (a). SBFCA has prepared Adequate Progress Report Updates for ULOP and transmitted them to the Central Valley Flood Protection Board. As such this site has adequate flood protection. Additionally, the City has imposed conditions on the subdivision that will protect property within the area to the urban level in urban areas and urbanizing areas.

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

Evidence: There are no known existing easements that will be adversely affected by this subdivision.

4. Recommendation of Approval of TSM 22-08. Based on the aforementioned findings, the Planning Commission hereby approves TS 22-08, Thiara Estates Subdivision, as shown in Exhibit A, subject to the conditions and mitigation measures as set forth in Exhibit B

attached hereto, which approvals are contingent upon the following:

a. The approval of TSM 22-08 shall become final and effective immediately only after the City Council of the City of Yuba City i) adopts the Mitigated Negative Declaration (EA 22-13) and ii) adopts Rezone 22-07 (collectively "Council Approvals"). If all of the Council Approvals are not made within 180 days of the adoption of this Resolution, then TSM 22-08 shall be returned to the Planning Commission for further consideration and a final decision. If Council Approvals are made within 180 days of the adoption of this Resolution, but any change is made by the Council to any of the Council Approvals in a manner that could reasonably affect the findings of the Planning Commission hearing, or require a modification or addition of a condition of approval to be consistent with a Council Approval, then TSM 22-08 shall be returned to the Planning Commission for further consideration and a final decision.

5. Final Action and Appeals. This action shall become final and effective 10 days after, and only upon, the Council Approvals including the MND and adoption of RZ 22-07, unless within such 10 days an appeal is filed with the City Clerk in accordance with the provisions of the Yuba City Zoning Ordinance.

The foregoing resolution was introduced at the regular meeting of the Planning Commission held on March 22, 2023, by _____ who moved its adoption, which motion was seconded by _____ and carried by the following vote:

Ayes:

Noes:

Absent:

Recused:

By order of the Planning Commission of the City of Yuba City.

_____
Jackie Sillman, Planning Commission Chair

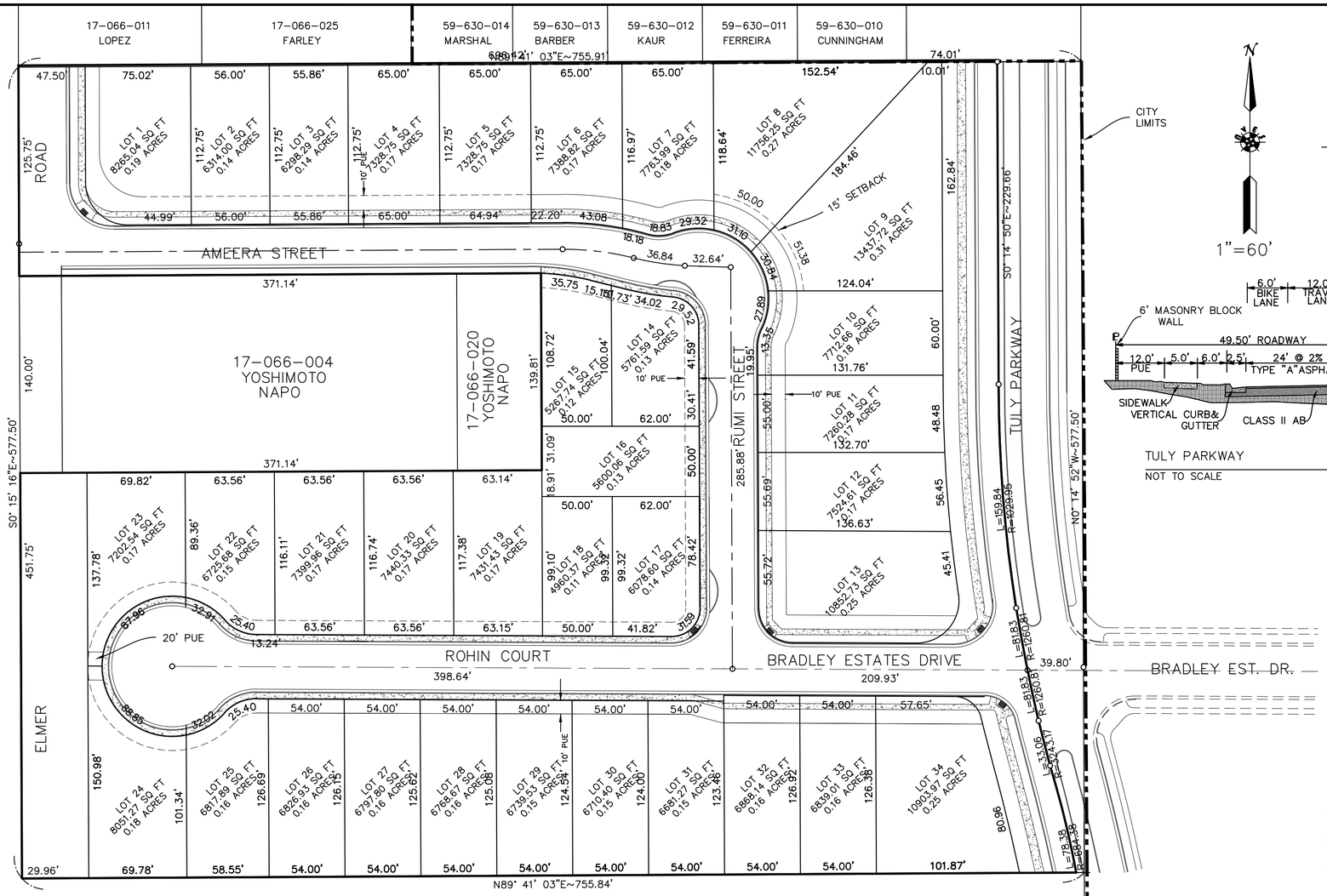
ATTEST:

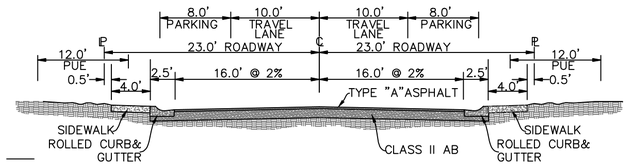
_____
Benjamin Moody, Secretary to the Planning Commission

Attachments:

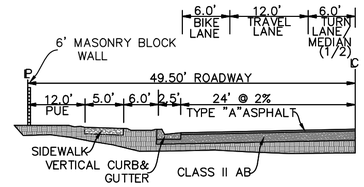
Exhibit A: Proposed Tentative Subdivision Map 22-08
Exhibit B: Conditions of Approval & Mitigation Measures for TSM 22-08

EXHIBIT A

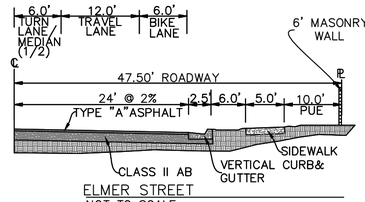




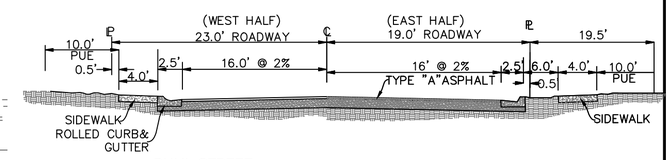
ROHIN COURT
(ATTACHED SIDEWALK)
NOT TO SCALE



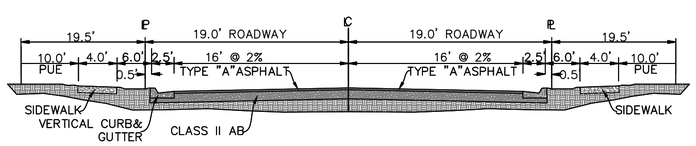
TULY PARKWAY
NOT TO SCALE



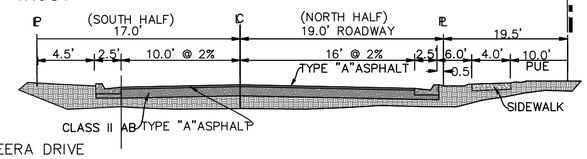
ELMER STREET
NOT TO SCALE



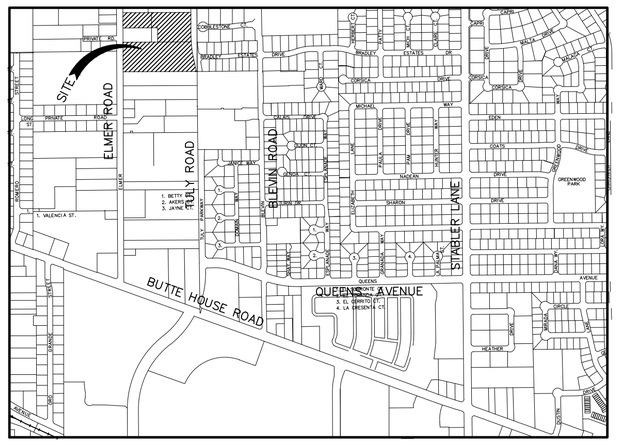
RUMI STREET
NOT TO SCALE



BRADLEY ESTATES DRIVE
NOT TO SCALE



AMEERA DRIVE
NOT TO SCALE



VICINITY MAP
N.T.S.

TENTATIVE SUBDIVISION MAP

THIARA ESTATES

BEING A PORTION OF SECTION 8 T15N, R3E, M.D.B.&M.
YUBA CITY, CALIFORNIA
JANUARY 2022

PROJECT NOTES:

OWNER:
SARBJIT THIARA JR.
2599 REED ROAD
YUBA CITY, CA 95993
(530) 682-5861

DEVELOPER:
SARBJIT THIARA JR.
2599 REED ROAD
YUBA CITY, CA 95993
(530) 682-5861

ENGINEER/SURVEYOR:
NORTH VALLEY ENGINEERING AND SURVEYING
1547 STARR DRIVE SUITE "J"
YUBA CITY, CALIFORNIA 95993
(530) 713-0417

ASSESSOR'S PARCEL NUMBER:
APN: 17-066-021, 003 AND 005

AREA OF ALL PARCEL
8.19 GROSS ACRES +/-

EXISTING USE:
ORCHARD

PROPOSED USE
SINGLE FAMILY HOMES

EXISTING ZONING:
R-1

PROPOSED ZONING:
R-1

EXISTING GENERAL PLAN DESIGNATION:
LOW DENSITY RESIDENTIAL

PROPOSED GENERAL PLAN DESIGNATION:
LOW DENSITY RESIDENTIAL

WATER, SEWER
CITY OF YUBA CITY

STORM DRAINAGE
CITY OF YUBA CITY & SUTTER COUNTY

UNDERGROUND ALERT SERVICES:
1-800-642-2444

ELECTRIC & NATURAL GAS:
PACIFIC GAS AND ELECTRIC

COMMUNICATIONS
AT & T AND COMCAST

CABLE
COMCAST

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

EXHIBIT B

CITY OF YUBA CITY
CONDITIONS OF APPROVAL
TENTATIVE SUBDIVISION MAP 22-08
MARCH 22, 2023

THIARA ESTATES
APNs: 17-066-003, -005, -021

NOTICE TO PROJECT APPLICANT

In accordance with the provisions of Government Code Section 66020(d)(1), the imposition of fees, dedication, reservations or exactions for this project are subject to protest by the project applicant at the time of approval or conditional approval of the development or within ninety (90) calendar days after the date of imposition of fees, dedications, reservation, or exactions imposed on the development project. This notice does not apply to those fees, dedications, reservations, or exactions which were previously imposed and duly noticed; or, where no notice was previously required under the provisions of Government Code Section 66020(d)(1) in effect before January 1, 1997.

IMPORTANT: PLEASE READ CAREFULLY

Please note that this project is subject to a variety of discretionary conditions of approval. These include conditions based on adopted City plans and policies, those determined through tentative subdivision map review and environmental assessment essential to mitigate adverse effects on the environment including the health, safety, and welfare of the community, and recommended conditions for development that are not essential to health, safety, and welfare, but would on the whole enhance the project and its relationship to the neighborhood and environment.

Discretionary conditions of approval may be appealed. All code requirements, however, are mandatory and may only be modified by variance, provided the findings can be made.

All discretionary conditions of approval will ultimately be deemed mandatory unless appealed by the applicant to the City Council within 10 days after the decision by the Planning Commission. In the event you wish to appeal the Planning Commission's decision or discretionary conditions of approval, you may do so by filing a written appeal with the City Clerk. The appeal shall state the grounds for the appeal and wherein the Commission failed to conform to the requirements of the zoning ordinance. This should include identification of the decision or action appealed and specific reasons why you believe the decision or action appealed should not be upheld.

These conditions are applicable to any person or entity making use of this tentative subdivision map, and references to "developer" or "applicant" herein also include any applicant, property owner, owner, leasee, operator, or any other person or entity making use of this tentative subdivision map.

CONDITIONS OF APPROVAL

1. To the furthest extent allowed by law, applicant/property owner shall indemnify, hold harmless and defend City and each of its officers, officials, employees, consultants, agents and volunteers from any and all loss, liability, fines, penalties, forfeitures,

damages and costs (including attorney's fees, litigation expenses and administrative record preparation costs) arising from, resulting from, or in connection with any Third-Party Action (as hereinafter defined). The term "Third Party Action" collectively means any legal action or other proceeding instituted by (i) a third party or parties, or (ii) a governmental body, agency or official other than the City, that: (a) challenges or contests any or all of these Conditions of Approval or any approval associated with entitlements associated with the project (collectively "Approvals"); or (b) claims or alleges a violation of CEQA or another law in connection with the Approvals by the City, or the grant, issuance or approval by the City of any or all Approvals. Applicant's/property owner's obligations under this paragraph shall apply regardless of whether City or any of its officers, officials, employees, consultants, agents or volunteers are actively or passively negligent, but shall not apply to any loss, liability, fines, penalties forfeitures, costs or damages caused solely by the active negligence or willful misconduct of the City or any of its officers, officials, employees, agents or volunteers. The provisions of this section shall survive any termination, revocation, overturn, or expiration of an approval.

Nothing in this section shall obligate the City to defend any claim and the City shall not be required to pay or perform any settlement arising from any such claim not defended by the City, unless the City approves the settlement in writing. Nor shall the City be prohibited from independently defending any claim, and if the City does decide to independently defend a claim, the applicant/property owner shall be responsible for City's attorneys' fees, expenses of litigation, and costs for that independent defense, including the costs of preparing any required administrative record. Applicant/property owner shall submit all documents filed in the Third-Party Action for review and approval of the City Attorney prior to filing of said documents on behalf of the City.

The City may, at any time, require the applicant to reimburse the City for costs that have been, or which the City reasonably anticipates will be, incurred by the City during the course of processing or defending any Third-Party Actions. The City shall provide applicant/property owner with an invoice detailing all reasonable costs incurred. Applicant/property owner shall tender to the City payment-in-full of all reasonable and necessary costs within thirty (30) days from the date upon the invoice. Applicant/property owner shall contact the City within a reasonable time to arrange any extension of the thirty (30) day time period for payment-in-full of the invoiced amount. Applicant/property owner further acknowledges and agrees, failure to timely tender payment-in-full to the City shall be considered a breach and non-compliance with the conditions of approval for the project. Applicant/property owner shall also be required, upon request of the City, to deposit two month's estimated costs anticipated by the City to be incurred, which may be used by the City as a draw down account to maintain a positive balance pending tender of payment by Applicant/property owner as noted herein.

2. **Standard Cultural Resource:** The following cultural resource COA are applicable to all approved applications associated with TSM 22-08.

- **Prior to and during construction of each phase or individual construction activity** undertaken as part of the project and to mitigate potential impacts to cultural resources, the following steps shall be taken**:**

- **Prior to excavation and construction on the project site,** the prime construction contractor and any subcontractor(s) shall be cautioned on the legal and/or regulatory implications of knowingly destroying historic or prehistoric cultural resources or

removing artifacts such as, but not limited to, prehistoric ground stone, projectile points, shell middens, or debitage, human remains, historic materials such as, but not limited to, bottles or cans and other cultural materials from the project site.

Responsibility: Project Applicant, Prime Construction Contractor, Subcontractors
Timing: Prior to excavation and construction
Funding: Project Applicant

- **Prior to any demolition, excavation, or construction,** the project applicant shall identify a qualified archaeologist to be on call if any cultural resources are identified, or if required by the City. The City shall approve the selected archaeologist **prior to issuance of the any permit that includes soil disturbance, if any cultural resources are identified and/or required by the City.** When excavation of greater than four (4') feet is anticipated, a Tribal Monitor may be required.

  Responsibility: Project Applicant, City
  Timing: Prior to any demolition, excavation or construction.
  Funding: Project Applicant

- In the event of a find, reasonable time shall be allowed for the qualified archaeologist to conduct additional subsurface testing, analysis, and reporting, if warranted. During this time, excavation and construction shall not be allowed in the immediate vicinity of the find (within a 50-meter radius, or approximately 164-feet, or within a larger area as determined by the qualified archaeologist), However, activities may continue in other areas of the project site if so, determined by the qualified archaeologist.

- If any find is determined to be significant by the qualified archaeologist, representatives of the project developer or construction contractor and the City, and the qualified archaeologist, shall meet to determine the appropriate course of action.

  Responsibility: Project Archaeologist, Project Applicant, Construction Contractor, City
  Timing: Prior to any work within a 50-meter radius, or approximately 164-feet, of the find
  Funding: Project Applicant

- All cultural materials recovered as part of the testing or monitoring program shall be subject to scientific analysis, professional museum curation, and reporting prepared according to current professional standards. A copy of the report and analysis shall be provided to the California Historical Resources Information System Northwest Information Center for recordation.

  Responsibility: Project Archaeologist, City
  Timing: After Report and Analyses is completed
  Funding: Project Applicant

In accordance with *State CEQA Guidelines,* Section 15064.5 (e)(1)(A)(B), in the event of the discovery or recognition of any human remains on the project site during development, the following steps shall be taken:

- There shall be no further excavation or disturbance of the site or any area reasonably suspected to overlie adjacent human remains until the Monterey County coroner is contacted to determine that no investigation of the cause of death is required. Possible indications of burials could include a layer of shells placed over the burial.

- If the coroner determines the remains to be Native American, then the coroner shall contact the Native American Heritage Commission ***("Commission")*** within twenty-four (24) hours. The Commission shall identify the person or persons it believes to be the most likely descendent ***("MLD")*** from the deceased Native American. The MLD may then make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and associated grave goods as provided in Public Resources Code Section 5097.98.

  Responsibility: Project Contract, Project Applicant, City
  Timing: In Event of Discovery or Recognition of any Human Remains
  Funding: Project Applicant

- Where the following conditions occur, the landowner or their authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further disturbance if the:

  a) Commission is unable to identify an MLD or the MLD failed to make a recommendation within forty-eight (48) hours after being notified by the Commission;

  b) Descendent identified fails to make a recommendation; or

  c) Landowner or their authorized representative rejects the recommendation of the descendent, and the mediation by the Commission fails to provide measures acceptable to the landowner.

  Responsibility: Project Applicant, NAHC, MLD, City
  Timing: After Discovery of Human Remains
  Funding: Project Applicant

3. The lot design on the subdivision maps shall be designed in substantial conformance with the TSM 22-08, as appropriate, and as approved by the Planning Commission.

4. The project development shall comply with all CEQA mitigation measures identified in Environmental Assessment 22-13 dated March 22, 2023.

5. The development and operation of the project shall comply with all local, state, and federal codes (including Building and Fire codes) and local development standards.

   - The Developer or Representative shall obtain an Encroachment Permit from the City prior to performing any work within public rights of way.

6. Pursuant to Government Code Section 66454, prior to recording of a final map, annexation of the project site to the City of Yuba City is required through the Sutter County Local Area Formation Commission (Sutter LAFCO).

7. Approval of TSM 22-08 is shall be null and void without annexation of the affected lands into the City's jurisdictional boundary within the timeframe permitted by Yuba City Municipal Code Section 8-2.610.

8. Lot 1, 23, and 24 and along Elmer Avenue shall be constructed with six-foot decorative masonry block wall.

9. To limit visibility, provide privacy and to minimize conflicting views of adjacent properties, the Tentative Map dated January 2022 (filed with the City on August 8, 2022) is restricted as follows:

    - Lots 1 through 8, 22, 23, 24, 25, 26 and 27 are to be restricted to single story construction or any back-facing window sills on the upper floor of a two-story residence are to be a minimum of 6.0 feet above the floor, or as otherwise approved by the Development Services Director.

10. The development and operation of the project shall comply with all local, state, and federal codes (including Building and Fire codes) and local development standards.

    - The Developer or Representative shall obtain an Encroachment Permit from the City prior to performing any work within public rights of way.

11. Storage of construction material is not allowed in the travel way.

12. To help contain fugitive dust, construction sites shall be watered down during the construction phase of the project or as directed by the Public Works Department.

13. 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.

14. The Developer, at their expense, shall be solely responsible for all quality control associated with the project. The quality control shall include, but is not limited to, the following: survey work, potholing existing utilities, all geotechnical testing, soil reports, concrete testing, asphalt testing, and any other required special testing/inspections. The City will only perform necessary testing to assure compliance.

15. A Subdivision/Improvement Agreement outlining any costs (hot tap, connection fee, fair share contribution, etc.) associated with the development shall be accepted by the City prior to recordation of map, or prior to approval of the Improvement Plans, whichever comes first.

16. The applicant shall be required to pay all applicable fees, including but not limited to, Sutter County, and/or Yuba City determined fees.

PRIOR TO ISSUANCE OF A GRADING PERMIT

17. The improvement plans for the development of the subject property shall include all measures required to ensure that no increased drainage runoff resulting from the development of the property flow onto the adjacent lands or that the development will not impede the drainage from those properties. The rear yards and/or side yards of the lots that are created by this subdivision that are adjacent to existing residential development shall have the same finish grade elevation as those lots within

tolerances as approved by the Public Works Department. If retaining walls are required they shall be constructed of concrete or masonry block.

18. A master grading plan of the subdivision shall be submitted to the Public Works Department as part of the improvement plans.

PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS

19. Fire hydrants shall be included throughout the project as approved by the Yuba City Fire Marshal.

20. Obtain all necessary approvals from City, State, and Federal agencies, utilities and other effected parties that are required for the project including, but not limited to, the preparation of drawings, studies, reports, permit applications, and payment of fees. The Developer shall provide evidence, to the satisfaction of the Public Works Department, that all such obligations have been met.

21. The Developer shall dedicate right-of-way to the City as follows, or as approved by the Public Works Director:
    - Tuly Parkway: a total width of 101.0 feet, including a 12.0-foot public utility easement.
    - Elmer Avenue: on the **east** side, shall have right-of-way dedicated to a width of 45.5 feet (centerline to back of new 6.0-foot-high block wall), including a 10.0-foot PUE (35.5 feet east of centerline of roadway to back of new 6.0-foot-high block wall).
    - Interior residential streets (Bradley Estates Drive, Rumi Street, easterly portion of Ameera Street, and Rohin Court):
        i. *Detached sidewalk option* -- Right-of-way shall be dedicated to a width of 38.0 feet together with a 19.5-foot PSE behind the right-of-way. A 12.0-foot wide PUE shall be dedicated along the sidewalk with 2.0-foot located underneath the sidewalk along each side of the roadway.
        ii. *Attached sidewalk option* -- Right-of-way shall be dedicated to a width of 46.0 feet. A 12.0-foot wide PUE shall be dedicated adjacent to the right-of-way with 2.0-foot located underneath the sidewalk along each side of the roadway.
        iii. *A combination of the attached and detached sidewalk options to provide street trees and meeting City design standards (westerly portion of Ameera Street* -- Right-of-way shall be dedicated to a width of 45.0 feet (back of sidewalk at the north side of Ameera Street to the north property line of APN 17-066-044). A 12.0-foot wide PUE shall be dedicated adjacent to the right-of-way with 2.0-foot located underneath the sidewalk.
    - All necessary right of way and easements are to be dedicated with the recordation of the Final Map.

22. The Developer shall construct frontage improvements to City standards as follows, or as approved by the Public Works Director:
    - Tuly Parkway:
        i. 6.0-foot high masonry block wall
        ii. 12.0-foot wide public utility easement area with landscaping and irrigation
        iii. 6.0-foot wide sidewalk

iv. 6.0-foot wide landscaped parkway strip (measured from face of sidewalk to back of curb) with City approved street trees, landscaping, and irrigation
v. 2.5-foot wide barrier curb and gutter
vi. 18.0-foot wide asphalt road section
vii. 12.0-foot wide landscaped median including a 6" barrier curb at the perimeter. The median shall include City-approved street trees, landscaping, and irrigation
viii. Streetlights

- Elmer Avenue:
  i. 22.0-foot-wide asphalt road section - centerline of Elmer Road to lip of gutter
  ii. 2.5-foot wide barrier curb and gutter
  iii. 6.0-foot wide landscaped parkway strip (measured from back of curb to face of sidewalk) with City approved street trees, landscaping, and irrigation
  iv. 5.0-foot wide detached sidewalk
  v. 10.0-foot wide public utility easement adjacent to the sidewalk with landscaping and irrigation
  vi. 6.0-foot high masonry block wall
  vii. Streetlights
  viii. fire hydrants
  ix. storm drainage facilities
  x. barricade
  xi. roadway striping
  xii. roadway signage
- Interior residential streets (Bradley Estates Drive, Rumi Street, Ameera Street [east of APN 17-066-004], and Rohin Court):
  i. *Detached sidewalk* option -- Streets shall be designed/constructed to a width of 37.0 feet back of curb to back of curb with parking permitted on both sides. Frontage improvements shall include street section, curb, gutter, 6.0-foot wide landscape parkway strip (measured from back of curb), 4.0-foot wide sidewalk, street trees, and streetlights.
     1. The landscape plan for the front yard, including the area between the sidewalk and curb, shall be handled by each individual lot improvement. The irrigation system shall be designed to accommodate the street tree and shall meet the City's Model Water Efficient Landscape Ordinance.
     2. The landscaping in the parkway strip is to have a coordinated theme referenced on the public improvement plans, or as approved by the Development Services Director.
  ii. *Attached sidewalk option* -- Streets shall be designed/constructed to a width of 37.0 feet back of curb to back of curb with parking permitted on both sides. Frontage improvements shall include street section, curb, gutter, a 4.0-foot wide attached sidewalk, and streetlights.
     1. Curb bulb-outs (a contained area for the street trees) shall be installed with the following characteristics, or as otherwise determined by the Public Works Director:
        a. 8.0-feet long by the width of the parking lane
        b. Spaced between 30-feet and 45-feet apart, alternating sides of the street through the street length
        c. Shall not be placed over any service laterals
        d. Detached from the standard curb and gutter adjacent 6" barrier curb to the curb and gutter

e. Planted with City approved trees prior to the Certificate of Occupancy of the adjacent residence.

2. The landscape plan for the front yard is required and shall be handled by each individual lot improvement.

iii. A combination of the attached and detached sidewalk options to provide street trees and meeting City design standards, or as approved by the Public Works Director.

- Interior residential street (Ameera Street [north of APN 17-066-004], north to south):
  - i. 4.0-foot sidewalk
  - ii. 6.0-foot wide landscaped parkway strip (measured from face of sidewalk to back of curb) with City approved street trees, landscaping, and irrigation
  - iii. 2.5-foot wide rolled curb and gutter
  - iv. 26.0-foot wide asphalt road section
  - v. 2.5-foot wide barrier curb and gutter
  - vi. 4.0-foot wide landscaped strip (measured from back of curb to north property line of 17-066-004) with City approved street trees, landscaping, and irrigation

23. Road work on Tuly Parkway shall be constructed prior to the issuance of the first certificate of occupancy, up to and including the following, or as otherwise determined by the Public Works Director:

    a) The existing storm drain main and water main shall be extended in Tuly Parkway south of Bradley Estates Drive to the south property line of the proposed subdivision.
    b) South of Bradley Estates Drive, the pavement shall stop at the existing street barricades, unless otherwise determined by the Public Works Director.
    c) An off-site transition of the paved roadway, curb, gutter, sidewalk and striping/pavement markings shall be constructed from the north property line of the proposed subdivision to, at a minimum, Nick Ct (Valencia Estates). The Developer shall receive fee credits for this off-site work as determined by the Public Works Director.
    d) Provisions for northbound and southbound left turn pockets, from Tuly Parkway to Bradley Estates Drive shall be incorporated in the design of the landscaped median. The stacking portion of the left turn pocket shall be a minimum of 65.0 feet, or as otherwise determined by the Public Works Director. Pavement delineation at the turn pockets shall be part of the improvements.

24. Road work on Elmer Avenue shall be constructed prior to the issuance of the first certificate of occupancy, up to and including the following, or as otherwise determined by the Public Works Director:

    a) North of Ameera Street, Elmer Avenue shall have a full street section constructed, unless otherwise determined by the Public Works Director. There shall be a “stepped” block wall installed along the west property line of Lot 1 (as said Lot 1 is shown on the Tentative Map 22-08, dated January 2022). A street barricade shall be installed at the north end of the paved shoulder.
    b) A street light shall be installed at the intersection of Ameera Street and Elmer Avenue.

c) Adjacent to APN 17-066-004, the road section width and specifications can be modified as approved by the Public Works Director to facilitate construction within the existing right of way. The sidewalk can be attached and there shall be no requirement for a PUE, street trees, street lights, or landscaped parkway strip.
d) Between the north side of the walkway at Rohin Court and APN 17-066-004, Elmer Avenue shall have a full street section constructed, unless otherwise determined by the Public Works Director.
e) The construction of the street section on Elmer Avenue, between the south side of the walkway at Rohin Court and the westerly prolongation of the southerly property line of the proposed subdivision, may be deferred, unless otherwise determined by the Public Works Director.

25. An access point through the block wall, between Rohin Court and Elmer Avenue shall be provided and have the following design characteristics:

a) The distance between the pilasters (at the ends of the masonry block walls) shall be wide enough to allow emergency vehicle access.
b) A concrete walkway not less than 6.0 feet wide shall be provided.
c) The area shall be illuminated with a decorative light, unless a street light is nearby, and/or as approved by the Public Works Director.
d) A fold down/hinged bollard shall be placed in the walkway to prevent vehicular access. The walkway shall be widened at the bollard, as necessary to comply with safety requirements, as approved by the Public Works Director.

26. The Developer shall comply with all City requirements related to drainage, including design, construction, and payment of fees in accordance with the Northwest Drainage Study. Any modifications and/or required updates shall require a submittal of a drainage plan for any drainage improvements for the proposed development. A drainage analysis, along with calculations, shall be submitted to the City Engineer for approval. The analysis shall include, but is not limited to:

a. Grading and drainage plan showing the proposed drainage conveyance and storage system.

b. Supporting calculations demonstrating adequacy of conveyance capacity and storage volume. The calculation analysis shall meet the requirements of the Yuba City Basin Drainage Study.

c. Storm Drain Collection Systems- For the design of all pipeline conveyance facilities, the Hydraulic Grade Line (HGL) shall be maintained a minimum of one foot below the gutter flow line of all drain inlets and at least one foot below all maintenance hole rims during a 10-year, 24-hour storm event. The storm drain minimum pipe size shall be 12 inches. The minimum velocity shall be 2 fps.

d. Street Flow- The street system shall be designed to convey the 100-year, 24-hour runoff while maintaining a water surface at least 1 foot below the adjacent building pad elevations (or alternatively, the building pad elevations shall be at least 1 foot above the 100-year water level). The grading plan shall ensure that the 100-year, 24-hour runoff can be conveyed through the development and to the receiving drainage facility.

e. Drainage systems (pipes and street systems) shall be designed to accommodate the runoff from the ultimate development of the entire upstream watershed.

f. Detention Basins - A 100-year, 24-hour storm shall be used for sizing any detention basin(s) included in the approved drainage plan detention storage facilities. The detention basin release rate from any such detention basin(s) during a 100-year, 24-hour storm after development must be equal to or lower than the runoff rate from the detention basin's tributary area before development. The Developer can provide a drainage study addressing storm water mitigation through onsite storage (Phase 2 State Water Resources Control Plan – 80% of two-year storm), perforated pipes, and oversizing storm drainage pipes upon approval of the Public Works Director to eliminate need for a detention pond.

g. The Drainage Study shall be completed and stamped by a Professional Engineer and determined by the City Engineer and/or the Sutter County Water Agency Engineer to be comprehensive, accurate, and adequate.

27. Only one detention pond and/or water quality basin shall be utilized if required to meet stormwater requirements throughout the entire subdivision. Mechanical water quality devices and/or oversized pipes are preferred. Should a basin be necessary it is to include, but not be limited to a vehicle pull out area, solid masonry wall adjacent to residential, decorative perimeter fencing with accessible sized gate, landscaping, and access to the inlet and outlet in the basin as approved by the Public Works Director. Maintenance costs associated with the basin and/or mechanical water quality device(s) are to be included in the applicable Lighting and Landscape Maintenance District.

28. The development shall comply with Yuba City's stormwater requirements and Post-Construction Standards Plan. The Post Construction information can be found here: https://www.yubacity.net/city_hall/departments/public_works/engineering/stormwater_management

29. All development shall be designed to local, state, and federal flood standards.

30. The proposed waterline that is part of this subdivision shall loop through the subdivision and through Elmer Avenue with provisions for future north and south extensions in Elmer Avenue. The proposed main that is to be constructed in Elmer Avenue shall be a 12" main as outlined in the Water Treatment Plant and Distribution System Master Plan dated January 2019.

31. The structural section of all road improvements shall be designed using the Caltrans empirical R-value method. A geotechnical investigation shall determine the R-value of the existing soil in accordance with the Caltrans Highway Design Manual. The structural section shall be designed to the following standards:

    a. Use 3" minimum for residential, 4" minimum for collectors and 6" minimum for arterials, of 'Type A' asphaltic concrete over Class 2 aggregate base (the thickness of the base shall be designed to the R-value of the soil)

    b. Use a traffic index of 6 for residential streets

    c. Use a traffic index of 7 for collector streets

    d. Use a traffic index of 10 for arterial streets

    A copy of the geotechnical investigation, including R-value determination, test locations and structural section calculations, shall be submitted with the first improvement plan check.

32. Striping, pavement markings and traffic signage shall be provided on all streets as necessary and as required by the Public Works Department. Signage restricting parking and red painted curbing shall be installed where appropriate. Speed limit signs shall be installed at locations determined by the Public Works Department. All required speed limit signs shall be shown on the Improvement Plans.

33. The street trees and street lighting are public improvements which shall meet the Parks Division Planting Standards and City Standard Details and be included in the Improvement Plans and Specifications for the subdivision when the improvement plans are submitted for the first improvement plan check.

34. The Improvement Plans shall show provisions for the placement of centralized mail delivery units in the PUE. Developer shall provide a concrete base for placement of the centralized mail delivery unit. Specifications and location of such base shall be determined pursuant to the applicable requirements of the Postal Service and the City Public Works Department, with due consideration for street light location, traffic safety, security and consumer convenience.

35. Required Improvement Plan Notes:

    a. "Any excess materials shall be considered the property of the contractor/owner and shall be disposed of away from the job site in accordance with applicable local, state and federal regulations."

    b. "During construction, the Contractor shall be responsible for controlling noise, odors, dust and debris to minimize impacts on surrounding properties and roadways. The Contractor shall be responsible for all construction equipment to be equipped with manufacturers approved muffler baffles. Failure to do so may result in the issuance of an order to stop work."

    c. "If any hazardous waste is encountered during the construction of this project, all work shall be immediately stopped and the Sutter County Environmental Health Department, the Fire Department, the Police Department, and the City Inspector shall be notified immediately. Work shall not proceed until clearance has been issued by all of these agencies."

    d. "The Contractor(s) shall be required to maintain traffic flow on affected roadways during non-working hours, and to minimize traffic restriction during construction. The Contractor shall be required to follow traffic safety measures in accordance with the "California Manual of Uniform Traffic Control Devices, latest edition." The City of Yuba City emergency service providers shall be notified, at least two working days in advance, of proposed construction scheduled by the contractor(s)."

    e. "Soil shall not be treated with lime or other cementitious material without prior express permission by the Public Works Department."

    f. "Where an excavation for a trench and/or structure is five (5) feet deep or more, the contractor shall conform to O.S.H.A. requirements. The contractor shall provide a copy of the approved O.S.H.A. permit, and shoring details and calculations prepared by California licensed structural engineer to the Public Works Department, prior to beginning construction."

    g. "Should any field conditions, conflicts, errors, and/or omissions be overlooked during the design review process, or during construction of the development, then any additional work identified during construction shall be implemented by the Developer at the Developer's expense."

36. In addition to the street lights provided on the interior streets, street lights shall be installed along the west side of Tuly Parkway, the length of the proposed development. Where there are existing lights on the opposite side of Tuly Parkway, the new light locations should be staggered between them.

PRIOR TO ACCEPTANCE OF THE PUBLIC IMPROVEMENTS

37. All existing structures, well(s), septic tank(s), and service lines shall be destroyed in accordance with the requirements of the Sutter County Environmental Health and Yuba City Building Departments, respectively. Connections shall be made to public sewer and water. The Developer shall pay all applicable fees.

38. Prior to backfilling, the Developer shall vacuum test all manholes to ensure no leakage will occur.

39. Prior to final paving, the Developer shall hydroflush, and televise, all storm drain mains and all sewer mains. In addition, prior to the City's acceptance of the subdivision improvements, and at the Public Works Department's discretion, the storm sewer and sewer mains shall be re-hydroflushed.

40. Prior to final paving, the Developer shall televise all sewer laterals. If any debris, dirt, and/or material is found in the lateral, then the Developer shall clean it at his expense, to the satisfaction of the Public Works Director.

41. The contractor shall maintain record drawings of the improvements and keep them on site at all times. When the project is complete, the contractor shall deliver a marked set of plans to the Engineer of Record. The Engineer of Record shall update the improvement plans with the record information. Once the changes have been added to the plans, the Engineer of Record shall submit both an electronic copy (Civil 3D version 2017 or newer) and a hard copy to the City. The City will not accept the completion of the improvements until the electronic copy and hard copy have been submitted.

42. Public improvements shall be designed and constructed in accordance with City Standards, including current Water / Wastewater Master Plans and Specific Plan documents, or as approved by the Public Works Director. Costs are to be determined and reflected in the Subdivision Agreement.

43. The existing utility poles, and associated overhead utility improvements, within the project boundaries shall be undergrounded to facilitate power and communications service to APN 17-066-004. The development shall be serviced with underground utilities; no overhead utilities will be allowed.

PRIOR TO FINAL MAP RECORDATION

44. The development shall pay for operations and/or maintenance for police, fire, parks, drainage, and ongoing street maintenance costs. This condition may be satisfied through participation in a Mello-Roos CFD, by payment of cash in an amount agreed to by the City, by another secure funding mechanism acceptable to the City, or by some combination of those mechanisms. The City shall be reimbursed actual costs associated with the formation of, or annexation to, the district. The property shall annex in to an existing CFD.

45. The property shall petition for formation of a Zone of Benefit of the Yuba City Lighting and Landscaping Maintenance District for the purpose of maintaining; street trees which are to be planted along all streets, street lights, fencing, block walls, barricades, and any detention / water quality basin(s) or devices. The Engineering Division shall be reimbursed actual costs associated with the formation of the district.

46. The existing properties within the proposed subdivision are part of the Northwest Yuba City Drainage Area Master Drainage Plan and are subject to its proportional share of drainage improvement fees as outlined in said Plan. Current fees are calculated per acre and indexed to a current value that is in effect at the time the Subdivision/Improvement Agreement is executed.

47. Should a detention pond or water quality basin be utilized, the basin parcel(s) shall be dedicated to the City of Yuba City as determined by the Public Works Director.

48. All public street lighting shall be dedicated to the City of Yuba City.

PRIOR TO ISSUANCE OF A BUILDING PERMIT

49. The Developer's Superintendent/Representative shall submit three (3) sets of Pacific Gas and Electric approved utility plans showing joint trench locations and distribution lines prior to issuance of first building permit.

50. The West Yuba City Sewer Trunk Line fees, as stated in the City of Yuba City Fee Schedule, shall be paid. The fee value to be used is the value in effect at the time a building permit is issued for any particular parcel.

PRIOR TO THE ISSUANCE OF A CERTIFICATE OF OCCUPANCY

51. The curb, gutter, sidewalk, and lot drainage shall be inspected and approved by the City. Any curb, gutter and sidewalk which is not in accord with City standards or is damaged before or during construction, shall be replaced. All sidewalks along the City right-of-way shall be free of any non-control joint cracking. In addition, any concrete with cracks, chips, blemishes, and spalling greater than an inch in diameter shall be replaced from control joint to control joint.

52. All street lighting shall be constructed per the Improvement Plans and energized prior to the issuance of any certificate of occupancy or as approved by the Development Services Director.

53. Prior to issuance of any certificate of occupancy, all underground utilities, public improvements, and site improvements, including rough grading, shall be completed in accordance with City requirements.

MITIGATION MEASURES

Impact	Mitigation Measure	Responsible Party	Monitoring Party	Timing
3.7 Geology and Soils	**Paleontological Mitigation Measure 1:** This Mitigation Measure shall be placed as a note on the Demolition and	Developer	Developer, Public Works Dept., Development	During grading phase

	Grading Plans. If paleontological resources are found, the construction manager shall halt all activity and immediately contact the Development Services Department at 530-822-4700. Mitigation shall be conducted as follows: 1. Identify and evaluate paleontological resources by intense field survey where impacts are considered high; 2. Assess effects on identified sites; 3. Consult with the institutional/academic paleontologists conducting research investigations within the geological formations that are slated to be impacted; 4. Obtain comments from the researchers; 5. Comply with researchers' recommendations to address any significant adverse effects were determined by the City to be feasible. In considering any suggested mitigation proposed by the consulting paleontologist, the City's Community Development Department Staff shall determine whether avoidance is necessary and feasible in light of factors such as the nature of the find, project design, costs, Specific or General Plan policies and land use assumptions, and other considerations. If avoidance		Services Dept.	

	is unnecessary or infeasible, other appropriate measures (e.g., data recovery) shall be instituted. Work may proceed on other parts of the project site while mitigation for paleontological resources is carried out.			
3.8. Greenhouse Gases	**Greenhouse Gas Mitigation 1:** The site grading and construction of the self-storage facility shall comply with the GHG Reduction Measures provided in the adopted Yuba City Resource Efficiency Plan.	Developer	Development Services Dept.	Prior to issuance of building permits.
3.18. Tribal Cultural Resources	**TCR 1** If potential tribal cultural resources (TCRs) are discovered during ground disturbing construction activities, all work shall cease within 100 feet of the find (or an appropriate distance based on the apparent distribution of the TCR). A qualified cultural resources specialist meeting the *Secretary of Interior's Professional Qualifications Standards for Archaeology*, as well as Native American Representatives from traditionally and culturally affiliated Native American Tribes that have engaged in consultation for the project will be invited to assess the significance of the find and make recommendations for further evaluation and treatment as necessary. Culturally appropriate treatment may include, but is not limited to, processing materials for reburial, minimizing handling of cultural objects, leaving objects in place within the landscape, or returning	Developer	Developer, Public Works Dept., Development Services Dept.	During construction phase

	objects to a location within the project area where they will not be subject to future impacts. The United Auburn Indian Community of the Auburn Rancheria (Tribe) does not consider curation of TCR's to be appropriate or respectful and request that materials not be permanently curated, unless requested by the Tribe. The types of treatment preferred by UAIC that protects, preserves, or restores the integrity of a TCR may include Tribal Monitoring, or recovery of cultural objects, and reburial of cultural objects or cultural soil that is done in a culturally appropriate manner. Recommendations of the treatment of a TCR will be documented in the project record. For any recommendations made by traditionally and culturally affiliated Native American Tribes that are not implemented, a justification for why the recommendation was not followed will be provided in the project record. If articulated or disarticulated human remains are discovered during ground disturbing construction activities or ground disturbing activities, all work shall cease within 100 feet of the find, and the provisions provided in the Health and Safety Code Section 7054 shall apply. If the remains are determined by the County Coroner to be human and that of a Native American, then Public Resources Code 5097.98, 5097.99. 5097.991, and			

	compliance with the provisions of CEQA Guidelines Section 15064.5(e)(1) and (2) shall be implemented.			

ATTACHMENT 3

Environmental Assessment 22-13
For Thiara Estates Subdivision

Initial Study and Mitigated Negative Declaration for Tentative Subdivision Map (TSM) 22-08 and Rezone (RZ) 22-07

Prepared for:

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

Prepared By:

Denis Cook
Land Use Planning Consultant

and

City of Yuba City
Development Services Department
Planning Division

March 2023

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CITY OF YUBA CITY
Development Services Department
Planning Division
1201 Civic Center Blvd. Yuba City, CA 95993 Phone (530) 822-4700

1. Introduction

1.1. Introduction

This Initial Study/Mitigated Negative Declaration (IS/MND) has been prepared to identify any potential environmental impacts in the City of Yuba City, California (City) from the proposed Thiara Estates Tentative Subdivision Map (TSM) 22-08 and Pre-annexation Rezoning (RZ) 22-07 (Project).

TSM 22-08 is a proposed 34 single-family residential lot subdivision located on approximately 8.19 acres. The proposed lot sizes range in size from 6,457 square feet up to 9,834 square feet. The gross density of the project is approximately 4.3 residences per acre. The subdivision will connect to Tuly Parkway on the east and Elmer Avenue on the west, providing a direct linkage between those roadways. An existing single-family residence will be removed as part of the project.

RZ 22-07 is a request to remove the X20 Combining Zone District from the existing R-1 X20 pre-annexation zoning from this same property. The X20 District provides 12 specific development criteria to this and neighboring properties that must be met in order to develop. Nine of the criteria have since been incorporated into City ordinance, practices, or procedures making them un-necessary today. There are three criteria that are not typically applied by the City to projects but would affect the Project if left intact. These include:

- A requirement that a Development Agreement between the developer and the City be approved as part of any project;
- A residential project must provide an affordable housing component (to be negotiated as part of the Development Agreement); and
- The minimum lot size is one-acre (which would otherwise be 5,000 square feet for the R-1 Zone District).

The resulting pre-annexation zoning will be R-1.

The subject property is currently in an unincorporated area of Sutter County. If this proposal is approved by the City, the Project will not be triggered until the annexation into the City is completed. In the future, LAFCo will consider an application to annex this property to the City. As such LAFCo will likely utilize this environmental document for its review.

This subdivision is considered a project under the California Environmental Quality Act (CEQA), as the City has discretionary authority over the Project, with public review and consideration by the City of Yuba City Planning Commission and the City Council.

This IS/MND has been prepared in conformance with CEQA Guidelines Section 15070. The purpose of the IS/MND is to determine the potential significant impacts associated with the tentative subdivision map and provide an environmental assessment for consideration by the Planning Commission. In addition,

this document is intended to provide the basis for input from public agencies, organizations, and interested members of the public.

1.2. Regulatory Information

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

A. The IS shows there is no substantial evidence, in light of the whole record before the agency, that the proposed Project may have a significant effect on the environment, or

B. The IS identified potentially significant effects, but:

    a. Revisions in the Project plans or proposals made by or agreed to by the applicant before the proposed negative declaration and initial study is released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur is prepared, and

    b. There is no substantial evidence, in light of the whole record before the agency, that the proposed Project as revised may have a significant effect on the environment. If revisions are adopted by the Lead Agency into the proposed Project in accordance with the CEQA Guidelines Section 15070(b), a Mitigated Negative Declaration (MND) is prepared.

1.3. Document Format

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

1.4. Purpose of Document

The proposed subdivision and rezoning will undergo a public review process by the Planning Commission that will make a recommendation to the City Council for a decision. If approved as proposed, the project will result in annexation of the land to Yuba City and construction of 34 single-family residences. The Planning Commission and City Council review is needed to assure that the Project will be compatible with existing or expected neighboring uses and that adequate public facilities are available to serve the Project.

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

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

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

1.5. Intended Uses of this Document

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

The Draft IS/ND and associated appendices will be available for review on the City of Yuba City website at www.yubacity.net/environmental. The Draft IS/MND and associated appendixes also will be available for review during regular business hours at the City of Yuba City Development Services Department (1201 Civic Center Boulevard, Yuba City, California 95993). The 20-day review period will commence on March 2, 2023 and end on March 22, 2023 at the conclusion of the Planning Commission hearing.

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

City of Yuba City
Development Services Department
1201 Civic Center Boulevard
Yuba City, CA 95993
e-mail: developmentservices@yubacity.net
Phone: 530.822.4700

2. Project Description

2.1. Project Title

Tentative Subdivision Map 22-08: Thiara Estates Subdivision, and Pre-annexation Rezoning 22-07.

2.2. Lead Agency Name and Address

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

2.3. Contact Person and Phone Number

Doug Libby, AICP
Deputy Director of Development Services
(530) 822-3231
developmentservices@yubacity.net

2.4. Project Location

The 8.19-acre property is located on the west side of Tuly Parkway across from Bradley Estates Drive. Assessor's Parcel Numbers 17-066-003, -005, and -021.

2.5 Project Applicant

Sarbjit Thiara Jr.
2599 Reed Road
Yuba City, CA 95993

2.5. Property Owner

Sarbjit Thiara Jr.
2599 Reed Road
Yuba City, CA 95993

2.6. General Plan Designation

The site is designated Low Density Residential (LDR). The LDR designation allows a residential density ranging between 2 and 8 residences per acre. As proposed, the Project will have a density of approximately 4.3 residences per acre.

2.7. Zoning

Existing

One-Family Residential Zone District Combined with an X_{20} Combining Zone District (R-1X_{20}). The requirements of the X_{20} District are:

The pre-annexation zoning of the Property is approved subject to the following conditions. These conditions shall only apply to divisions of land requiring a subdivision map or to any multi-family development of five residences or more.

1. Prior to the approval of any subdivision map for said Property, or prior to any multi-family development of five residences or more of said Property, a Development Agreement must be entered into with the City. At a minimum, the Development Agreement shall address conditions of development and the financing of roads, parks, public facilities, sewer, water, drainage, and surrounding infrastructure as established in the General Plan. The approval of said pre-annexation zoning in no way obligates the City to enter into a Development Agreement. The City shall have complete discretion whether to approve a Development Agreement and in approving the terms and conditions of the Development Agreement.
2. Prior to the City finalizing a Development Agreement, the developer of the Property shall provide written documentation from the affected school district that the developer has satisfied said school district's requirements for school infrastructure. This would generally apply to any developments over 4 residential units. The School District would expect, at a minimum, that all residential developments enter into a Mello Roos District and that depending on the size of development, land dedication and school development may be an alternative, subject to negotiation with the District.
3. Drainage plans shall be provided for all subdivisions of land within the Property and shall comply with the City and County's master drainage plans.
4. All residential subdivisions within the Property shall include an affordable housing component that meets the minimum production standard of affordable housing outlined in the regional compact with SACOG adopted by the City of Yuba City in November 2004. There are a variety of options of how best to meet the affordable housing requirement. These options would be subject to negotiations between the City and developer and shall be part of the Development Agreement.
5. All residential subdivisions within the Property shall meet the minimum standards for residential design as established by the City Council.
6. Sewer and water fees, including connection fees and the installation of major trunk lines from both plants, shall be incorporated into the cost of development and shall be part of the Development Agreement.
7. Development within the Property shall be required to pay its fair share of major roadwork as part of the development and, may require construction of collector and arterial roads that will adequately address infrastructure concurrent with the proposed development. This will be negotiated as part of the Development Agreement.
8. Payment of impact fees, which incorporate the public improvements necessary to implement the General Plan, shall be required and will be part of the Development Agreement. These fees will be

estimates and final payment will be based on a formally adopted impact fee study approved by the City Council. In addition to the park impact fee, the Quimby Act shall also apply.

9. Payment of a fee to address levee improvements and potential flood issues shall be required as part of the Development Agreement.
10. Any development within the Property shall require the Property entering into a Community Facilities District to assist in funding police, fire and park maintenance.
11. Any development within the Property shall address the community design policies in the General Plan including walkable, livable concepts and address the village concept as provided for in the General Plan.
12. The minimum lot size for the lots shown as R-1X20 shall be one acre as shown on Exhibit A.

Proposed

One-Family Residential (R-1) Zone District.

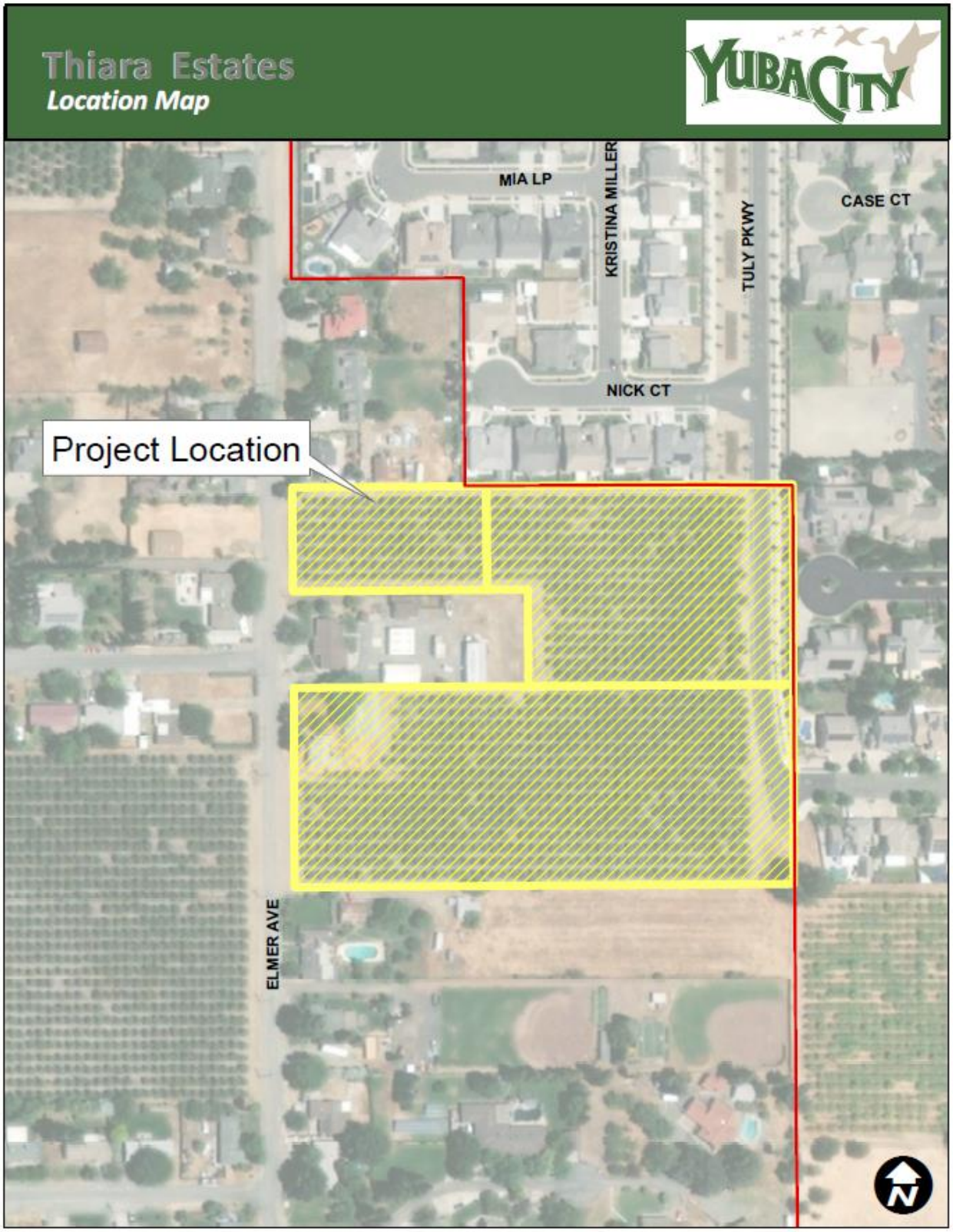

Figure 1: Location Map

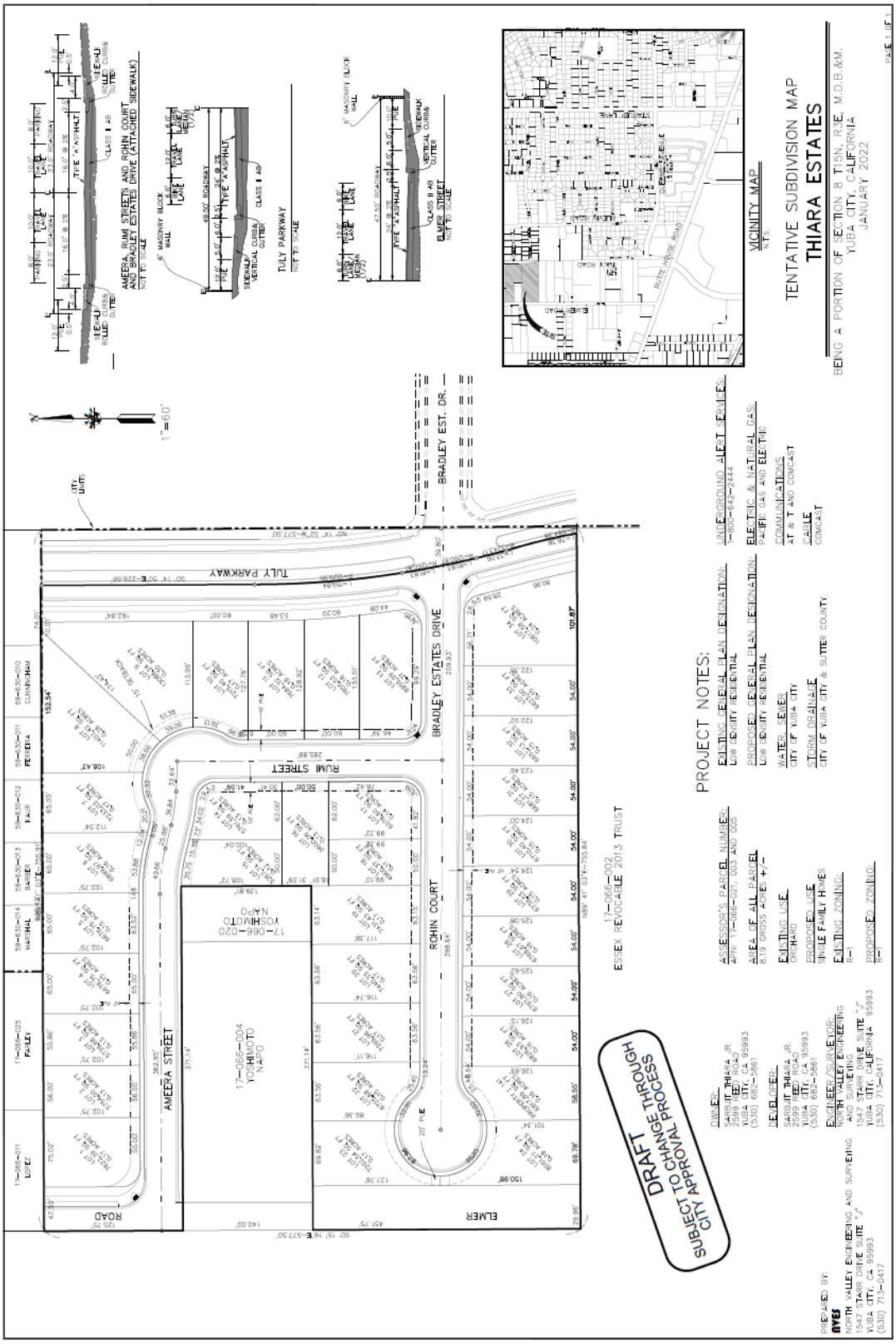

Figure 2: Subdivision Map

2.9 Project Description

This is a request to approve Thiara Estates Tentative Subdivision Map (TSM) 22-08 and Pre-annexation Rezoning (RZ) 22-07 (Project).

TSM 22-08 is a proposed 34 single-family residential lot subdivision located on approximately 8.19 acres. The proposed lot sizes range in size from 6,457 square feet up to 9,834 square feet. The gross density of the project is approximately 4.3 residences per acre. The subdivision will connect to Tuly Parkway on the east and Elmer Avenue on the west. An existing single-family residence will be removed as part of the project.

RZ 22-08 is a request to remove the X20 Combining Zone District from the existing R-1 X20 pre-annexation zoning from this property. The X20 District provides specific development criteria to this and neighboring properties. The X20 provides 12 development related criteria that must be met in order to develop the property (a copy of that criteria is attached to this staff report). Nine of the criteria have since been incorporated into ordinance, practices, or procedures making them un-needed today. There are three criteria that are not practiced today but would affect the project if left intact. These include:

- A requirement that a Development Agreement between the developer and the City be approved as part of any project;
- The project must provide an affordable housing component (to be negotiated as part of the Development Agreement); and
- The minimum lot size is one-acre (vs 5,000 square feet for the R-1 District).

The resulting pre-annexation zoning will be R-1.

The subject property is currently in an unincorporated area of Sutter County. If this proposal is approved by the City, the project will not be triggered until the annexation into the City is also completed by LAFCo. LAFCo has a pending application to consider that item upon approval of this proposal by the City.

2.10 Surrounding Land Uses and Setting

Setting: The site, located in northwest Yuba City, is currently utilized for an orchard. It is located in an area that is generally transitioning from agricultural (orchard) uses to residential subdivisions.

Table 1: Bordering Uses	
North:	Single-family residences.
South:	Estate sized single-family residence.
East:	Tuly Parkway and single-family residences across the parkway.
West:	Estate sized single-family residences and orchard.

2.11 Other Public Agencies Whose Approval May be Required

- Feather River Air Quality Management District, Dust Control Plan, Indirect Source Review.

- Central Valley Regional Water Quality Control Board.

2.12. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

All geographically relevant Native American tribes were timely notified of the Project, and consultation was not requested.

2.13 Environmental Factors Potentially Affected:

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

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

Determination: On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

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

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as

described on the attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that, although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Doug Libby _____ March 2, 2023

Doug Libby, Deputy Director of Development Services

2.8. Evaluation of Environmental Impacts:

A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

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

Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

"Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analysis," as described below, may be cross referenced). A Mitigated Negative Declaration also requires preparation and adoption of a Mitigation Monitoring and Reporting Program (MMRP)

Earlier analysis may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. In this case, a brief discussion should identify the following:

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

Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

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

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

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

3. Environmental Checklist and Impact Evaluation

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

3.1. Aesthetics

Table 3-1: Aesthetics

Except as provided in Public Resources Code Section 21099, would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?			X	
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			X	
d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?			X	

3.1.1. Environmental Setting/Affected Environment

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

The City's General Plan, more specifically the Community Design Element "establishes policies to ensure the creation of public and private improvements that will maintain and enhance the image, livability, and aesthetics of Yuba City in the years to come."

The following principles and policies are applicable:

- Maintain the identity of Yuba City as a small-town community, commercial hub, and residential community, surrounded by agricultural land and convey, through land uses and design amenities, Yuba City's character and place in the Sacramento Valley.

- Recognizing the livability and beauty of peer communities with highly designed visual landscapes, commit to a focus on the visual landscape of Yuba City.
- Maintain, develop, and enhance connections between existing and planned neighborhoods.
- Create and build upon a structured open space and parks network, centered on two large urban parks and the Feather River Corridor.
- Strive for lush, landscaped public areas marked by extensive tree plantings.
- Design commercial and industrial centers to be visually appealing, to serve both pedestrians and automobiles, and to integrate into the adjacent urban fabric.

In addition to the City's General Plan, the City provides Design Guidelines. The goal of the City's design guidelines is to ensure the highest quality of building design: designs that are aesthetically pleasing; designs that are compatible with the surroundings in terms of scale, mass, detailing, and building patterns; designs that accommodate the pedestrian, automobile, bicycle, and transit circulation; and designs that consider public safety, public interaction, and historic resources. However, the Design Guidelines do not apply to single-family residences.

3.1.2. Federal Regulatory Setting

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

3.1.3. State Regulatory Setting

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

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

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

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

3.1.4. Impact Assessment/Environmental Consequences:

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

There are no officially designated scenic vistas in Yuba City; the Project would therefore have no adverse effect on an official scenic vista. As the Project is within an existing residential area the subdivision will not interfere with any distant scenic views. The subdivision itself, visible from both Tuly Parkway and Elmer Road will have those frontages lined with a six foot high decorative masonry wall as well at least a 10-foot wide landscaped strip, with trees planted 30 feet on-center. As such, views of the development from those streets will primarily be of landscaping and trees. As such, the scenic impact is considered to be a less than significant impact.

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

The site is unremarkable in that it is flat with no topographic features, rock outcroppings, large heritage type trees. Additionally, there are no state scenic highways in Yuba City or Sutter County. As a result, no impacts are anticipated

c) In non-urbanized areas, substantially degrade the existing visual character of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

The subdivision is within the Yuba City urbanized area. The City does not have design standards for single-family residences. Regarding the aesthetics associated with the design of the subdivision the City does have design standards for decorative masonry walls, landscaping, and trees along subdivision perimeter streets. As those standards must be met, the impacts on resulting visual character of the subdivision from nearby streets will be less than significant.

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

The City requires new streets to have streetlights, so there will be new street lighting within and on the perimeter of the Project. However, street lighting does not extend much beyond the immediate vicinity and also street lighting is not typically considered a significant impact unless there are nearby special circumstances, which there is not. The street lighting will also be consistent with the street lighting of neighboring subdivisions. Further, the lighting from the new homes typically does not extend much beyond the property lines. Therefore, since there are no unique circumstances, the impacts from new street and home lighting should be less than significant.

3.2. Agricultural and Forestry Resources

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model prepared (1997) by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland.

Table 3-2: Agricultural and Forestry Resources

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?			X	
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Conflict with existing zoning for, or cause rezoning of, forestland (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?			X	

3.2.1. Environmental Setting/Affected Environment

Sutter County is located within the northern portion of California's Central Valley in the area known as the Sacramento Valley. It contains some of the richest soils in the State. These soils, combined with abundant surface and subsurface water supplies and a long, warm growing season, make Sutter County's

agricultural resources very productive. Sutter County is one of California's leading agricultural counties, with 83 percent of the County's total land acreage currently being used for agricultural purposes. However, while Sutter County provides rich agricultural opportunities, the subject site is within an urban area and has been designated for urban uses for many years.

3.2.2. Federal Regulatory Setting

Farmland Protection Policy Act: The Natural Resources Conservation Service (NRCS), a federal agency within the U.S. Department of Agriculture (USDA), is the agency primarily responsible for implementation of the Farmland Protection Policy Act (FPPA). The FPPA was enacted after the 1981 Congressional report, Compact Cities: Energy-Saving Strategies for the Eighties indicated that a great deal of urban sprawl was the result of programs funded by the federal government. The purpose of the FPPA is to minimize federal programs' contribution to the conversion of farmland to non-agricultural uses by ensuring that federal programs are administered in a manner that is compatible with state, local, and private programs designed to protect farmland. Federal agencies are required to develop and review their policies and procures to implement the FPPA every two years (USDA-NRCS, 2011).

2014 Farm Bill: The Agricultural Act of 2014 (the Act), also known as the 2014 Farm Bill, was signed by President Obama on Feb. 7, 2014. The Act repeals certain programs, continues some programs with modifications, and authorizes several new programs administered by the Farm Service Agency (FSA). Most of these programs are authorized and funded through 2018.

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

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

3.2.3. State Regulatory Setting

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

California Department of Conservation, Division of Land Resource Protection: The California Department of Conservation (DOC) applies the NRCS soil classifications to identify agricultural lands, and these agricultural designations are used in planning for the present and future of California's agricultural land resources. Pursuant to the DOC's FMMP, these designated agricultural lands are included in the Important Farmland Maps (IFM) used in planning for the present and future of California's agricultural land resources. The FMMP was established in 1982 to assess the location, quality, and quantity of agricultural lands and the conversion of these lands. The FMMP provides analysis of agricultural land use and land use

changes throughout California. The DOC has a minimum mapping unit of 10 acres, with parcels that are smaller than 10 acres being absorbed into the surrounding classifications.

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

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

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

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

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

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

3.2.4. Impact Assessment/Environmental Consequences:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

The proposed Project site consists of approximately 8.19 acres of farmland quality soils, and currently has an orchard on it. The 2018 Department of Conservation Important Farmland Map for Sutter County identifies the Project site as "Unique Farmland." But this property, as well as being small for an agricultural use, is also within the Yuba City urban area and has other urban uses around it. As such it has for many years been designated in the Yuba City General Plan for urban uses, for which overriding considerations for agricultural land loses within the City's sphere of influence were made in the General Plan EIR. This is part of the larger scope agreed to by the City and Sutter County to allow urban development within the City's sphere of influence, but that the great majority of the County's agricultural lands would be protected. This property is already designated for single-family residential development by Sutter County today with the ability to develop with the same density as specified by the Yuba City General Plan. As this Project has been designated for urban uses for many years thus within the General Plan's area of anticipated loss of agricultural land and is already designated for suburban development by Sutter County, the impact on agriculture land loss is considered to be less than significant.

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

The property, as well as the neighboring properties, are currently zoned for non-agricultural uses by Sutter County and they are not under Williamson Act contracts. Therefore, this Project will not conflict with any agricultural zoned properties. See discussion above under item 3.2.4.a.

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

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

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

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

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?

As the area has been designated for urban uses for many years by both Sutter County and Yuba City, the site is within an area already served by City services and developed with residential uses. Further, while this property and a nearby property remain as an orchard, other neighboring properties have been developed with non-agricultural uses. No properties within the area are under the Williamson Act. There are also no forestlands on the Project site or in the vicinity. Therefore, the impacts on agricultural lands and timberlands from this proposal will be less than significant.

3.3. Air Quality

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

Table 3-3: Air Quality

Would the project?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?			X	
b) 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?			X	
c) Expose sensitive receptors to substantial pollutant concentrations?			X	

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			X	

3.3.1. Environmental Setting/Affected Environment

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

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

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

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

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

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

Ozone (O3): is a gas that is formed when reactive organic gases (ROGs) and nitrogen oxides (NOX), both byproducts of internal combustion engine exhaust and other processes undergo slow photochemical reactions in the presence of sunlight. Ozone concentrations are generally highest during the summer months when direct sunlight, light wind, and warm temperature conditions are favorable to the formation of this pollutant.

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

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

Nitrogen oxides can also be formed naturally.

Respirable Particulate Matter (PM10) and Fine Particulate Matter (PM2.5): consist of extremely small, suspended particles or droplets 10 microns and 2.5 microns or smaller in diameter. Some sources of suspended particulate matter, like pollen and windstorms, occur naturally. However, in populated areas,

most fine suspended particulate matter is caused by road dust, diesel soot, and combustion products, abrasion of tires and brakes, and construction activities.

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

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

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

TAC impacts are assessed using a maximum individual cancer risk (MICR) that estimates the probability of a potential maximally exposed individual (MEI) contracting cancer as a result of sustained exposure to toxic air contaminants over a constant period of 24 hours per day for 70 years for residential receptor locations. The CARB and local air districts have determined that any stationary source posing an incremental cancer risk to the general population (above background risk levels) equal to or greater than 10 people out of 1 million to be excessive. For stationary sources, if the incremental risk of exposure to project-related TAC emissions meets or exceeds the threshold of 10 excess cancer cases per 1 million people, the CARB and local air district require the installation of best available control technology (BACT) or maximum available control technology (MACT) to reduce the risk threshold. To assess risk from ambient air concentrations, the CARB has conducted studies to determine the total cancer inhalation risk to individuals due to outdoor toxic pollutant levels. The CARB has conducted studies to determine the total cancer inhalation risk to individuals due to outdoor toxic pollutant levels. According to the map prepared by the CARB showing the estimated inhalation cancer risk for TACs in the State of California, Sutter County has an existing estimated risk that is between 50 and 500 cancer cases per 1 million people. A significant portion of Sutter County is within the 100 to 250 cancer cases per 1 million people range. There is a higher risk around Yuba City where the cancer risk is as high as 500 cases per 1 million people. There are only very small portions of the County where the cancer risk is between 50 and 100 cases. This represents the lifetime risk that between 50 and 500 people in 1 million may contract cancer from inhalation of toxic compounds at current ambient concentrations under an MEI scenario.

3.3.2. Federal Regulatory Setting

Clean Air Act: The federal Clean Air Act of 1970 (as amended in 1990) required the U.S. Environmental Protection Agency (EPA) to develop standards for pollutants considered harmful to public health or the environment. Two types of National Ambient Air Quality Standards (NAAQS) were established. Primary standards protect public health, while secondary standards protect public welfare, by including protection against decreased visibility, and damage to animals, crops, landscaping and vegetation, or buildings. NAAQS have been established for six “criteria” pollutants: carbon monoxide (CO), nitrogen dioxide (NO2), sulfur dioxide (SO2), ozone (O3), particulate matter (PM10 and PM2.5), and lead (Pb).

3.3.3. State Regulatory Setting

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

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

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

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

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

3.3.4. Regional Regulatory Setting

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

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

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

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

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

Health and Safety Code Section 41503(b): Requires that control measures for the same emission sources are uniform throughout the planning area to the extent that is feasible. To meet this requirement, the NSVPA has coordinated the development of an Attainment Plan and has set up a specific rule adoption protocol. The protocol was established by the Technical Advisory Committee of the Sacramento Valley Basin-wide Air Pollution Control Council and the Sacramento Valley Air Quality Engineering and Enforcement Professionals, which allow the Districts in the Basin to act and work as a united group with the CARB as well as with industry in the rule adoption process. Section 40912 of the Health and Safety Code states that each District responsible for, or affected by, air pollutant transport shall provide for attainment and maintenance of the state and federal standards in both upwind and downwind Districts. This section also states that each downwind District's Plan shall contain sufficient measures to reduce emissions originating in each District to below levels which violate state ambient air quality standards, assuming the absence of transport contribution

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

- Implement the Fugitive Dust Control Plan.
- Construction equipment exhaust emissions shall not exceed FRAQMD Regulation III, Rule 3.0,
- Visible Emissions limitations (40 percent opacity or Ringelmann 2.0).
- The contractor shall be responsible to ensure that all construction equipment is properly tuned and maintained prior to and for the duration of onsite operation.

- Limiting idling time to 5 minutes – saves fuel and reduces emissions.
- Utilize existing power sources or clean fuel generators rather than temporary power generators.
- Develop a traffic plan to minimize traffic flow interference from construction activities. The plan may include advance public notice of routing, use of public transportation, and satellite parking areas with a shuttle service. Schedule operations affecting traffic for off-peak hours. Minimize obstruction of through-traffic lanes. Provide a flag person to guide traffic properly and ensure safety at construction sites.
- Portable engines and portable engine-driven equipment units used at the project work site, with the exception of on-road and off-road motor vehicles, may require California Air Resources Board (ARB) Portable Equipment Registration with the State or a local district permit. The owner/operator shall be responsible for arranging appropriate consultations with the ARB or the District to determine registration and permitting requirements prior to equipment operation at the site.

3.3.5. Impact Assessment/Environmental Consequences:

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

Grading the site and creation of building pads will briefly create equipment exhaust and fugitive dust. Ongoing air quality impacts will be from exhaust generated by vehicle traffic from the new residences. Standards set by FRQAMD, CARB, and Federal agencies apply to this Project. An Indirect Source Review (ISR) application will be filed with the Air District by the developer to address emissions from construction. FRAQMD's 2010 Screening Criteria for Air Quality Operational Impacts indicates the threshold for significant daily emissions for single-family residential projects is 130 dwelling units. The proposed project will allow for the development of 34 new residential lots. The proposed project will not exceed FRAQMD's established threshold for potential significant impacts. As a result, a less than significant impact is anticipated.

Prior to the initiation of construction, a Fugitive Dust Control Plan will be submitted to FRAQMD as a part of standard measures required by the District.

Since the developer must prepare an air quality analysis and incorporate all of the resulting conditions into the Project and that a fugitive dust control plan be submitted prior to beginning work on the subdivision, any potential significant environmental impacts should be reduced to less than significant.

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

The Project would result in limited generation of criteria pollutants during Project construction and from vehicle traffic generated by the new residents following the construction of the single-family residences. However, the proposed Project is not large and FRAQMD did not comment that the standards would be exceeded by this Project to the extent of being cumulatively significant. Therefore, the cumulative impacts are considered to be less than significant.

c) Expose sensitive receptors to substantial pollutant concentrations?

The FRAQMD defines sensitive receptors as: facilities that house or attract children, the elderly, and people with illnesses, or others who are especially sensitive to the effects of air pollutants. FRAQMD

states that if a project is located within 1,000 feet of a sensitive receptor location, the impact of diesel particulate matter shall be evaluated. According to the FRAQMD's Indirect Source Review Guidelines, "Construction activity can result in emissions of particulate matter from the diesel exhaust (diesel PM) of construction equipment.

Butte Vista School is a sensitive receptor within 1,000 feet of the Project. However, the Best Management Practices (BMPs) that will be used to reduce the impact from off-road diesel equipment include:

- Install diesel particulate filters or implement other ARB-verifies diesel emission control strategies on all construction equipment to further reduce diesel PM emissions beyond the 45% reduction required by the Districts Best Available Mitigation Measure for Construction Phase;
- Use equipment during times when receptors are not present (e.g., when school is not in session or during non-school hours; or when office buildings are unoccupied);
- Establish staging areas for the construction equipment that are as distant as possible from off-site receptors;
- Establish an electricity supply to the construction site and use electric powered equipment instead of diesel-powered equipment or generators, where feasible;
- Use haul trucks with on-road engines instead of off-road engines even for on-site hauling;
- Equip nearby buildings with High Efficiency Particle Arresting (HEPA) filter systems at all mechanical air intake points to the building to reduce the levels of diesel PM that enter the buildings; and/or,
- Temporarily relocate receptors during construction.

With the inclusion of these standards into the construction of the subdivision, the impact on the school will be less than significant.

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Construction of the single-family residences and the ongoing living conditions typically do not generate objectionable odors. As such, the impact of the Project creating local offensive odors would be less than significant.

3.4. Biological Resources

Table 3.4: Biological Resources				
Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?			X	
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?			X	
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			X	
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			X	
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X

3.4.1. Environmental Setting/Affected Environment

The 8.19-acre level property is within the Yuba City urbanized area with existing single-family residences on all around it. The site has been used and continues to be used as an orchard, with no native habitat remaining. There are no known on-site or nearby riparian or critical habitat areas.

3.4.2. Federal & State Regulatory Setting

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

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

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

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

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

Waters of the U.S. generally include:

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

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

The USACE regulates the filling or grading of Waters of the U.S. under the authority of Section 404 of the Clean Water Act. The extent of jurisdiction within drainage channels is defined by "ordinary high-water marks" on opposing channel banks. All activities that involve the discharge of dredge or fill material into

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

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

3.4.3. Local Regulatory Setting

The General Plan provides the following policies for the protection of biological resources within the project area:

8.4-G-1 Protect special status species, in accordance with State regulatory requirements.

8.4-G-2 Protect and enhance the natural habitat features of the Feather River and new open space corridors within and around the urban growth area.

8.4-G-3 Preserve and enhance heritage oaks in the Planning Area.

8.4-G-4 Where appropriate, incorporate natural wildlife habitat features into public landscapes, parks, and other public facilities

8.4-I-1 Require protection of sensitive habitat area and special status species in new development site designs in the following order: 1) avoidance; 2) onsite mitigation; 3) offsite mitigation. Require assessments of biological resources prior to approval of any development within 300 feet of any creeks, sensitive habitat areas, or areas of potential sensitive status species.

8.4-I-2 Require preservation of oak trees and other native trees that are of a significant size, by requiring site designs to incorporate these trees to the maximum extent feasible.

8.4-I-3 Require to the extent feasible, use of drought tolerant plants in landscaping for new development, including private and public projects.

3.4.4. Impact Assessment/Environmental Consequences:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

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

There has been no special status species identified on the site or within the vicinity. According to the Yuba City General Plan EIR, the only designated special status vegetation species within Yuba City and its Sphere of Influence is the Golden Sunburst, a flowering plant that occurs primarily in the non-native grasslands

and is threatened mostly by the conversion of habitat to urban uses. The habitat area for this species occurs at the extreme eastern boundary of the Planning Area at the confluence of the Feather and Yuba Rivers. As this property does not fall within this area, no adverse impacts to special status species will occur.

c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No wetlands or federal jurisdictional waters of the U.S. are present within the proposed Project area or general vicinity. There would be no impact on any wetland areas or waterways.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

The proposed Project would not disturb any waterways, as the nearest waterway is the Feather River, over a mile to the east. Therefore, migratory fish would not be affected. Nor are there any significant native trees proposed to be removed that could be potential nesting habitat for raptors and migratory birds that may choose to nest in the vicinity of the Project. As such there would be no significant impacts on fish or wildlife habitat.

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

The site has been previously disturbed over many years for agricultural use, and no native trees or other biological resources that would be protected by local policies or ordinances remain on the Project site. Therefore, there would be no significant impacts on biological resources caused by this Project.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

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

3.5. Cultural Resources

Table 3.5: Cultural Resources				
Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5.			X	
b) Cause a substantial adverse change in the significance of an archeological resource pursuant to § 15064.5.		X		
c) Disturb any human remains, including those interred outside of formal cemeteries?		X		

3.5.1. Federal Regulatory Setting

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

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

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

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

3.5.2. State Regulatory Setting

CEQA requires consideration of project impacts on archaeological or historical sites deemed to be "historical resources." Under CEQA, a substantial adverse change in the significant qualities of a historical resource is considered a significant effect on the environment. For the purposes of CEQA, a "historical resource" is a resource listed in, or determined to be eligible for listing in, the California Register of Historical Resources (Title 14 CCR §15064.5[a][1]-[3]). Historical resources may include, but are not limited to, "any object, building, site, area, place, record, or manuscript which is historically or archaeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California" (PRC §5020.1[j]).

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

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

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

Historical resources may include, but are not limited to, "any object, building, site, area, place, record, or manuscript which is historically or archaeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California" (PRC §5020.1[j]).

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

3.5.3. Native American Consultation

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

In response to AB 52, the City supplied the following Native American tribes with a Project description and map of the proposed Project area and a request for comments:

- United Auburn Indian Community of the Auburn Rancheria
- Yocha Dehe Wintun Nation
- Estom Yomeka Maidu Tribe of the Enterprise Rancheria
- Mechoopda Indian Tribe
- Pakan'yani Maidu of Strawberry Valley

- Mooretown Rancheria of Maidu Indians
- Ione Band of Miwok Indians

3.5.4. Impact Assessment/Environmental Consequences:

a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5.

There is an existing residence on the property that will be removed as part of the development. However, the residence does not appear to be old enough to be of historical significance, nor does the General Plan EIR identify it as historically significant. Therefore, the potential impact on any historical resource is considered a less than significant impact.

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

Please see c) below for the response to this item.

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

The 8.19-acre property has been utilized for many years as an orchard and a single-family residence. No formal cemeteries or other places of human internment are known to exist on the proposed Project site. The United Auburn Indian Community responded to the City's request for comments in an email to the City dated September 6, 2022, stating that the property is not sensitive for tribal cultural resources, so it declined to consult or comment on the project. The Tribe recommended that the "Unanticipated Discoveries" mitigation should be utilized. Since there still remains the potential for previously unknown sub-surface resources to be present, in order to avoid potential impacts to unknown remains, mitigation measures provided in Section 3.18 are provided to ensure impacts are less than significant.

3.6 Energy

Table 3-6: 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 impacts due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?			X	
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			X	

3.6.1 State Regulatory Setting

California has implemented numerous energy efficiency and conservation programs that have resulted in substantial energy savings. The State has adopted comprehensive energy efficiency standards as part of its Building Standards Code, California Codes of Regulations, Title 24. In 2009, the California Building Standards Commission adopted a voluntary Green Building Standards Code, also known as CALGreen, which became mandatory in 2011. Both Title 24 and CALGreen are implemented by the City of Yuba City in conjunction with its processing of building permits.

CALGreen sets forth mandatory measures, applicable to new residential and nonresidential structures as well as additions and alterations, on water efficiency and conservation, building material conservation, interior environmental quality, and energy efficiency. California has adopted a Renewables Portfolio Standard, which requires electricity retailers in the state to generate 33% of electricity they sell from renewable energy sources (i.e., solar, wind, geothermal, hydroelectric from small generators, etc.) by the end of 2020. In 2018, SB 100 was signed into law, which increases the electricity generation requirement from renewable sources to 60% by 2030 and requires all the state's electricity to come from carbon-free resources by 2045.

3.6.2. Impact Assessment/Environmental Consequences

a) Result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?

Project construction will involve fuel consumption and use of other non-renewable resources. Construction equipment used for such improvements typically runs on diesel fuel or gasoline. The same fuels typically are used for vehicles that transport equipment and workers to and from a construction site. However, construction-related fuel consumption would be finite, short-term, and consistent with construction activities of a similar character. This energy use would not be considered wasteful, inefficient, or unnecessary.

Electricity may be used for equipment operation during construction activities. It is expected that more electrical construction equipment would be used in the future, as it would generate fewer air pollutant and GHG emissions. This electrical consumption would be consistent with other construction activities of a similar character; therefore, the use of electricity in construction activities would not be considered wasteful, inefficient, or unnecessary, especially since fossil fuel consumption would be reduced. Moreover, under California's Renewables Portfolio Standard, a greater share of electricity would be provided from renewable energy sources over time, so less fossil fuel consumption to generate electricity would occur.

The Project is required to comply with CALGreen and with the building energy efficiency standards of California Code of Regulations Title 24, Part 6 in effect at the time of project approval. Compliance with these standards would reduce energy consumption associated with project operations, although reductions from compliance cannot be readily quantified. Overall, Project construction would typically not consume energy resources in a manner considered wasteful, inefficient, or unnecessary.

Following construction of the single-family residences, the main sources of energy consumption would be household operations and vehicle usage. However, since FRAQMD did not respond otherwise, the 34 new residences and their associated operation of vehicles is not a large enough impact on air quality to be considered significant and the project falls under FRAQMD's thresholds of significance.

As a result, Project impacts related to energy consumption are considered less than significant.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

As the project is built-out, new home construction is required to comply with applicable state and local ordinances for energy efficiency. As a result, the Project's impacts are considered to be less than significant.

3.7 Geology and Soils

Table 3.7: Geology and Soils				
Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Directly or indirectly 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.			X	
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?			X	
iv) Landslides?				X
b) Result in substantial soil erosion or the loss of topsoil?			X	
c) Be located on a geological unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?				X
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?				X
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?				X
f) Directly or indirectly destroy a unique paleontological resources or site or unique geologic feature?		X		

3.7.1 Environmental Setting/Affected Environment

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

Seismic Hazards: Earthquakes are due to a sudden slip of plates along a fault. Seismic shaking is typically the greatest cause of losses to structures during earthquakes. Earthquakes can cause structural damage, injury, and loss of life, as well as damage to infrastructure networks such as water, power, gas, communication, and transportation lines. Other damage-causing effects of earthquakes include surface rupture, fissuring, settlement, and permanent horizontal and vertical shifting of the ground. Secondary impacts can include landslides, seiches, liquefaction, and dam failure.

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

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

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

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

Liquefaction during an earthquake requires strong shaking and is not likely to occur in the city due to the relatively low occurrence of seismic activity in the area; however, the clean sandy layers paralleling the Sacramento River, Feather River, and Bear River have lower soil densities and high overall water table are potentially a higher risk area if major seismic activity were to occur. Areas of bedrock, including the Sutter

Buttes have high density compacted soils and contain no liquefaction potential, although localized areas of valley fill alluvium can have moderate to high liquefaction potential.

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

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

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

Expansive Soils: Expansive soils are prone to change in volume due to the presence of moisture. Soft clay soils have the tendency to increase in volume when moisture is present and shrink when it is dry

(shrink/swell). Swelling soils contain high percentages of certain kinds of clay particles that are capable of absorbing large quantities of water, expanding up to 10 percent or more as the clay becomes wet. The force of expansion is capable of exerting pressure on foundations, slabs, and other confining structures.

Soils: The Natural Resources Conservation Service (NRCS, formerly the Soil Conservation Service) has mapped over 40 individual soil units in the county. The predominant soil series in the county are the Capay, Clear Lake, Conejo, Oswald, and Olashes soils, which account for over 60 percent of the total land area. The remaining soil units each account for smaller percentages the total land area. The Capay and Clear Lake soils are generally present in the western and southern parts of the county. The Conejo soils occur in the eastern part closer to the incorporated areas of the county. Oswald and Olashes soils are located in the central portion of the county extending north to south, with scattered areas along the southeastern edge of the county. Soil descriptions for the principal soil units in the county are provided below. These descriptions, which were developed by the NRCS, are for native, undisturbed soils and are primarily associated with agricultural suitability. Soil characteristics may vary considerably from the mapped locations and descriptions due to development and other uses. Geotechnical studies are required to identify actual engineering properties of soils at specific locations to determine whether there are specific soil characteristics that could affect foundations, drainage, infrastructure, or other structural features.

3.7.2 Federal Regulatory Setting

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

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

3.7.3 State Regulatory Setting

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

California Seismic Hazards Mapping Act: The Seismic Hazards Mapping Act is intended to reduce damage resulting from earthquakes. While the Alquist-Priolo Earthquake Fault Zoning Act addresses surface fault rupture, the Seismic Hazards Mapping Act addresses other earthquake-related hazards, including ground shaking, liquefaction, and seismically induced landslides. The state is charged with identifying and

mapping areas at risk of strong ground shaking, liquefaction, landslides, and other hazards, and cities and counties are required to regulate development within mapped Seismic Hazard Zones.

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

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

3.7.4 Impact Assessment/Environmental Consequences:

a. Directly or indirectly expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area, or based on other substantial evidence of a known fault?

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

ii. Strong seismic ground shaking?

In the event of a major regional earthquake, fault rupture or seismic ground shaking could potentially injure people and cause collapse or structural damage to existing and proposed structures. Ground shaking could potentially expose people and property to seismic-related hazards, including localized liquefaction and ground failure. However, all new structures are required to adhere to current California Building Code standards. These standards require adequate design, construction, and maintenance of structures to prevent exposure of people and structures to major geologic hazards. General Plan

Implementing Policies 9.2-I-1 through 9.2-I-8, which pertain to minimizing risks of property damage and personal injury posed by geologic and seismic hazards, and the building codes reduce the potential impacts to a less than significant level.

iii. Seismic-related ground failure, including liquefaction?

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

iv. Landslides?

According to the City General Plan EIR, due to the flat topography, landslides, and mudflows are not a risk in the City limits or within the City's Sphere of Influence. As a result, no impacts are anticipated.

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

Most of the 8.19 acres will be disturbed during site grading. Even though the area is relatively flat, during site grading a large storm could result in the loss of topsoil into the City drainage system. However, as part of the grading and construction of the subdivision, the applicant will be required to follow Best Management Practices (BMP's) and provide erosion control measures to minimize soil runoff during the construction process. Therefore, impacts from soil erosion are less than significant.

c) Be located on a geological unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

The General Plan EIR, which includes planning of the City sphere of influence, does not identify this site or vicinity within the City sphere of influence as being located in an area having unstable soil, landslide area, lateral spreading, subsidence, liquefaction, or collapse. As a result, no impacts are anticipated.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

The extreme southwest corner of the Yuba City Sphere of Influence is the only known area with expansive soils. The Project area is not located within that area and therefore will not be impacted by the presence of expansive soils. As a result, no impacts are anticipated.

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?

All new residences to be constructed will be connected to the City's wastewater collection and treatment system. No new septic systems will be utilized. As such, there will be no new impacts from septic systems.

f) Directly or indirectly destroy a unique paleontological resources or site or unique geologic feature?

Due to prior ground disturbances from agricultural and residential uses it is unlikely that any paleontological resources exist on the site. However, the following mitigation measure shall apply if any paleontological resources are discovered:

3.7.5 Paleontological Mitigation Measures

Paleontological Mitigation Measure 1: Mitigation Measure 1 shall be placed as a note on the Demolition and Grading Plans. If paleontological resources are found, the construction manager shall halt all activity and immediately contact the Development Services Department at 530-822-4700.

Mitigation shall be conducted as follows:

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

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

3.8 Greenhouse Gas Emissions

Table 3.8: Greenhouse Gas Emissions

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

3.8.1 Federal Regulatory Setting

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

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

3.8.2 State & Local Regulatory Setting

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

- Local Control: The Yuba City Efficiency Plan allows the City to identify strategies to reduce resource consumption, costs, and GHG emissions in all economic sectors in a way that maintains local control over the issues and fits the character of the community. It also may position the City for funding to implement programs tied to climate goals.
- Energy and Resource Efficiency: The Efficiency Plan identifies opportunities for the City to increase energy efficiency and lower GHG emissions in a manner that is most feasible within the community. Reducing energy consumption through increasing the efficiency of energy technologies, reducing energy use, and using renewable sources of energy are effective ways to reduce GHG emissions. Energy efficiency also provides opportunities for cost-savings.
- Improved Public Health: Many of the GHG reduction strategies identified in the Efficiency Plan also have local public health benefits. Benefits include local air quality improvements; creating a more active community through implementing resource-efficient living practices; and reducing health risks, such as heat stroke, that would be otherwise elevated by climate change impacts such as increased extreme heat days.

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

3.8.3 Impact Assessment/Environmental Consequences:

a) Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Please see b) below for an answer to this item.

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

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

The proposed construction of this subdivision will create GHG emissions due to the use of motorized construction equipment. The emissions will be from construction equipment during the construction of the apartments. Once completed, vehicle traffic generated by auto use from the new residences will contribute GHG gases. Due to the small size of the Project, it is not expected to create significant greenhouse gas emissions. However, on a cumulative scale, possible reasonable reductions could be applied to the project in order to further minimize those impacts. Specifically addressing this proposal, the City's Resource Efficiency Plan addresses greenhouse gas concerns and provides a description of greenhouse gas reduction measures. A mitigation measure is included that requires the Project incorporate the relevant greenhouse gas reduction measures. With this mitigation the impacts from greenhouse gases will be less than significant.

3.8.4 Greenhouse Mitigation Measure

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

3.9 Hazards and Hazardous Materials

Table 3.9: Hazards and Hazardous Materials				
Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X	
d) Be located on a site, which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment?				X
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				X
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.			X	

3.9.1 Federal Regulatory Setting

U.S. Environmental Protection Agency (USEPA): The USEPA was established in 1970 to consolidate in one agency a variety of federal research, monitoring, standard setting, and enforcement activities to ensure environmental protection. USEPA's mission is to protect human health and to safeguard the natural environment — air, water, and land — upon which life depends. USEPA works to develop and enforce regulations that implement environmental laws enacted by Congress, is responsible for researching and setting national standards for a variety of environmental programs, and delegates to states and tribes the responsibility for issuing permits and for monitoring and enforcing compliance. Where national standards are not met, USEPA can issue sanctions and take other steps to assist the states and tribes in reaching the desired levels of environmental quality.

Federal Toxic Substances Control Act/Resource Conservation and Recovery Act/Hazardous and Solid Waste Act: The Federal Toxic Substances Control Act (1976) and the Resource Conservation and Recovery Act of 1976 (RCRA) established a program administered by the USEPA for the regulation of the generation,

transportation, treatment, storage, and disposal of hazardous waste. RCRA was amended in 1984 by the Hazardous and Solid Waste Act (HSWA), which affirmed and extended the "cradle to grave" system of regulating hazardous wastes.

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

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

Countermeasure (SPCC) Plans: A facility is subject to SPCC regulations if a single oil storage tank has a capacity greater than 660 gallons, or the total above ground oil storage capacity exceeds 1,320 gallons, or the underground oil storage capacity exceeds 42,000 gallons, and if, due to its location, the facility could reasonably be expected to discharge oil into or upon the "Navigable Waters" of the United States.

Other federal regulations overseen by the U.S. EPA relevant to hazardous materials and environmental contamination include Title 40, CFR, Chapter 1, Subchapter D – Water Programs and Subchapter I – Solid Wastes. Title 40, CFR, Chapter 1, Subchapter D, Parts 116 and 117 designate hazardous substances under the Federal Water Pollution Control Act: Title 40, CFR, Part 116 sets forth a determination of the reportable quantity for each substance that is designated as hazardous. Title 40, CFR, Part 117 applies to quantities of designated substances equal to or greater than the reportable quantities that may be discharged into waters of the United States.

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

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

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

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

3.9.2 State Regulatory Setting

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

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

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

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

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

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

State Water Resources Control Board (SWRCB): The State Water Resources Control Board (SWRCB) was created by the California legislature in 1967. The mission of SWRCB is to ensure the highest reasonable

quality for waters of the State, while allocating those waters to achieve the optimum balance of beneficial uses. The joint authority of water allocation and water quality protection enables SWRCB to provide comprehensive protection for California's waters.

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

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

3.9.3 Local Regulatory Setting

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

3.9.4 Impact Assessment/Environmental Consequences:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Please see b) below for an answer to this item.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

The hazardous materials associated with the construction of this subdivision will be those materials associated with grading and construction equipment, which typically includes solvents, oil, and fuel. Provided that these materials are legally and properly used and stored, the proposed project will not create a significant hazard to the public or the environment. On an ongoing basis the anticipated hazardous waste generated by the Project would be household hazardous waste. Assuming proper and legal disposal of those wastes there should not be a significant impact from hazardous materials.

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

Butte Vista School is within one-quarter mile of the Project. Construction that would result from development of this subdivision would likely generate construction equipment emissions. However, the time for operating equipment on the Project site is short. Assuming proper use of the fuels, solvents, and oil for the grading and paving equipment, there should not be any significant impacts to school students. Similarly, for household hazardous waste generated by new residences, assuming proper and legal use and disposal there will be no significant impacts to the school.

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

The property is not on any listings of sites that are contaminated by hazardous wastes. Therefore, there is not a potential for significant impacts from a known hazardous materials site.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

The project is not located within the adopted Sutter County Airport or the Yuba County Airport Comprehensive Land Use Plans nor is it within two miles public use airport. As a result, no impacts are anticipated.

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

The Yuba City Fire and Police Departments serve this area. Neither agency has expressed concern over impacts the Project may have on any emergency response plans. Accordingly, there will be no significant impacts anticipated to result from this Project.

g) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

The Project site is located within the urban area and the urban area is surrounded by irrigated agricultural lands. There are no wildlands on the site or in the immediate vicinity. As a result, a less than significant impact is anticipated from potential wildland fires.

3.10 Hydrology and Water Quality

Table 3.10: 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 groundwater quality?			X	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impeded sustainable groundwater management of the basin?			X	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) result in substantial erosion or siltation on- or off-site?			X	
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?			X	
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?			X	
iv) impede or redirect flood flows?				X
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?			X	
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			X	

3.10.1 Federal Regulatory Setting

Clean Water Act: The Clean Water Act (CWA) is intended to restore and maintain the chemical, physical, and biological integrity of the nation's waters (33 CFR 1251). The regulations implementing the CWA protect waters of the U.S. including streams and wetlands (33 CFR 328.3). The CWA requires states to set standards to protect, maintain, and restore water quality by regulating point source and some non-point source discharges. Under Section 402 of the CWA, the National Pollutant Discharge Elimination System (NPDES) permit process was established to regulate these discharges.

Federal Emergency Management Agency (FEMA) Flood Zones: The National Flood Insurance Act (1968) makes available federally subsidized flood insurance to owners of flood-prone properties. To facilitate identifying areas with flood potential, Federal Emergency Management Agency (FEMA) has developed

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

3.10.2 State Regulatory Setting

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

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

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

- The total number of wells completed in California between 1977 and 2010 is approximately 432,469 and ranges from a high of 108,346 wells for the Sacramento River Hydrologic Region to a low of 4,069 wells for the North Lahontan Hydrologic Region.
- Based on the June 2014 California Statewide Groundwater Elevation Monitoring (CASGEM) basin prioritization for California's 515 groundwater basins, 43 basins are identified as high priority, 84 basins as medium priority, 27 basins as low priority, and the remaining 361 basins as very low priority.
- The 127 basins designated as high or medium priority account for 96 percent of the average annual statewide groundwater use and 88 percent of the 2010 population overlying the groundwater basin area.
- Depth-to-groundwater contours were developed for the unconfined aquifer system in the Central Valley. In the Sacramento Valley, the spring 2010 groundwater depths range from less than 10 feet below ground surface (bgs) to approximately 50 feet bgs, with local areas showing maximum depths of as much as 160 feet bgs.

- The most prevalent groundwater contaminants affecting California's community drinking water wells are arsenic, nitrate, gross alpha activity, and perchlorate.

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

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

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

3.10.3. Local Regulatory Setting

The City requires demonstration of a viable water supply, storm water treatment planning and drainage controls as part of all new development.

3.10.4 Impact Assessment/Environmental Consequences:

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

Most of the City's public water supply comes from the Feather River. The water is pumped from the river to the Water Treatment Plant located in northern Yuba City. The plant also sometimes utilizes a groundwater well in addition to surface water supplies due to recent drought conditions. Since the new residences will only receive water through the City system, it is unlikely that the Project could impact the water quality in the City system.

All of the wastewater generated by the 34 new residences will flow into the City wastewater treatment facility which is in compliance with all state water discharge standards. The wastewater from the new residences is not expected to generate any unique type of waste that would cause the system to become out of compliance with state standards.

All storm water runoff associated with the Project will ultimately drain into the Sutter By-Pass and ultimately the Feather River. The water quality of the stormwater runoff is addressed through General Plan Implementing Policies 8.5-I-1 through 8.5-I-10 which require a wide range of developer and City actions involving coordination with the State Regional Water Quality Control Board, protecting waterways, and following Yuba City's adopted Best Management Practices for new construction. These measures are implemented through standard project conditions.

With the level of oversight on the City's water supply, and enforcement of Best Management Practices at construction sites, there will not be significant impacts on the City's water and waste-water systems or storm water drainage system. As a result, a less than significant impact is anticipated.

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impeded sustainable groundwater management of the basin?

All of the new residences that will result from construction of this subdivision will be connected to the City's water system. While consumption of City water will increase with the Project, very little, if any, groundwater will be utilized as the City primarily utilizes surface water supplies in its system. As a result a less than significant impact is anticipated.

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 that would:

i) result in 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 m stormwater drainage systems or provide substantial additional sources of polluted runoff?

There will be an increased amount of stormwater drainage caused by new impermeable surfaces created by this development, which will ultimately drain into the Feather River. The Project will be required to construct the local collection facilities and pay the appropriate drainage fees. Also, as noted above, all new construction must involve use of Best Management Practices. Assuming all required standards are met there is not expected to be any significant impacts from additional storm water drainage from the site.

iv) impede or redirect flood flows?

According to the Federal Emergency Management Agency this portion of the City is outside of the 100-year flood plain. This is due to the existing levee system that contains seasonally high-water flows from the nearby Feather River from flooding areas outside of the levee system. Additional construction within the City that is outside of the levee system does not impact the levee system and therefore does not increase, impede, or otherwise have any effect on the highwater flows within the levee system. Therefore, there is no impact on the high-water flows within the Feather River levee system.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

This portion of the City is outside of the 100-year flood plain and is provided 200 year flood protection by the levee improvements completed by the Sutter Buttes Flood Control Agency (SBFCA). The City is not close to the ocean or any large lakes so a seiche is unlikely to happen in or near the City. The City is located inland from the Pacific Ocean, so people or structures in the City would not be exposed to inundation by tsunami. Mudflows and landslides are unlikely to happen due to the relatively flat topography within the project area. Thus, it is unlikely that the Project site would be subject to inundation by a seiche, tsunami, mudflow, or landslide. Therefore, there is no potential for significant impacts from any of these types of events and a less than significant impact is anticipated.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

As noted above, all new construction is required to utilize Best Management Practices and these are implemented through the City's standard conditions of approval. Assuming all required standards are met, water quality of runoff water from the Project will not create any significant impacts. The City primarily utilizes surface water for its water source so there will be no significant impacts on groundwater.

3.11 Land Use and Planning

Table 3:11: Land Use and Planning

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

3.11.1 Environmental Setting/Affected Environment

The Project will be on an 8.19-acre property that primarily utilized as an orchard. Around the property is primarily single-family residential uses and some remnant farming. As both the County and City General Plans have designated this area for residential development many years ago, it is expected that much of the property in the vicinity will also at some point be built out with residences or a related urban development.

3.11.2 Federal Regulatory Setting

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

3.11.3 Local Regulatory Setting

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

3.11.4 Impact Assessment/Environmental Consequences:

a) Physically divide an established community?

Please see b) below for a response to this item.

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?

This subdivision will not physically divide an established community. The buildout of this property as proposed will be consistent with the General Plan. It will be similar to other residential subdivisions in the vicinity with similar street construction, landscaping, street lighting, and other subdivision improvements required by the City. As such, rather than dividing an established community, this subdivision will continue the planned street pattern, fitting in with the neighboring residential development. Some of the new residences will also be restricted to a single-story construction in order to assure neighborhood compatibility. Therefore, there will not be significant effect caused by this Project not being consistent with a land use plan or by dividing a community.

Regarding the proposed pre-annexation zoning, there are proposed changes to the criteria by which the property could be developed. Of the 12 criteria, nine of them are funding or related issues that have been superseded by other City standards or programs, so there would be no environmental impact. The elimination of the one-acre minimum lot size would be to correct a general plan consistency issue. The affordable housing issue has been superseded by the new citywide housing element policies thus no potential environmental impact. The elimination of the requirement for a Development Agreement (for affordable housing) is not an environmental issue and a less than significant impact is anticipated.

3.12 Mineral Resources

Table 3-12: Mineral Resources

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?				X

3.12.1 Federal Regulatory Setting

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

3.12.2 State Regulatory Setting

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

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

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

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

- MRZ-1. Areas where available geologic information indicates that there is minimal likelihood of significant resources.
- MRZ-2. Areas underlain by mineral deposits where geologic data indicate that significant mineral deposits are located or likely to be located.
- MRZ-3. Areas where mineral deposits are found but the significance of the deposits cannot be evaluated without further exploration.
- MRZ-4. Areas where there is not enough information to assess the zone. These are areas that have unknown mineral resource significance.

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

3.12.3 Impact Assessment/Environmental Consequences:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

Please see b) for a response to this item.

b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

The Yuba City General Plan does not recognize any mineral resource zone within the City limits, and no mineral extraction facilities currently exist within the City. The property contains no known mineral resources and there is little opportunity for mineral resource extraction. Additionally, the site has nearby residential uses, which generally are considered incompatible with mineral extraction facilities. As such the Project will not have an impact on mineral resources. As a result, no impacts are anticipated.

3.13 Noise

Table 3.13: 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?			X	
b) Generation of excessive ground borne vibration or ground borne noise levels?			X	
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?				X

3.13.1 Environmental Setting/Affected Environment for Noise

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

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

The typical human ear is not equally sensitive to all frequencies of the audible sound spectrum. As a consequence, when assessing potential noise impacts, sound is measured using an electronic filter that de-emphasizes the frequencies below 1,000 Hz and above 5,000 Hz in a manner corresponding to the

human ear's decreased sensitivity to low and extremely high frequencies instead of the frequency mid-range. This method of frequency weighting is referred to as A-weighting and is expressed in units of A-weighted decibels (dBA). Frequency A-weighting follows an international standard methodology of frequency de-emphasis and is typically applied to community noise measurements.

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

3.13.2 Environmental Setting/Affected Environment for Groundbourne Vibration

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

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

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

3.13.3 Federal Regulatory Setting

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

3.13.4 State Regulatory Setting

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

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

3.13.5 Local Regulatory Setting

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

The following goals and policies from the City of Yuba City General Plan[1] are relevant to noise.

Guiding Policies

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

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

- 9.1-I-4 Protect especially sensitive uses, including schools, hospitals, and senior care facilities, from excessive noise, by enforcing “normally acceptable” noise level standards for these uses.
- 9.1-I-5 Discourage the use of sound walls. As a last resort, construct sound walls along highways and arterials when compatible with aesthetic concerns and neighborhood character. This would be a developer responsibility.
- 9.1-I-6 Require new noise sources to use best available control technology (BACT) to minimize noise from all sources.
- 9.1-I-7 Minimize vehicular and stationary noise sources and noise emanating from temporary activities, such as construction.

Table 2: Noise Exposure

LAND USE CATEGORY	COMMUNITY NOISE EXPOSURE - Ldn or CNEL (dBA)													
	50		55		60		65		70		75		80	
Residential – Low Density Single Family, Duplex, Mobile Home														
Residential – Multi-Family														
Transient Lodging – Motel/Hotel														
Schools, Libraries, Churches, Hospitals, Nursing Homes														
Auditorium, Concert Hall, Amphitheaters														
Sports Arena, Outdoor Spectator Sports														
Playgrounds, Neighborhood Parks														
Golf Courses, Riding Stables, Water Recreation, Cemeteries														
Office Buildings, Business, Commercial and Professional														
Industrial, Manufacturing, Utilities, Agriculture														

	Normally Acceptable: Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.
	Conditionally Acceptable: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features are included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.
	Normally Unacceptable: New construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirement must be made and needed noise insulation features included in the design.
	Clearly Unacceptable: New construction or development generally should not be undertaken.
Source: State of California, Governor's Office of Planning and Research, 2003. General Plan Guidelines.	

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

3.13.6 Impact Assessment/Environmental Consequences:

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 established in the local general plan or noise ordinance, or applicable standards of other agencies?

A temporary increase in noise will occur during construction of the subdivision followed by noise from the construction of the single-family residences. All of this will primarily occur during daylight hours, Monday through Saturday. Noise from construction activities would contribute to the noise environment in the immediate project vicinity. This could have an impact on existing nearby residences. Activities involved in construction could generate maximum noise levels, as indicated in Table 3, ranging from 79 to 91 dBA at a distance of 50 feet, without feasible noise control (e.g., mufflers) and ranging from 75 to 80 dBA at a distance of 50 feet, with feasible noise control. However, due to the limited duration of the construction activities, that the construction will occur during the less sensitive daylight hours, the noise effects from this activity are expected to be less than significant.

Table 3: Noise Levels of Typical Construction

Type of Equipment [1]	dBA at 50 ft.	
	Without Feasible Noise Control [2]	With Feasible Noise Control
Dozer or Tractor	80	75
Excavator	88	80
Scraper	88	80
Front End Loader	79	75
Backhoe	85	75
Grader	85	75
Truck	91	75

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

Once constructed the residences are generally not considered to be significant noise generators. Also, the use of masonry perimeter walls will further reduce any noise impacts. Therefore, the residences are not expected in any significant way to raise the ambient noise levels in the surrounding residential neighborhood. For these reasons, adding new residences to a residential area is not expected to create any significant noise impacts.

Short-term noise impacts (and possibly some ground borne vibrations if site compaction is required prior to construction) can be expected resulting from site grading and construction activities. Construction-related noise impacts will be less than significant because adherence to City construction standards is required. These standards limit the hours of operation for construction and use of heavy machinery to daytime hours. Further the construction noise is of limited duration, further limiting any adverse impacts.

b) Generation of excessive ground borne vibration or ground borne noise levels?

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

Table 4: Typical Construction Levels

Equipment [(1)]	VdB at 25 ft2
Small Bulldozer	58
Vibratory Roller	94
Jackhammer	79
Loaded Trucks	86

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

Vibration levels of construction equipment in Table 4 are at a distance of 25 feet from the equipment. As noted above, construction activities are limited to daylight hours. Infrequent construction-related vibrations would be short-term and temporary, and operation of heavy-duty construction equipment would be intermittent throughout the day during construction. Therefore, with the short duration of grading activities associated with the Project, the approximate reduction of 6 VdB for every doubling of distance from the source, and consideration of the distance to the nearest existing residences, the temporary impact to any uses in the vicinity of the Project would be less than significant.

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?

The Project is not located within two miles of the Sutter County Airport or the Yuba County Airport. Since the Project is not impacted by airport noise, there should be no potential for any significant impacts from the Sutter County or Yuba County Airports onto this site.

3.14 Population and Housing

Table 4-14: 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)?			X	
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				X

3.14.1 Environmental Setting/Affected Environment

The property is abutted on two sides by single-family residential subdivisions and on two sides by estate lots and small agricultural uses. The area has been converting from agricultural uses to urban residential uses in recent years as this area was designated by the General Plan years ago for single-family residential development and because full City services are available to the site.

3.14.2 Federal Regulatory Setting

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

3.14.3 State Regulatory Setting

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

3.14.4 Regional Regulatory Setting

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

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

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

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

3.14.5 Impact Assessment/Environmental Consequences:

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)?

The proposed Project will create 34 single-family residences in an area transitioning from agricultural uses to residential uses. Residential development was planned for this area for at least 30 years by both Sutter County and Yuba City. As this is mostly an infill project this Project will not induce unplanned growth to the area. As a result, it does not have the potential to create any significant impacts from unplanned growth.

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

The proposed Project will result in the demolition of one existing residence. This loss is not considered to be a significant impact as the loss would be off-set by the development of 34 single-family residences.

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

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

3.15 Public Services

Table 3.15: Public Services				
Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i) Fire protection?			X	
ii) Police protection?			X	
iii) Schools?			X	
iv) Parks?			X	
v) Other public facilities?			X	

3.15.1 Environmental Setting/Affected Environment

Law enforcement for the proposed new housing will be provided by the Yuba City Police Department. Fire protection is provided by the Yuba City Fire Department. Nearby parks and other urban services that will be utilized by new residents, including streets, water, and sewer. Stormwater drainage will also be provided by Yuba City.

3.15.2 Federal Regulatory Setting

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

3.15.3 State Regulatory Setting

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

apparatus access roads, fire safety during construction and demolition, and wildland urban interface areas.

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

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

3.15.4 Impact Assessment/Environmental Consequences:

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

Fire Protection: The Fire Department reviewed the proposal and did not express concerns. Since all new housing development pays development impact fees intended to offset the cost of additional fire facilities and equipment costs resulting from this growth, the impacts on fire services will be less than significant.

Police Protection: The Police Department reviewed the proposal and did not express concerns. Since all new housing development pays impact fees that intended to offset the cost of additional police facilities and equipment resulting from this growth the impacts on police services will be less than significant.

Schools: New residences will pay the Yuba City Unified School District adopted school impact fees that are intended to provide the new resident's fair share for expanded or new educational facilities needed to accommodate this new growth. Therefore, the impact on schools will be less than significant.

Parks: The City charges a park impact fee for each new residence that is utilized to purchase parkland and construct new parks. Therefore, the impact on parks from this Project will be less than significant.

Other Public Facilities: The Project will be connected to City water and wastewater systems. Each new residential connection to those systems must pay connection fees that are utilized for expansion of the respective treatment plants. The City also collects impact fees for County services that are provided to the new residences, such as the library system and justice system.

Accordingly, the Project will have a less than significant impact regarding the provision of public services.

Regarding the proposed pre-annexation rezoning, there are several criteria that involve funding of public services, both from a capital improvement perspective and an infrastructure maintenance standpoint. The elimination of these criteria does not have potential to create any impacts on the provision and maintenance of services as these criteria have since been superseded by citywide standards and project conditions. Therefore there will be no impact on the provision of City services.

3.16 Recreation

Table 3-16: Recreation				
Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			X	
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			X	

3.16.1 Environmental Setting/Affected Environment

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

3.16.2 Federal Regulatory Setting

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

3.16.3 State Regulatory Setting

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

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

3.16.4 Local Regulatory Setting

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

3.16.5 Impact Assessment/Environmental Consequences:

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

The 34 new residences that will be constructed as a result of this subdivision will incrementally increase the use of City parks. However, for each new residence development impact fees for new or expanded parks and recreation facilities will be paid. These fees will mitigate any incremental impacts on recreational facilities.

The rezoning that will eliminate the criteria for funding recreational facilities, but will have no impact as this criterion has been superseded by citywide development impact fees.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?

The Project does not propose any new or expanded recreational uses.

3.17 Transportation/Traffic

Table 4-17: Transportation Recreation

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

3.17.1 Federal Regulatory Setting

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

Several federal regulations govern transportation issues. They include:

- Title 49, CFR, Sections 171-177 (49 CFR 171-177), governs the transportation of hazardous materials, the types of materials defined as hazardous, and the marking of the transportation vehicles.
- Title 49 CFR 350-399, and Appendices A-G, Federal Motor Carrier Safety Regulations, address safety considerations for the transport of goods, materials, and substances over public highways.

3.17.2. State Regulatory Setting

The measurement of the impacts of a project's traffic is set by the CEQA Guidelines. Section 15064.3 of the Guidelines states that vehicle miles traveled (VMT) is the most appropriate measure of transportation impacts. VMT is a metric which refers to the amount of distance of automobile traffic that is generated by a project. Per the Guidelines "Vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact." "Projects that decrease vehicle miles traveled compared to existing conditions should be presumed to have a less than significant environmental impact."

The CEQA Guidelines also states that the lead agency (Yuba City) may "choose the most appropriate methodology to evaluate a project's vehicle miles traveled …". As this is a new form of calculating significant traffic events, the City has not yet determined its own methodology to calculate levels of significance for VMT. Until that methodology is determined, for purposes of this initial study the information provided by the Sacramento Council of Governments (SACOG) and the CA Office of Planning and Research is utilized. A review of these studies indicates several factors that may be utilized for determining levels of significance. One is that if the project will generate less than 110 vehicle trips per day, it is assumed that with the small size of the project, the impact is less than significant. A second criteria is that for a project, on a per capita or per employee basis, the VMT will be at least 15 percent below that of existing development is a reasonable threshold for determining significance.

As this is a new methodology, future projects may utilize different criterion as they become available.

3.17.3. Local Regulatory Setting

The Yuba City General Plan Transportation Element has policies regulating all mode of transportation and related activities. Specifically, there are Implementing Policies regarding Traffic Levels of Service that are relevant to project review process:

5.2-I-12 Develop and manage the roadway system to obtain LOS D or better for all major roadways and intersections in the City. This policy does not extend to residential streets (i.e., streets with direct driveway access to homes) or bridges across the Feather River nor does the policy apply to state highways and their intersections, where Caltrans policies apply. Exceptions to LOS policy may be allowed by the City Council in areas, such as downtown, where allowing a lower LOS would result in clear public benefits. Specific exceptions granted by the Council shall be added to the list of exceptions below:

- SR 20 (SR 99 to Feather River Bridge) – LOS F is acceptable;
- SR 20 (Feather River Bridge) – LOS F is acceptable;
- Bridge Street (Twin Bridges across the Feather River) – LOS F is acceptable;
- Lincoln Road (New bridge across the Feather River) - LOS F is acceptable.

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

5.2-I-13 Develop and manage residential streets (i.e., streets with direct driveway access to homes) to limit average daily traffic volumes to 2,500 or less and 85th percentile speeds to 25 miles per hour or less.

5.2-I-14 Require traffic impact studies for all proposed new developments that will generate significant amounts of traffic.

Specific thresholds will be based on location and project type, and exceptions may be granted where traffic studies have been completed for adjacent development.

5.2-I-15 Improve intersections as needed to maintain LOS standards and safety on major arterials.

3.17.4. Impact Assessment/Environmental Consequences:

a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

The General Plan polices cited above require that General Plan level streets and intersections maintain adequate levels of service (LOS D or better is considered adequate level). In this case the Project will create a new intersection onto Tuly Parkway, which is designated in the General Plan as a four-lane parkway, and onto Bradley Estates Drive, which is designated as a collector street. Also impacted by the Project will be Blevin Road, which is also designated as a collector street, and a new connection with Elmer Avenue, a local street, will also be created. A traffic study was prepared for the Project (Wood Rodgers, Thiara Estates Traffic Operations Memorandum, dated November 30, 2022) to analyze the Projects impacts on these streets (a copy of the full study is attached to the environmental assessment which is part of this packet). Of primary concern was the impacts the Project would have on the Elmer Avenue/Butte House Road and Blevins Road/Butte House Road intersections. The study concluded that upon completion of the Project, the LOS at those intersections will remain at LOS D or better. This remains the case even under the cumulative scenario which projects traffic levels to 2035. As such, the Project's impacts on the street segments and intersections discussed above are consistent with General Plan policies and thus the impacts will be less than significant.

b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3 subdivision (b)?

This CEQA section describes specific considerations for evaluating a project's transportation impacts in terms of Vehicle Miles Traveled (VMT). SACOG, in "Technical Advisory: On Evaluating Transportation Impacts in CEQA" provides two criteria for which if the project meets either of them, the traffic impacts are considered less than significant. One criterion is that the project generates less than 110 vehicle trips per day is considered to be less than a significant impact. The Project will exceed this criterion, so it is not further considered in this review. The second criterion is that if a project, on a per capita or per employee basis, the VMT will be at least 15 percent below that of existing development is a reasonable threshold for determining significance. SACOG also has released a draft document (SB 743 regional screening maps) that provides mapping data indicating the average miles traveled for different areas within and around Yuba City. The range of the categories are:

Less than 50% of regional average.

50-85% of regional average.

85-100% of the regional average.

115-150% of the regional average.

More than 150% of the regional average.

Per the SACOG maps for this area, the estimated average vehicle distance traveled per residence is in the 50-85% range of the norm. In other words, per the SACOG regional screening maps, this subdivision is located in an area that meets the 15 percent vehicle trip reduction criteria. Thus, the transportation impacts from this subdivision is consistent with CEQA Guidelines Section 15063.4(b) and it follows that the traffic impacts generated by this Project are considered to be less than significant.

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

Based on the traffic study discussed in part a) above, Project access, site internal circulation, and emergency access are adequate. Therefore any increase in traffic hazards associated with this Project are considered to be less than significant.

d) Result in inadequate emergency access?

The Fire Department and Police Departments have reviewed the Project plans, which includes two access points into the subdivision. As such, the Fire Department and Police Department did not comment on the Project has determined that it meets all City standards. The traffic study prepared for the Project also confirmed that emergency access is considered adequate, and therefore less than a significant impact.

3.18 Tribal Cultural Resources

Table 3-18: Tribal Cultural Resources				
Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project cause of substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or			X	
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.		X		

3.18.1 Environmental Setting/Affected Environment

This section describes the affected environment and regulatory setting for Tribal Cultural Resources (TCRs). The following analysis of the potential environmental impacts related to TCRs is derived primarily from the Environmental Impact Report for the City of Yuba City General Plan (2004) and consultation record with California Native American tribes under Assembly Bill 52 and Senate Bill 18.

3.18.2 Federal Regulatory Setting

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

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

- That are associated with events that have made a significant contribution to the broad patterns of our history; or
- That are associated with the lives of persons significant in our past; or

- That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- That have yielded, or may be likely to yield, information important to prehistory or history.

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

3.18.3 State Regulatory Setting

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

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

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

1) Sites, features, places, cultural landscapes (geographically defined in terms of the size and scope), sacred places, and objects with cultural value to a California Native American tribe that are either of the following:

    a. included or determined to be eligible for inclusion in the California Register of Historical Resources; and/or

    b. included in a local register of historical resources as defined in subdivision (k) of Section 5020.1; and/or

    c. a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.

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

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

3.18.4 Cultural Setting

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

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

Trade provided other valuable resources that were not normally available in the Nisenan environment. The Valley Nisenan received black acorns, pine nuts, manzanita berries, skins, bows, and bow wood from the Hill Nisenan to their east, in exchange for fish, roots, grasses, shells, beads, salt, and feathers (Wilson and Towne 1978). To obtain, process, and utilize these material resources, the Nisenan had an array of tools to assist them. Wooden digging sticks, poles for shaking acorns loose, and baskets of primarily willow and redbud were used to gather vegetal resources. Stone mortars and pestles were used to process many of the vegetal foods; baskets, heated stones, and wooden stirring sticks were used for cooking. Basalt and obsidian were primary stone materials used for making knives, arrow and spear points, clubs, arrow straighteners, and scrapers. (Wilson and Towne 1978.)

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

3.18.5 Summary of Native American Consultation

In response to AB 52, the City supplied the following Native American tribes with a Project description and map of the proposed Project area and a request for comments:

- United Auburn Indian Community of the Auburn Rancheria
- Yocha Dehe Wintun Nation

- Estom Yomeka Maidu Tribe of the Enterprise Rancheria
- Mechoopda Indian Tribe
- Pakan'yani Maidu of Strawberry Valley
- Mooretown Rancheria of Maidu Indians
- Ione Band of Miwok Indians

3.18.6 Thresholds of Significance

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

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

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

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

3.18.7 Impact Assessment/Environmental Consequences:

a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k).

There is an existing residence on the property, that will be removed as part of the development of the property. However, the residence does not appear to be old enough to be of historical significance, nor does the EIR prepared for the General Plan update identify it as historically significant. Therefore, the potential impact on any historical resource will be less than significant.

b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

The 8.19-acre property that will be developed has been utilized for many years as an orchard and a single-family residence. The City solicited consultation with culturally affiliated California Native American tribes (regarding the proposed project in accordance with SB 18 and AB 52. The Unite Auburn Indian Community responding to the City's request stated that the property is not sensitive for tribal cultural resources. But it remains possible that Tribal Cultural Resources could remain on the property. As such, the Unanticipated Discoveries" mitigation is applied to this project. With this mitigation measure, the impact on cultural resources will be less than significant.

3.18.8 Tribal Cultural Mitigation Measures

Tribal Cultural Resources Mitigation 1: Unanticipated Discoveries: If potential tribal cultural resources (TCRs) are discovered during ground disturbing construction activities, all work shall cease within 100 feet of the find (or an appropriate distance based on the apparent distribution of the TCR). A qualified cultural resources specialist meeting the Secretary of Interior's Professional Qualifications Standards for Archaeology, as well as Native American Representatives from traditionally and culturally affiliated Native American Tribes that have engaged in consultation for the project will be invited to assess the significance of the find and make recommendations for further evaluation and treatment as necessary. Culturally appropriate treatment may include, but is not limited to, processing materials for reburial, minimizing handling of cultural objects, leaving objects in place within the landscape, or returning objects to a location within the project area where they will not be subject to future impacts. The United Auburn Indian Community of the Auburn Rancheria (Tribe) does not consider curation of TCR's to be appropriate or respectful and request that materials not be permanently curated, unless requested by the Tribe.

The types of treatment preferred by UAIC that protects, preserves, or restores the integrity of a TCR may include Tribal Monitoring, or recovery of cultural objects, and reburial of cultural objects or cultural soil that is done in a culturally appropriate manner. Recommendations of the treatment of a TCR will be documented in the project record. For any recommendations made by traditionally and culturally affiliated Native American Tribes that are not implemented, a justification for why the recommendation was not followed will be provided in the project record.

If articulated or disarticulated human remains are discovered during ground disturbing construction activities or ground disturbing activities, all work shall cease within 100 feet of the find, and the provisions provided in the Health and Safety Code Section 7054 shall apply. If the remains are determined by the County Coroner to be human and that of a Native American, then Public Resources Code 5097.98, 5097.99. 5097.991, and compliance with the provisions of CEQA Guidelines Section 15064.5(e)(1) and (2) shall be implemented.

3.19 Utilities and Service Systems

Table 3-19: 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 or wastewater treatment or storm drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			X	
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?			X	
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?			X	
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?			X	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			X	

3.19.1 Environmental Setting/Affected Environment

Wastewater:

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

Water:

The water supply source for the City is surface water from the Feather River with use of a backup groundwater well. The City of Yuba City is a public water agency with approximately 18,045 connections. City policy only allows areas within the City limits to be served by the surface water system.

Reuse and Recycling:

Solid waste generated in Yuba City is collected by Recology Yuba-Sutter. Recology offers residential, commercial, industrial, electronic, and hazardous waste collection, processing, recycling, and disposal, as well as construction and demolition waste processing, diversion, and transfer to a disposal facility. The

City's municipal solid waste is delivered to the Ostrom Road Landfill; a State-permitted solid waste facility that provides a full range of transfer and diversion services. As of June 2021, the Recology Ostrom Road Landfill Remaining Site Net Airspace is 33,764,000 cy; and has a remaining capacity of 21,297,000 tons; and remaining landfill service life is 53 years.

3.19.2 Federal Regulatory Setting

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

3.19.3 State Regulatory Setting

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

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

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

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

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

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

3.19.4 Impact Assessment/Environmental Consequences:

a) Require or result in the relocation or construction of new or expanded water or wastewater treatment or storm 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?

The Project will connect to both the City's water and wastewater treatment systems. The Yuba City Wastewater Treatment Facility (WWTF) has available capacity to accommodate new growth. The WWTF current permitted capacity is 10.5 mgd (annual average dry weather flow). The existing average influent flow to the WWTF is approximately 6 mgd. The remaining treatment capacity at the WWTF can be used to accommodate additional flow from the future developments.

The City's Water Treatment plant (WTP), for which its primary source of water is from the Feather River, also has adequate capacity to accommodate this Project. The WTP uses two types of treatment systems, conventional and membrane treatment. The permitted capacity of the conventional WTP is 24 million gallons per day (mgd). The membrane treatment system has a permitted capacity of 12 mgd. Water produced from the conventional and the membrane treatment plants are blended for chlorine disinfection. Operating the conventional and membrane treatment facilities provides a total WTP capacity of 36 mgd. The City is permitted to draw 30 mgd from the Feather River. The current maximum day use is 26 mgd. The City also has an on-site water well at the water plant that supplements the surface water when needed.

Both facilities have adopted master plans to expand those plants to the extent that they will accommodate the overall growth of the City.

The ongoing expansions of those plants to accommodate growth beyond this project are funded by the connection fees paid by each new connection. Therefore, the impact on the water and wastewater treatment facilities will be less than significant.

Stormwater drainage in this area is provided by Yuba City drainage lines. Subject to the subdivision's conditions of approval, the local stormwater drainage system has been determined to be able to accommodate the additional drainage generated by this Project. Further, the Project will be responsible to pay the fees to the drainage district that mitigates the Project's impacts on the system. Thus, the impacts on the stormwater drainage system will be less than significant.

The rezoning that will eliminate the criteria for funding public facilities and services, such as water, sewer,

and drainage will have no impact as these criteria have been superseded by citywide development impact fees and connection fees.

The extension of electric power facilities, natural gas facilities and telecommunication facilities to this property are provided by private companies, none of which have voiced concerns over the extensions of their services to this Project site. With these considerations the impact on these types of facilities are expected to be less than significant.

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?

See Parts a) and b), above.

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 statutes and regulations related to solid waste?

Recology Yuba-Sutter provides solid waste disposal for the area as well as for all of Sutter and Yuba Counties. There is adequate collection and landfill capacity to accommodate the proposed development.

3.20 Wildfire

Table 3-20: Wildfire

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, 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?			X	
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?			X	
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?			X	
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?			X	

3.20.1 Environmental Setting/Affected Environment

Wildland fires are an annual hazard in Sutter County, particularly in the vicinity of the Sutter Buttes, and, to a lesser degree due to urbanized development, Yuba City. Wildland fires burn natural vegetation on undeveloped lands and include rangeland, brush, and grass fires. Long, hot, and dry summers with temperatures often exceeding 100°F add to the County's fire hazard. Human activities are the major causes of wildland fires, while lightning causes the remaining wildland fires. Irrigated agricultural areas, which tend to surround Yuba City, are considered a low hazard for wildland fires.

The California Department of Forestry and Fire Protection's Fire and Resource Assessment Program identifies fire threat based on a combination of two factors: 1) fire frequency, or the likelihood of a given area burning, and 2) potential fire behavior (hazard). These two factors are combined in determining the following Fire Hazard Severity Zones: Moderate, High, Very High, Extreme. These zones apply to areas designated as State Responsibility Areas – areas in which the State has primary firefighting responsibility. The project site is not within a State Responsibility Area and therefore has not been placed in a Fire Hazard Severity Zone.

3.20.2 Impact Assessment/ Environmental Consequences

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

As discussed in Section 3.17 of this Initial Study, Project construction is not expected to substantially obstruct emergency vehicles or any evacuations that may occur in the area. Project operations likewise would not obstruct any roadways. Therefore, the impacts of the Project related to emergency response or evacuations will be less than significant.

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?

The Project site is in a level area within the City urban area with little, if any, native vegetation remaining, and the urban area is surrounded by irrigated farmland. This type of environment is generally not subject to wildfires. In light of this, the exposure of new residents to wildfire is less than significant.

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?

As discussed above, the site is not near any wildland areas and the Project itself will not create any improvements that potentially could generate wildfire conditions. As such the Project will not be constructing or maintaining wildfire related infrastructure such as fire breaks, emergency water sources, etc. Thus, the Project will not create any potential significant impacts that could result from these types of improvements.

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

The Project site is in a topographically flat area. There are no streams or other channels that cross the site. As such, it is not expected that people or structures would be exposed to significant risks from

changes resulting from fires in steeper areas, including downslope or downstream flooding or landslides. Impacts of the Project related to these issues will be less than significant.

3.21 Mandatory Findings of Significance

Table 3.21: Mandatory Findings of Significance				
Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the project have the potential to substantially 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, substantially reduce the number, or restrict the range of a rare or endangered plant or animal or eliminate important example of the major periods of California history or prehistory?			X	
b) Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)			X	
c) Have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?			X	

3.21.1 Impact Assessment/Environmental Consequences:

a) Does the project have the potential to substantially 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, substantially reduce the number, or restrict the range of a rare or endangered plant or animal or eliminate important example of the major periods of California history or prehistory?

The land was stripped many years ago of native vegetation for agricultural uses and there are no on-site or nearby waterways or wetland areas. Therefore the construction of these 34 single-family residences will not significantly degrade the quality of the natural environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate an important example of the major periods of California history or prehistory.

The analysis conducted in this Initial Study/Mitigated Negative Declaration results in a determination that the proposed Project, with its mitigation measures, will have a less than significant effect on the local environment.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)

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

This Project is consistent with the residential densities and policies of the General Plan. As such the traffic that will be generated is within the range of what was anticipated in the General Plan which considered anticipated future growth of the area. The City has adequate water and wastewater capacity and the Project will be extending those services to the site. Stormwater drainage will also meet all City standards. The City has good development and design standards that will be applied to the subdivision. The loss of agricultural land is cumulative but based on City and County agricultural protection program, the loss is limited to within the urban areas of the City, which is a minor portion of the entire County. The school district has not indicated that they lack capacity to provide proper educational facilities to the new students. The FRAQMD also did not comment that the Project would create any significant cumulative impacts on air quality. Therefore, there are no significant impacts that will be individually limited but cumulatively considerable.

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

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

4. Section References and/or Incorporated by Reference

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

Wood Rodgers, Thiara Estates Traffic Operations Memorandum, dated November 30, 2022.

Fehr & Peers, Inc. September 2020. SB 743 Implementation Guidelines for City of Yuba City.

Governor's Office of Planning and Research, November 2017. Technical Advisory on Evaluating Transportation Impacts in CEQA.

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

Sutter County General Plan.

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

Yuba Sutter Transit Route Map.

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

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Appendix A

Thiara Estates Traffic Operations Memorandum

Memorandum

WOOD RODGERS
BUILDING RELATIONSHIPS ONE PROJECT AT A TIME

To: Sarbjit Thiara Jr.
2599 Reed Road
Yuba City, CA 95993

From: Mario Tambellini, PE, TE
Nicole Scappaticci, PE

Date: November 30, 2022

Subject: **Thiara Estates Traffic Operations Memorandum**

INTRODUCTION

This Traffic Operations Memorandum (TOM) has been prepared to present the results for a traffic assessment for the proposed Thiara Estates Project (Project) located in Yuba City (City). The Project would develop 34 single-family residential dwelling units on a lot located south of Nick Court between Elmer Avenue and Tuly Parkway. The Project location is shown in **Attachment A**. The lot is currently occupied by an orchard which the Project would remove.

This TOM includes the following:

- Project trip generation
- Intersection analysis
- Site access evaluation
- Discussion of Project effect on transit and other public facilities
- Vehicle Miles Traveled (VMT) analysis

This TOM has been prepared consistent with policies in the *Yuba City General Plan* (adopted April 8, 2004) and the *Sutter County General Plan Draft Environmental Impact Report (DEIR)* (dated September 2010).

PROJECT DESCRIPTION

The Project proposes to develop 34 single-family residential dwelling units on a site which currently contains an orchard which would be removed. The Project would construct new internal site roadways and gain access to the surrounding network via new intersection connections with Elmer Avenue and Tuly Parkway/Bradley Estates Drive. The existing and proposed zoning is One-Family Residence Districts (R-1). The existing and proposed General Plan designation is Low Density Residential. The Project site plan is included in **Attachment B**.

ANALYSIS SCENARIOS AND STUDY FACILITIES

Intersection and roadway operations were studied under the following scenarios:

- Existing Conditions
- Existing Plus Project Conditions

As shown in **Attachment A**, the following intersections and roadway facilities were included in this analysis:

<u>Study Intersections:</u>

1. Elmer Avenue & Butte House Road
2. Blevin Road & Butte House Road

ANALYSIS METHODOLOGY

Synchro 11 software and Highway Capacity Manual, 6th Edition (HCM 6th Edition) methodology was used to determine intersection delay and level of service (LOS) operations under weekday AM and PM peak hour conditions.

For side-street stop-controlled intersections, the worst approach/movement delay and LOS is reported. The delay based HCM 6th Edition LOS criteria for different types of intersection controls are outlined in **Table 1**.

Table 1. HCM 6th Edition Intersection LOS Thresholds

Level of Service	Description	Intersection Control Delay (seconds/vehicle)	
		Unsignalized	Signalized
A	Free-flow conditions with negligible to minimal delays.	delay ≤ 10.0	delay ≤ 10.0
B	Good progression with slight delays.	10.0 < delay ≤ 15.0	10.0 < delay ≤ 20.0
C	Relatively higher delays.	15.0 < delay ≤ 25.0	20.0 < delay ≤ 35.0
D	Somewhat congested conditions with longer but tolerable delays.	25.0 < delay ≤ 35.0	35.0 < delay ≤ 55.0
E	Congested conditions with significant delays.	35.0 < delay ≤ 50.0	55.0 < delay ≤ 80.0
F	Jammed or grid-lock type operating conditions.	delay > 50.0	delay > 80.0

Source: HCM 6th Edition Exhibit 19-8 and 20-2.

Rodway segment LOS was determined based on roadway capacity thresholds contained in Table 6.14-6 Roadway Level of Service Thresholds from the *Sutter County General Plan Draft Environmental Impact Report* (dated September 2010) and are shown in **Table 2**. For comparison purposes, **Table 2** includes roadway capacity thresholds for "Residential" and "Rural, 2-Lane Road, <24' of Pavement, <6' Shoulders" facility types based on *Table F-2 Level of Service Criteria for Roadway Segments* found in the *Sacramento County Transportation Analysis Guidelines* (September 10, 2020).

Table 2. Roadway Segment LOS Thresholds

Jurisdiction	Facility Type	Maximum Volume for Given Service Level				
		A	B	C	D	E
Sutter County[1]	Rural – Two lane	-	-	10,600	16,400	25,200
Sacramento County[2]	Residential	600	1,200	2,000	3,000	4,500
	Rural, 2-Lane Road, <24' of Pavement, <6' Shoulders	1,000	2,100	3,400	6,000	12,800

Notes:
[1] Based on Table 6.14-6 Roadway Level of Service Thresholds from the *Sutter County General Plan Draft Environmental Impact Report.*
[2] Based on Table F-2 Level of Service Criteria for Roadway Segments from the *Sacramento County Transportation Analysis Guidelines* (September 10, 2020).

LEVEL OF SERVICE CRITERIA

The City's General Plan Transportation Policy 5.2-I-12 states that Yuba City aims to have all intersections and roadway segments achieve at least LOS "D". Sutter County's *DEIR* states that a project is considered to have an adverse effect if the existing or cumulative no project LOS for study locations deteriorate from LOS D (or better) to LOS E (or worse). Based on City General Plan requirements, the minimum acceptable LOS for the study intersections and roadway segments is considered to be LOS "D".

INTERSECTION OPERATIONS ANALYSIS

EXISTING TRAFFIC VOLUMES

Weekday AM and PM peak hour turning movement counts were collected on Thursday, June 9, 2022 between 7:00 AM to 9:00 AM and between 4:00 PM to 6:00 PM. Traffic data count sheets are included in **Attachment C**. In order to account for reduced traffic during summer break when local schools are not in session, AM and PM peak hour traffic volume data on State Route 99 in Yuba City during typical weekdays in May 2022 (when school was in session) and June 2022 (when school was not in session) was obtained from the Caltrans Performance Measurement System (PeMS) database. The data showed that May 2022 volumes were 22.58% and 3.70% higher than June 2022 volumes during the AM and PM peak hours, respectively. Therefore, existing traffic volumes at the study intersections were increased based on these percentages for movements that would experience higher volumes when school is in session. A summary of PeMs data is included in **Attachment C**. A summary of the intersection turning movement volumes and lane geometry for Existing conditions is presented in **Figure 1**.

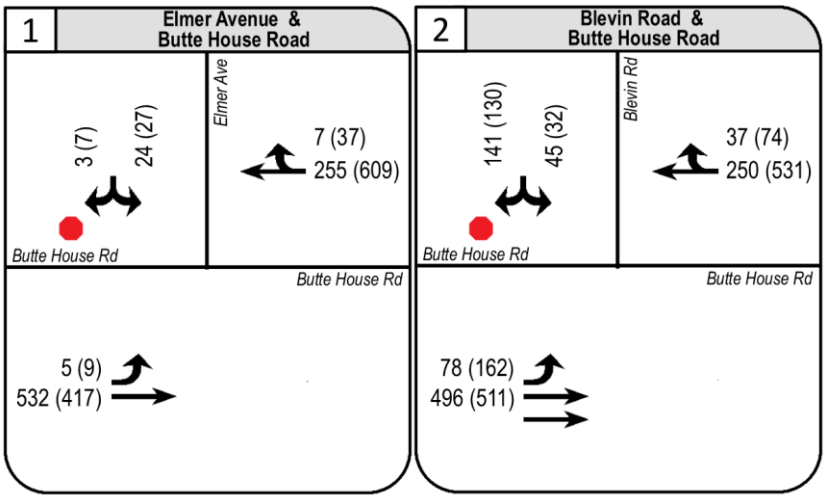


Figure 1. Existing AM (PM) Peak Hour Intersection Volumes and Lane Geometry

PROJECT TRIP GENERATION AND DISTRIBUTION

The trip generation data contained in the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition* was used to approximate the number of trips generated by the Project. The ITE land use category of Single-Family Detached Housing (ITE Code 210) was used to represent the Project. **Table 3** summarizes the trip generation for the proposed Project.

Table 3. Project Trip Generation

ITE Code	Land Use Category	Quantity	Units	Daily	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
Single-Family Detached Housing[1]		34	DU[2]	374	7	21	28	23	13	36
			Total Project Trips	***374***	***7***	***21***	***28***	***23***	***13***	***36***

Notes:
[1] Trip rates are calculated based on ITE Trip Generation (11th Edition) fitted curve equations.
[2] DU = Dwelling Unit

As illustrated in **Table 3,** the proposed Project is anticipated to generate a total of 374 daily trips, 28 AM peak hour trips (7 inbound, 21 outbound), and 36 PM peak hour trips (23 inbound, 13 outbound) under typical weekday traffic demand conditions.

The Project trip distribution was determined based on existing traffic counts and travel patterns, knowledge of the area, and engineering judgement. The Project trip distribution is shown in **Figure 2**.

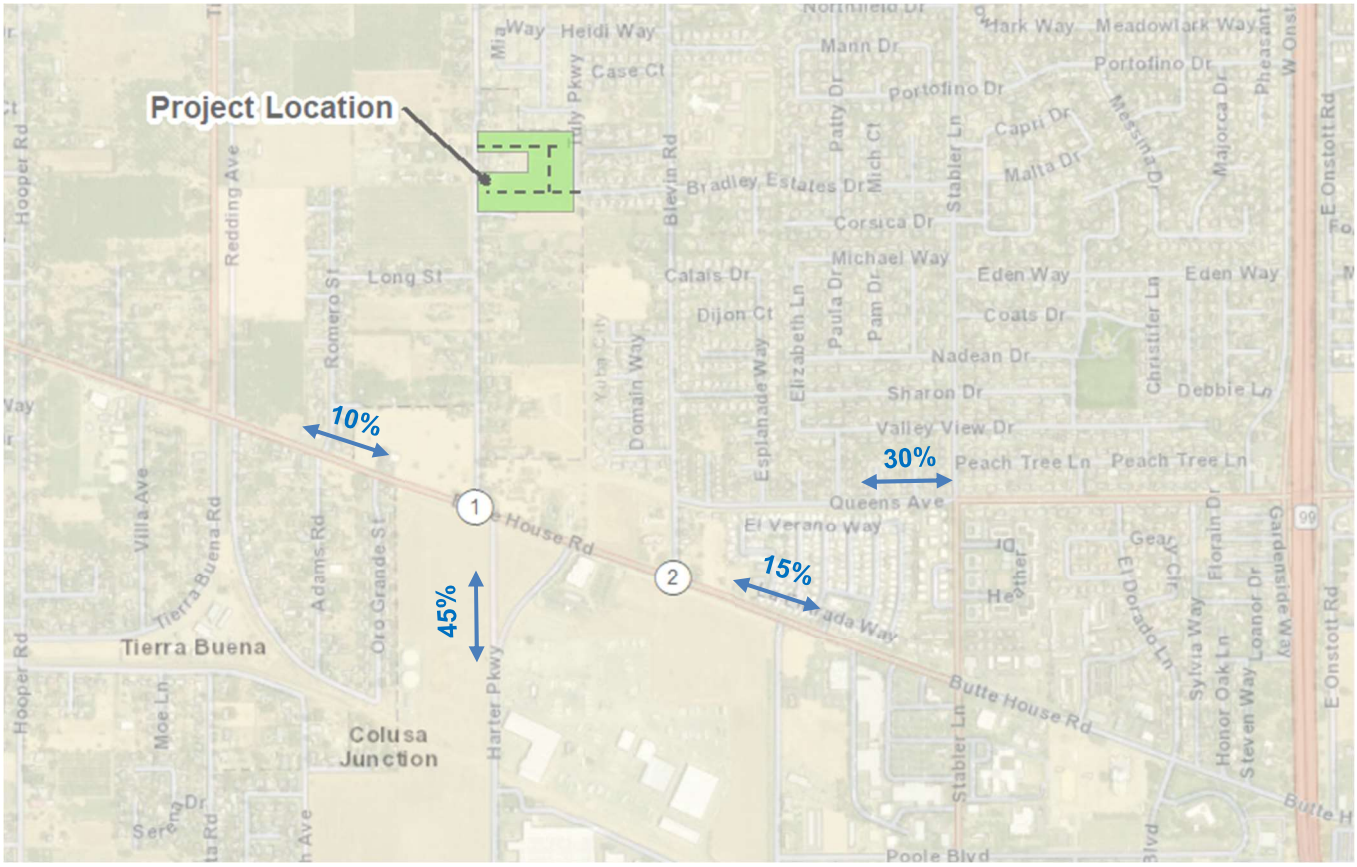


Figure 2. Project Trip Distribution

The Project trip assignment is presented in **Figure 3.** The project trips were added to Existing volumes to obtain Existing Plus Project peak hour volumes, which are shown in **Figure 4**.

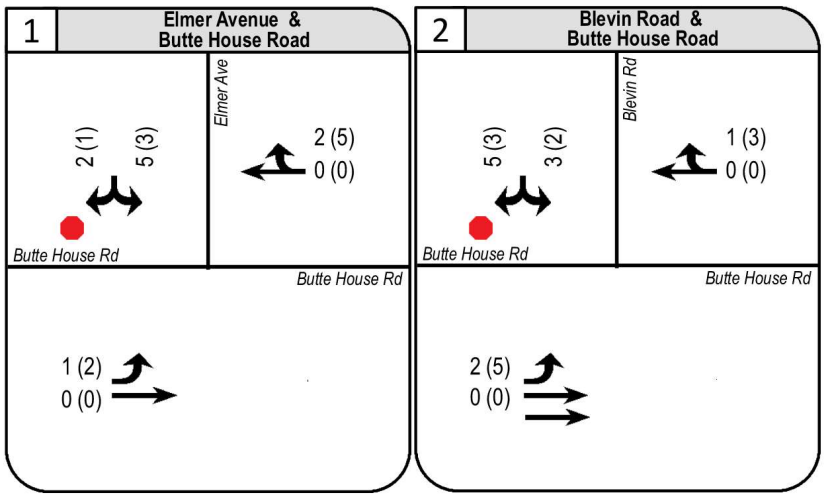


Figure 3. Project AM (PM) Peak Hour Trip Assignment and Lane Geometry

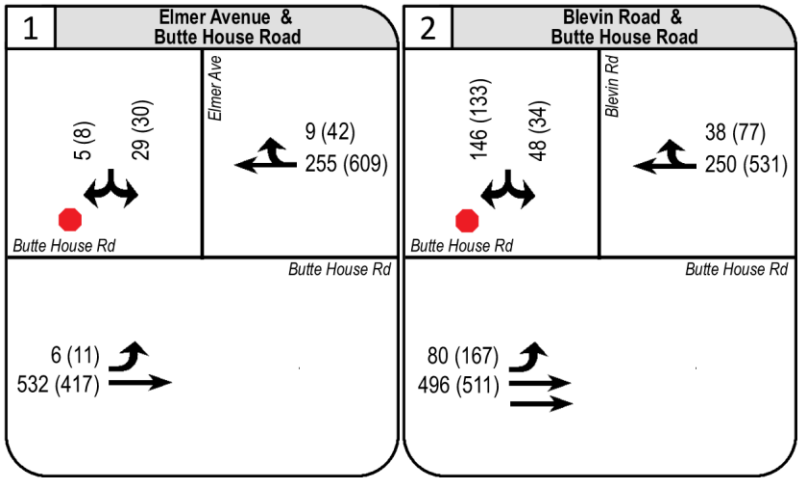


Figure 4. "Existing Plus Project" Weekday AM (PM) Peak Hour Intersection Volumes and Lane Geometry

Intersection LOS Results

Table 4 presents a summary of the intersection LOS operations under weekday AM and PM peak hour Existing and Existing Plus Project conditions.

Table 4. Intersection Operations

#	Intersection	Control Type	LOS Criteria	Peak Hour	Existing		Existing Plus Project	
					Delay (sec)	LOS	Delay (sec)	LOS
1	Elmer Avenue & Butte House Road	OWSC[1]	D	AM	17.1	C	17.2	C
				PM	22.1	C	22.6	C
2	Blevin Road & Butte House Road	OWSC[1]	D	AM	14.3	B	14.7	B
				PM	27.1	D	28.9	D

Notes:
[1] OWSC = One-Way Stop-Controlled

As shown in **Table 4**, all intersections operate at acceptable LOS (LOS "D" or better) under Existing and Existing Plus Project conditions. Synchro software HCM 6th Edition intersection LOS output reports are included in **Attachment D**.

Roadway Capacity on Elmer Avenue

The operations of Elmer Avenue north of Butte House Road were analyzed to determine if the relatively narrow cross-section of Elmer Avenue would affect capacity of the roadway once Project trips were added. The highest peak hour two-directional volume on Elmer Avenue was assumed to be 10% of the roadway's average daily traffic (ADT). Based on the Project distribution, the Project would add 120 daily trips to the roadway. **Table 5** shows the Existing and Existing Plus Project operations of the roadway segment compared to the acceptable capacity of the three facility types shown in **Table 2**.

Table 5. Existing and Existing Plus Project Roadway Operations

Segment	LOS Criteria	Facility Type[1]	Max ADT for Acceptable LOS[1]	Existing ADT	Project ADT	Existing Plus Project ADT	LOS Acceptable?
Elmer Ave north of Butte House Rd	D	Rural - Two Lane	16,400	800	120	920	Yes
		Residential	3,000				
		Rural, 2-Lane Road, <24' of Pavement, <6' Shoulders	6,000				

Notes:
[1] See Table 2.

A shown in **Table 7**, under Existing Plus Project conditions, Elmer Avenue is projected to operate at an acceptable LOS and is not expected to exceed capacity.

SIGNAL WARRANTS

A signal warrant analysis was performed for the two unsignalized study intersections based on California Manual on Uniform Traffic Control Devices (CA MUTCD) Peak Hour Signal Warrant #3. The intersection of Elmer Avenue with Butte House Road does not meet the peak hour signal warrant in the AM or PM peak hours. The intersection of Blevin Road with Butte House Road does not meet the peak hour signal warrant in the AM peak hour but does meet the signal warrant in the PM peak hour. However, it is not recommended to install a traffic signal at the intersection of Blevin Road with Butte House Road because it does not meet the signal warrant during both weekday peak hours, the intersection operates at acceptable LOS, and the intersection does not experience excessive queuing. The signal warrant worksheets are provided in **Attachment E**.

QUEUING ANALYSIS

95th percentile vehicle queuing was analyzed using Synchro software for all movements with turn pockets at which the Project would add trips. **Table 6** shows the available storage lengths and 95th percentile queues under all analysis scenarios. As shown in **Table 6,** all 95th percentile queues are expected to be accommodated by the existing available storage.

Table 6. Queuing Analysis Results

Intersection	Movement	Storage (ft)[1]	Control Type	Peak Hour	95th Percentile Queue (ft)	
					Existing Conditions	Existing Plus Project Conditions
#1, Butte House Road & Elmer Avenue	EBL	80	OWSC[1]	AM	0	0
				PM	0	0
#2, Butte House Road & Blevin Road	EBL	210	OWSC[1]	AM	25	25
				PM	25	25

Notes:
[1] OWSC = One-Way Stop-Controlled

CUMULATIVE CONDITIONS ANALYSES

The Elmer Avenue & Butte House Road intersection and the segment of Elmer Avenue north of Butte House Road have been analyzed under future year (2035) Cumulative and Cumulative Plus Project conditions. This Cumulative analysis is intended to quantify future operations on Elmer Road with construction of the planned Tuly Parkway extension to Butte House Road, as well as the proposed Project.

Cumulative Traffic Volumes

Cumulative volumes at the Elmer Avenue & Butte House Road intersection were developed using data from the Yuba City Travel Demand Model (TDM) 2020 Base Year and 2035 Market Scenario. The 2035 Market Scenario assumed the planned Tuly Parkway extension was in place, as well as an extension of Elmer Avenue north to Pease Road. The model showed a slight decrease in volumes on Elmer Avenue in the 2035 Market Scenario due to re-routed traffic using the new roadway extensions. However, 2035 Market Scenario model volumes showed an increase in Butte House Road volumes over 2020 Base Year. Base Year and Market Scenario model volumes were used to process Existing conditions volumes via the Furness Method in order to obtain Cumulative Conditions volumes. Project trips were added to Cumulative condition volumes to get Cumulative Plus Project volumes. The model also showed a widening of Butte House Road to four lanes. Cumulative and Cumulative Plus Project peak hour volumes and lane geometry at Elmer Avenue & Butte House Road are shown in **Figures 5** and **6**, respectively.

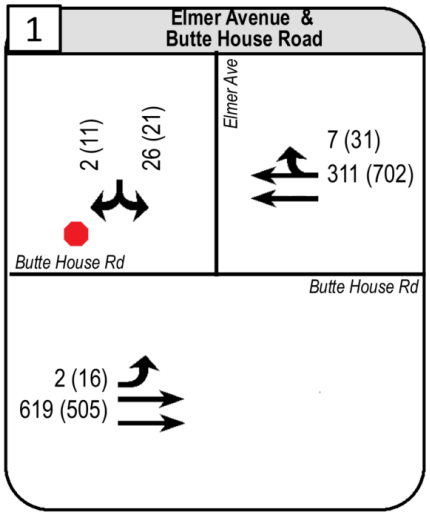


Figure 5. "Cumulative" Weekday AM (PM) Peak Hour Intersection Volumes and Lane Geometry

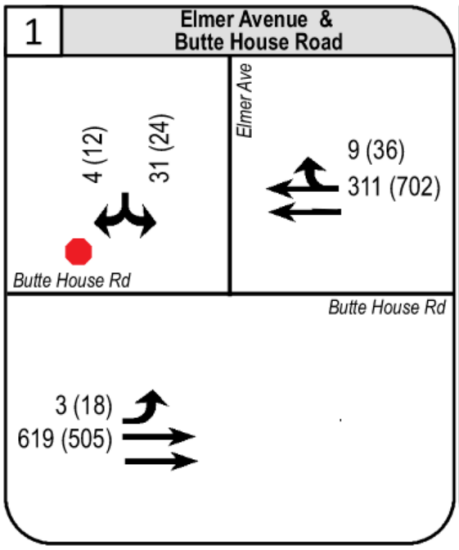


Figure 6. "Cumulative Plus Project" Weekday AM (PM) Peak Hour Intersection Volumes and Lane Geometry

Cumulative (2035) conditions roadway volumes on Elmer Avenue were determined by applying a yearly growth rate to Existing conditions ADT volumes on Elmer Avenue. The highest peak hour volumes on Elmer

Avenue were assumed to be 10% of the roadway's Existing ADT. A yearly growth rate of -0.11% was calculated based on the TDM 2020 Base Year daily volumes and 2035 Market Scenario daily volumes on Elmer Avenue.

Intersection, Roadway Segment, and Queueing Operations

Table 7 presents a summary of the intersection LOS operations under weekday AM and PM peak hour Cumulative and Cumulative Plus Project conditions.

Table 7. Cumulative and Cumulative Plus Project Intersection Operations

#	Intersection	Control Type	LOS Criteria	Peak Hour	Cumulative		Cumulative Plus Project	
					Delay (sec)	LOS	Delay (sec)	LOS
1	Elmer Avenue & Butte House Road	OWSC[1]	D	AM	18.3	C	18.4	C
				PM	16.6	C	16.9	C

Notes:
[1] OWSC = One-Way Stop-Controlled

As shown in **Table 7**, all intersections operate at acceptable LOS (LOS "D" or better) under Cumulative and Cumulative Plus Project conditions. Synchro software HCM 6th Edition intersection LOS output reports are included in **Attachment D**.

Operations for the segment of Elmer Avenue north of Butte House Road under Cumulative and Cumulative Plus Project conditions are shown in **Table 8**.

Table 8. Cumulative and Cumulative Plus Project Roadway Operations

Segment	Facility Type	LOS Criteria	Max ADT for Acceptable LOS[1]	Cumulative ADT	Project ADT	Cumulative Plus Project ADT	LOS Acceptable?
Elmer Avenue north of Butte House Road	Rural - Two Lane	D	16,400	784	120	904	Yes

Notes:
[1] See Table 2.

As shown in **Table 8**, Elmer Avenue is projected to operate at acceptable LOS under Cumulative and Cumulative Plus Project conditions.

As shown in **Table 9**, all 95th percentile queues are expected to be accommodated by the existing available storage under Cumulative and Cumulative Plus Project conditions.

Table 9. Cumulative and Cumulative Plus Project Queuing Analysis Results

Intersection	Movement	Storage (ft)[1]	Control Type	Peak Hour	95th Percentile Queue (ft)	
					Cumulative	Cumulative Plus Project
#1, Butte House Road & Elmer Avenue	EBL	80	OWSC[1]	AM	0	0
				PM	0	0

Notes:
[1] OWSC = One-Way Stop-Controlled

In order to observe the effects on Elmer Avenue if the Tuly Parkway extension was not built, a version of the 2035 Market Scenario TDM was run in which the Tuly Parkway extension was not in place. Model outputs showed that volumes on Elmer Avenue were not significantly affected by the removal of the Tuly Parkway extension. The 2035 Market Scenario assumes little to no land use growth in the vicinity of Elmer Avenue, which means without the planned roadway extensions, volumes on Elmer Avenue would remain similar to

existing counts. Therefore, traffic operations on Elmer Avenue were projected to remain acceptable without the Tuly Parkway extension in place.

PROJECT TRAFFIC ON TULY PARKWAY/BRADLEY ESTATES DRIVE

A separate future project proposes to extend Tuly Parkway south to Butte House Road. When this project is completed, traffic from the Thiara Estates Project would likely utilize the Tuly Parkway Extension. However, until the extension is in place, a portion of Project traffic traveling to SR-99 or Butte House Road would utilize Tuly Parkway and Bradley Estates Drive to reach Blevin Road. Therefore, traffic count data was collected at the intersection of Bradley Estates Drive with Blevin Road to evaluate the effect of Project traffic on Tuly Parkway and Bradley Estates Drive west of Blevin Road.

Based on the Project trip distribution, it is estimated that 68-percent of Project trips will utilize the Bradley Estates Drive and Blevin Road intersection for trips to/from the Project site. During the AM peak-hour, 19 trips are anticipated to be added to the west leg of the Bradley Estates Drive and Blevin Road intersection. During the PM peak-hour, 25 trips are anticipated to be added to the west leg of the intersection. The existing Plus Project traffic volumes on Bradley Estates Drive west of Blevin Road, increased to account for school being out of session, are as follows:

- AM Peak Hour: 28 vehicles + 19 Project trips = 47 total vehicles
- PM Peak Hour: 35 vehicles + 25 Project trips = 60 total vehicles

As the existing volumes on Tuly Parkway and Bradley Estates Drive were found to be relatively low, the addition of the Project trips is not expected to adversely affect Tuly Parkway and Bradley Estates Drive under current traffic conditions.

INTERNAL SITE CIRCULATION AND SITE ACCESS

INTERNAL CIRCULATION

Internal circulation within the Project site would occur on bi-directional local streets, as depicted in **Attachment B**. It is assumed that sidewalks would be constructed on internal site roadways and should connect to external existing sidewalks. Similarly, is also assumed that curb ramps would be constructed at appropriate locations throughout the project site.

SITE ACCESS

The Project would gain access to the surrounding roadway network via two (2) Project roadway connections. One (1) Project roadway connection would be provided to Elmer Avenue and one (1) Project roadway connection would be provided to Tuly Parkway.

The new roadway connections on Elmer Avenue and Tuly Parkway are assumed to be full-access and side-street stop-controlled, similar to the intersections in the adjacent neighborhoods. Due to the low volumes generate by the Project site, the proposed site access is considered adequate.

Based on the site plan shown in **Attachment B**, it appears that emergency vehicles would have sufficient access throughout the project site, as well as multiple access points for the site. Thus, emergency access to the project is considered adequate.

SIGHT DISTANCE

A sight distance analysis was performed qualitatively at the two (2) Project roadway connections on Elmer Avenue and Tuly Parkway. Elmer Avenue and Tuly Parkway are low-speed facilities (35 miles per hour or less) and do not have significant horizontal or vertical curvature. The adjacent driveways and intersections to the Project roadway connections are anticipated to have low traffic volumes and are not anticipated to conflict with the Project roadway connections. It is recommended to maintain any vegetation in the vicinity of the Project roadway connections to preserve adequate sight distance.

TRANSIT, BICYCLES, AND PEDESTRIANS

The nearest bus stops to the Project site are located at the Butte House Road and Harter Parkway intersection and the Butte House Road & Tharp Road intersection. The bus stop at the Butte House Road and Harter Parkway intersection is located approximately one-mile from the site and serves Yuba-Sutter Transit Route 1 and Route 5. The bus stops at the Butte House Road & Tharp Road intersection are located approximately one-mile from the site and serves Yuba-Sutter Transit Route 1 and Route 5. The Project is not anticipated to affect existing transit facilities.

Existing striped bicycle lanes are present along Butte House Road and Tuly Parkway. No bicycle facilities are provided along Elmer Avenue or Blevin Road. Sidewalks are present along the southern edge of Butte House Road between Harter Parkway and Blevin Road. Existing curb ramps and striped crosswalks are present on the southern leg of the Blevin Road and Butte House Road intersection.

The Project proposes to construct a sidewalk along Tuly Parkway adjacent to the eastern Project frontage. Additionally, Project proposes to construct curb ramps on the proposed western leg of the intersection of Tuly Parkway with Bradley Estates Drive. The Project would provide adequate connectivity to existing bicycle and pedestrian facilities.

VEHICLES MILES TRAVELD ANALYSIS

Senate Bill 743 (SB 743), signed in 2013, required changes to California Environmental Quality Act (CEQA) guidelines on the measurement and identification of transportation impacts due to new projects in California. Revised CEQA Guidelines were adopted in 2018 which identified Vehicles Miles Traveled (VMT) as the most appropriate metric to evaluate transportation impacts. Statewide implementation of assessment of VMT as a metric of transportation impact occurred for all jurisdictions on July 1, 2020. The Governor's Office of Planning and Research (OPR) Technical Advisory on Evaluating Transportation Impacts in CEQA (OPR Technical Advisory) (December 2018), contains technical recommendations regarding assessment of VMT, thresholds of significance, and mitigation measures.

As Yuba City has not currently adopted VMT significance criteria or guidelines, Project VMT impact has been analyzed using criteria outlined in the County of Sacramento Transportation Analysis Guidelines (September 10, 2020). The Transportation Analysis Guidelines were selected as they represent guidelines developed for a similar, neighboring jurisdiction, and therefore were considered reasonably applicable in Yuba City.

Per the Transportation Analysis Guidelines, an approved screening map was used to assess significant impacts to VMT. The approved screening map was developed by Sacramento Area Council of Governments (SACOG) and uses HEX geography. Residential VMT per capita per HEX is calculated by tallying all household VMTs, including VMT traveling outside the region, generated by the residents living at the HEX and divided by the total population in the HEX. Consistent with SACOG guidelines, the Project specific VMT threshold is defined as total household VMT per capita achieving 15-percent reduction compared to regional average.

The SACOG screening map indicated that one (1) HEX area covers the Project site. The HEX number for the Project site is CN-64. **Figure 7** shows a screenshot of the SACOG screening map with the approximate Project site location indicated. **Table 10** provides the regional Average Residential VMT per Capita and the Average Residential VMT per capita for the HEX, along with the percent change between the regional and HEX VMT per capita. As shown in **Table 10**, the HEX location associated with the Project achieves at least a 15-percent reduction in VMT per capita compared to regional average. Thus, the Project impacts on VMT are considered less than significant and no mitigation measures are recommended.

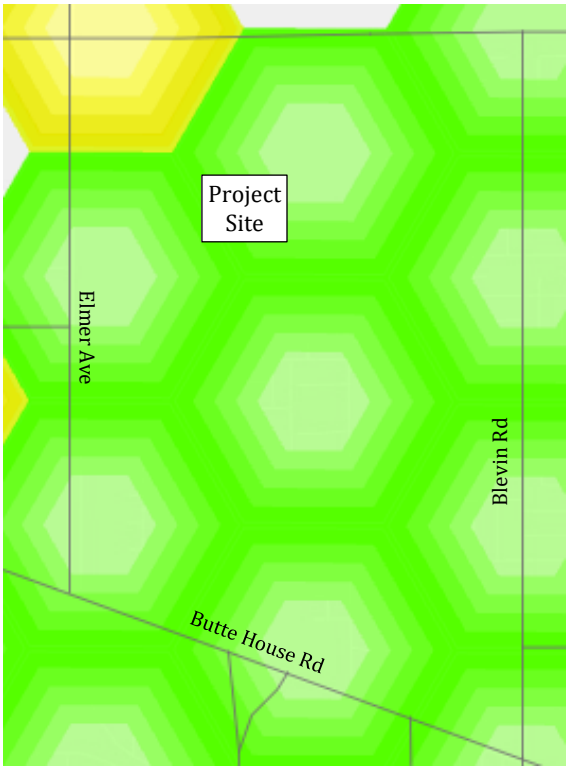


Figure 7. Excerpt of SACOG Residential Screening Map

Table 10. Project Area Average Residential VMT per Capita Comparison

Regional Average	HEX	
	CN-64	
VMT/Capita[1]	VMT/Capita[1]	Percent Change[2]
20.82	15.95	-23.4%

Note:
[1] VMT/Capita represents Average Residential VMT per capita.
[2] Percent change represents percent change from regional average.

CONCLUSION

The proposed Project is anticipated to generate a total of 374 daily primary trips, 28 AM peak hour primary trips (7 inbound, 21 outbound), and 36 PM peak hour primary trips (23 inbound, 13 outbound) under typical weekday traffic demand conditions.

Intersection LOS at all study intersections was projected to be acceptable (LOS "D" or better) under all study scenarios. Under Existing Plus Project conditions, the roadway segment of Elmer Avenue north of Butte House Road is projected to operate at an acceptable LOS and is not expected to exceed capacity. All 95th percentile queues are expected to be accommodated by the existing available storage. The intersection of Elmer Avenue with Butte House Road does not meet the peak hour signal warrant in the AM or PM peak hours. The intersection of Blevin Road with Butte House Road does not meet the peak hour signal warrant in the AM peak hour but does meet the signal warrant in the PM peak hour. However, it is not recommended to install a traffic signal at the intersection of Blevin Road with Butte House Road because it does not meet the signal warrant during both weekday peak hours, the intersection operates at acceptable LOS, and the intersection does not experience excessive queuing.

The Elmer Avenue & Butte House Road intersection and the segment of Elmer Avenue north of Butte House Road were analyzed under future year (2035) Cumulative and Cumulative Plus Project conditions in order to quantify future operations on Elmer Road with construction of the planned Tuly Parkway extension and the proposed Project.

The intersection of Elmer Avenue & Butte House Road and the segment of Elmer Avenue north Butte House Road of were projected to operate at acceptable LOS.

The addition of Project traffic is not anticipated to adversely affect the segment of Tuly Parkway/Bradley Estate Drive west of Blevin Road.

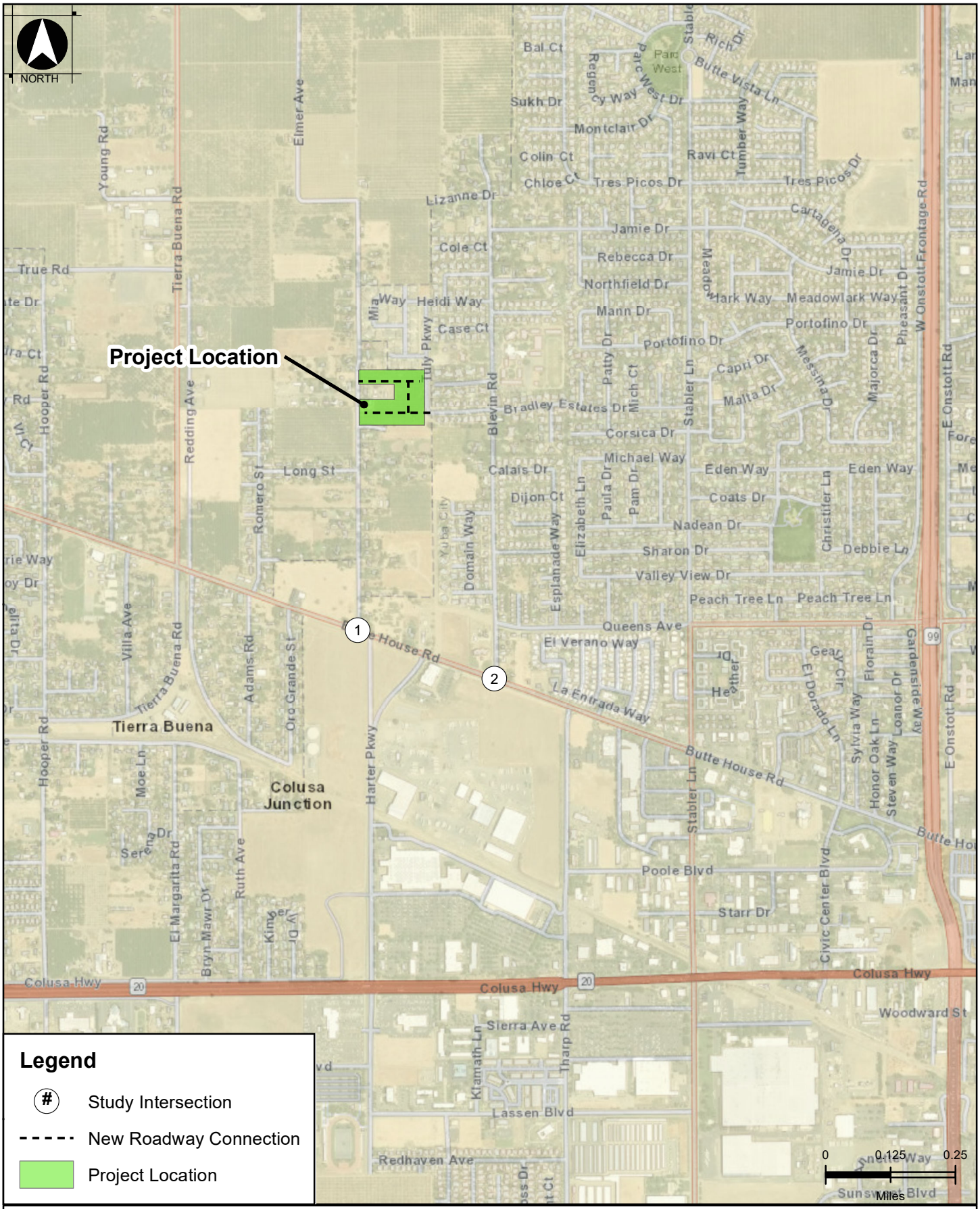
Based upon a review of the Project site, Project access, site internal circulation, and emergency access are considered adequate. It is recommended to maintain any vegetation in the vicinity of the Project roadway connections on Elmer Avenue and Tuly Parkway to preserve adequate sight distance.

The Yuba-Sutter Transit Route has bus stops located approximately one-mile from the Project site. The Project is not anticipated to affect existing transit facilities. The Project would provide adequate connectivity to existing bicycle and pedestrian facilities.

The SACOG screening map indicated that the HEX location associated with the Project achieves at least a 15-percent reduction in VMT per capita comparing to regional average. Thus, the Project impacts on VMT are considered less than significant and no mitigation measures are recommended.

ATTACHMENT A

PROJECT LOCATION AND STUDY FACILITIES



Project Location and Study Facilities

Thiara Estates Traffic Operations Memorandum

Yuba City, CA

October 2022

Figure 1

WOOD RODGERS

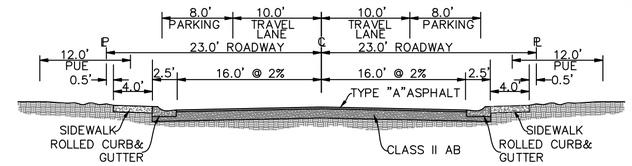
\\woodrodgers.loc\ProductionData\Jobs\Jobs\8873001_Thiara_Estates\GIS\Tasks\Fig_1_Location_and_Facilities_Map.mxd 7/15/2022 10:35:29 AM opotash

ATTACHMENT B

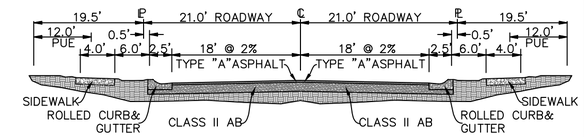
PROJECT SITE PLAN

N

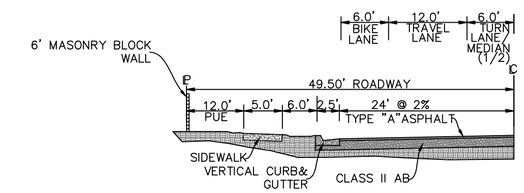
1"=60'



"A" AND "B" STREETS AND "B" COURT
(ATTACHED SIDEWALK)
NOT TO SCALE

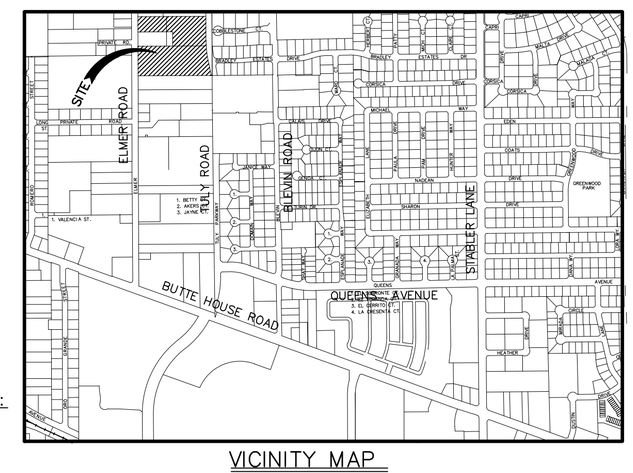


BRADLEY ESTATES DRIVE
(DETACHED SIDEWALK)
NOT TO SCALE



TULLY PARKWAY
NOT TO SCALE

DRAFT
SUBJECT TO CHANGE THROUGH CITY APPROVAL PROCESS



VICINITY MAP
N.T.S.

PROJECT NOTES:

OWNER:
SARBJIT THIARA JR.
2599 REED ROAD
YUBA CITY, CA 95993
(530) 682-5861

DEVELOPER:
SARBJIT THIARA JR.
2599 REED ROAD
YUBA CITY, CA 95993
(530) 682-5861

ENGINEER/SURVEYOR:
NORTH VALLEY ENGINEERING AND SURVEYING
1547 STARR DRIVE SUITE "J"
YUBA CITY, CALIFORNIA 95993
(530) 713-0417

ASSESSOR'S PARCEL NUMBER:
APN: 17-066-021, 003 AND 005

AREA OF ALL PARCEL
8.19 GROSS ACRES +/-

EXISTING USE:
ORCHARD

PROPOSED USE
SINGLE FAMILY HOMES

EXISTING ZONING:
R-1

PROPOSED ZONING:
R-1

EXISTING GENERAL PLAN DESIGNATION:
LOW DENSITY RESIDENTIAL

PROPOSED GENERAL PLAN DESIGNATION:
LOW DENSITY RESIDENTIAL

WATER, SEWER
CITY OF YUBA CITY

STORM DRAINAGE
CITY OF YUBA CITY & SUTTER COUNTY

UNDERGROUND ALERT SERVICES:
1-800-642-2444

ELECTRIC & NATURAL GAS:
PACIFIC GAS AND ELECTRIC

COMMUNICATIONS
AT & T AND COMCAST

CABLE
COMCAST

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

TENTATIVE SUBDIVISION MAP
THIARA ESTATES

BEING A PORTION OF SECTION 8 T15N, R3E, M.D.B.&M.
YUBA CITY, CALIFORNIA
JANUARY 2022

ATTACHMENT C

TRAFFIC COUNTS

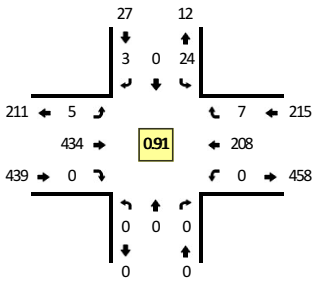
Type of peak hour being reported: Intersection Peak

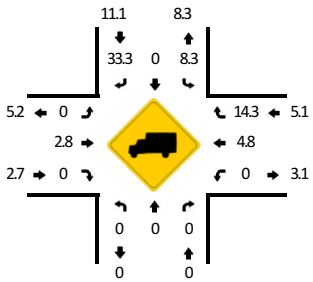
Method for determining peak hour: Total Entering Volume

LOCATION: Elmer Ave -- Butte House Rd
CITY/STATE: Yuba City, CA

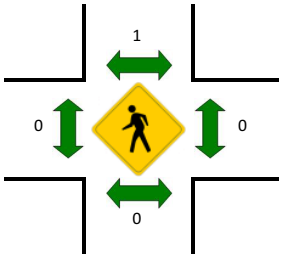
QC JOB #: 15852801
DATE: Thu, Jun 9 2022

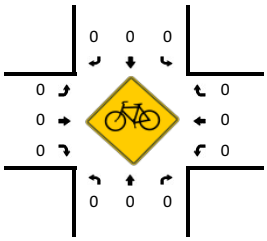
Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:30 AM -- 7:45 AM

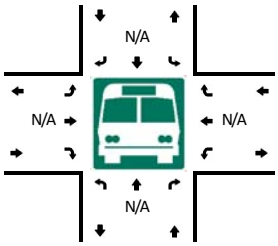


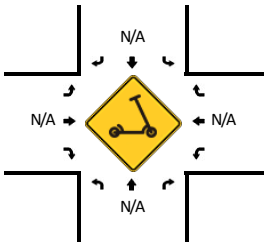


Quality Counts
DATA THAT DRIVES COMMUNITIES









15-Min Count Period Beginning At	Elmer Ave (Northbound)				Elmer Ave (Southbound)				Butte House Rd (Eastbound)				Butte House Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	3	0	0	0	0	83	0	0	0	29	2	0	117	
7:15 AM	0	0	0	0	8	0	2	0	0	95	0	0	0	38	0	0	143	
7:30 AM	0	0	0	0	3	0	1	0	0	119	0	0	0	63	2	0	188	
7:45 AM	0	0	0	0	8	0	0	0	1	122	0	0	0	45	0	0	176	624
8:00 AM	0	0	0	0	6	0	0	0	2	94	0	0	0	46	0	0	148	655
8:15 AM	0	0	0	0	7	0	2	0	2	99	0	0	0	54	5	0	169	681
8:30 AM	0	0	0	0	4	0	2	0	0	95	0	0	0	52	3	0	156	649
8:45 AM	0	0	0	0	4	0	0	0	0	92	0	0	0	47	2	0	145	618

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	12	0	4	0	0	476	0	0	0	252	8	0	752
Heavy Trucks	0	0	0		4	0	0		0	12	0		0	12	4		32
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 6/16/2022 1:33 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

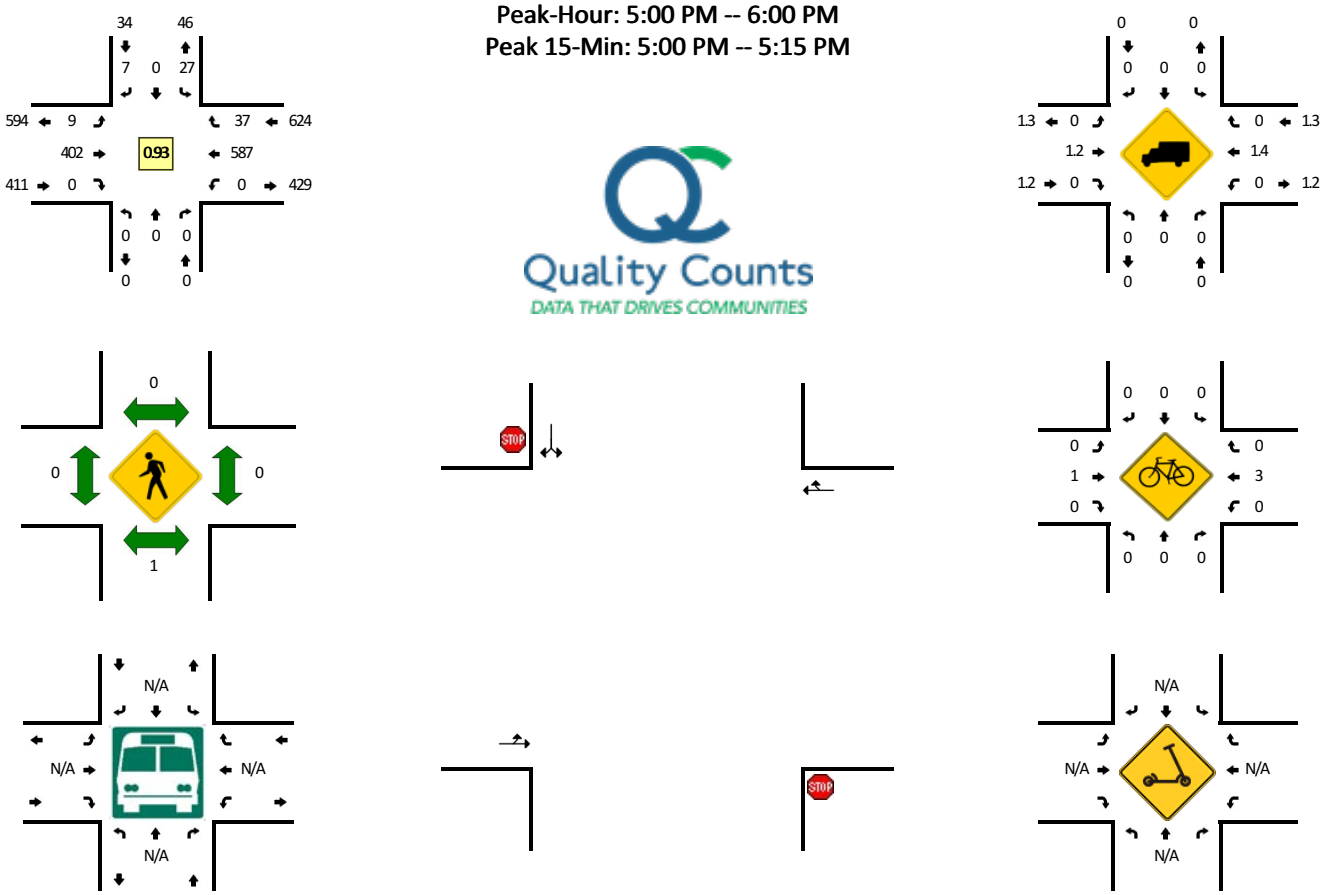
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Elmer Ave -- Butte House Rd
CITY/STATE: Yuba City, CA

QC JOB #: 15852802
DATE: Thu, Jun 9 2022

Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:00 PM -- 5:15 PM



15-Min Count Period Beginning At	Elmer Ave (Northbound)				Elmer Ave (Southbound)				Butte House Rd (Eastbound)				Butte House Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	6	0	0	0	2	101	0	0	0	122	4	0	235	
4:15 PM	0	0	0	0	9	0	3	0	5	82	0	0	0	151	7	0	257	
4:30 PM	0	0	0	0	5	0	0	0	2	106	0	0	0	140	7	0	260	
4:45 PM	0	0	0	0	7	0	1	0	2	88	0	0	0	124	9	0	231	983
5:00 PM	0	0	0	0	7	0	1	0	1	99	0	0	0	168	10	0	286	1034
5:15 PM	0	0	0	0	5	0	4	0	5	123	0	0	0	137	11	0	285	1062
5:30 PM	0	0	0	0	4	0	2	0	3	94	0	0	0	149	9	0	261	1063
5:45 PM	0	0	0	0	11	0	0	0	0	86	0	0	0	133	7	0	237	1069

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	28	0	4	0	4	396	0	0	0	672	40	0	1144
Heavy Trucks	0	0	0		0	0	0		0	12	0		0	8	0		20
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	4	0		0	0	0		4
Scooters																	

Comments:

Report generated on 6/16/2022 1:33 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

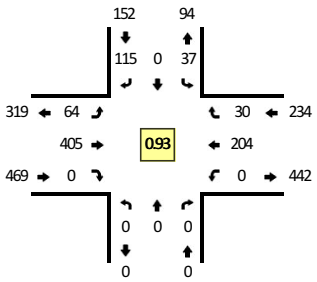
Type of peak hour being reported: Intersection Peak

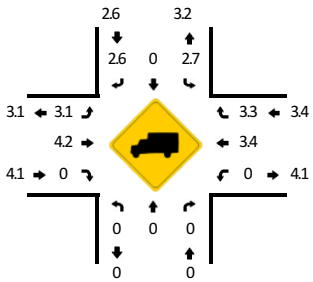
Method for determining peak hour: Total Entering Volume

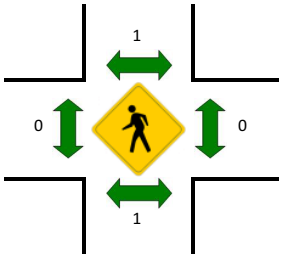
LOCATION: Belvin Rd -- Butte House Rd
CITY/STATE: Yuba City, CA

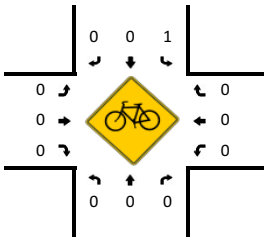
QC JOB #: 15852803
DATE: Thu, Jun 9 2022

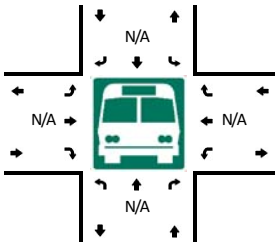
Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

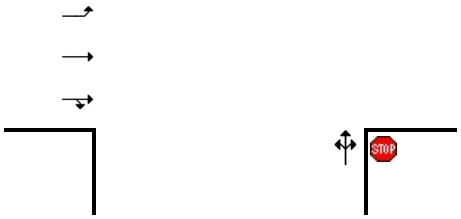


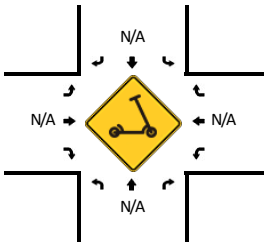












15-Min Count Period Beginning At	Belvin Rd (Northbound)				Belvin Rd (Southbound)				Butte House Rd (Eastbound)				Butte House Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	4	0	18	0	14	60	0	0	0	23	4	0	123	
7:15 AM	0	0	0	0	3	0	16	0	10	81	0	0	0	40	12	0	162	
7:30 AM	0	0	0	0	9	0	31	0	15	105	0	0	0	48	8	0	216	
7:45 AM	0	0	0	0	11	0	22	0	19	121	0	0	0	51	6	0	230	731
8:00 AM	0	0	0	0	9	0	22	0	16	78	0	0	0	47	11	0	183	791
8:15 AM	0	0	0	0	8	0	40	0	14	101	0	0	0	58	5	0	226	855
8:30 AM	0	0	0	0	11	0	18	0	21	94	0	0	0	51	10	0	205	844
8:45 AM	0	0	0	0	11	0	32	0	21	89	0	0	0	55	7	0	215	829

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	44	0	88	0	76	484	0	0	0	204	24	0	920
Heavy Trucks	0	0	0		0	0	0		0	8	0		0	4	0		12
Buses																	
Pedestrians		4				0				0				0			4
Bicycles	0	0	0		4	0	0		0	0	0		0	0	0		4
Scooters																	

Comments:

Report generated on 6/16/2022 1:33 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

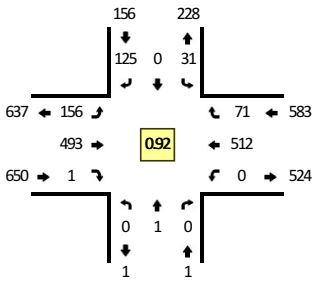
Type of peak hour being reported: Intersection Peak

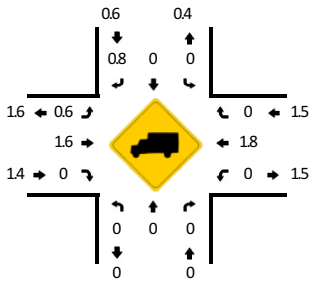
Method for determining peak hour: Total Entering Volume

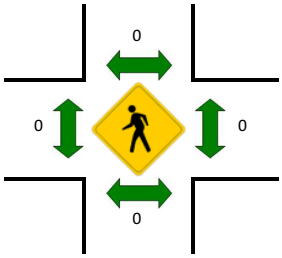
LOCATION: Belvin Rd -- Butte House Rd
CITY/STATE: Yuba City, CA

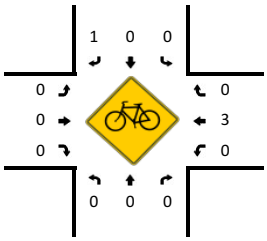
QC JOB #: 15852804
DATE: Thu, Jun 9 2022

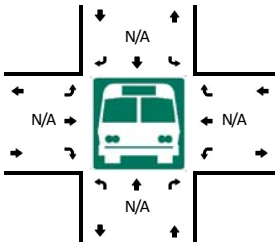
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

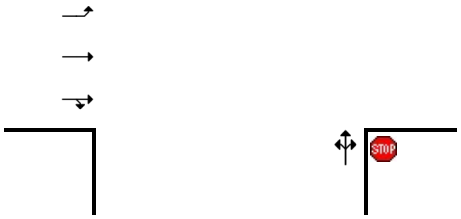


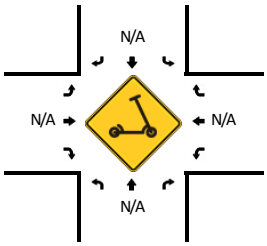












15-Min Count Period Beginning At	Belvin Rd (Northbound)				Belvin Rd (Southbound)				Butte House Rd (Eastbound)				Butte House Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	7	0	34	0	52	107	0	0	0	96	20	0	316	
4:15 PM	0	0	0	0	8	0	39	0	47	89	0	0	0	111	15	0	309	
4:30 PM	0	0	0	0	8	0	38	0	37	120	0	0	0	120	10	0	333	
4:45 PM	0	0	0	0	8	0	36	0	34	109	0	0	0	103	11	1	302	1260
5:00 PM	0	0	0	0	11	0	30	0	36	137	0	0	0	142	21	0	377	1321
5:15 PM	0	1	0	0	8	0	29	0	46	126	1	0	0	142	23	0	376	1388
5:30 PM	0	0	0	0	8	0	31	0	36	125	0	0	0	113	16	0	329	1384
5:45 PM	0	0	0	0	4	0	35	0	38	105	0	0	0	115	11	0	308	1390

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	44	0	120	0	144	548	0	0	0	568	84	0	1508
Heavy Trucks	0	0	0		0	0	0		0	8	0		0	16	0		24
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 6/16/2022 1:33 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Mainline VDS 3415061 - 99SB JSO Butte House/Mainline VDS 3415064 - 99NB JSO Butte House
May 2022 - AM Peak

Hour	Lane 1 Flow (Veh/Hour)	Lane 2 Flow (Veh/Hour)	Flow (Veh/Hour)	# Lane Points	% Observed
6:00:00 AM	243	235	478	24	100
7:00:00 AM	249	367	616	24	100
8:00:00 AM	263	369	632	24	100
6:00:00 AM	221	227	448	24	100
7:00:00 AM	304	399	703	24	100
8:00:00 AM	265	381	646	24	100
6:00:00 AM	228	239	467	24	100
7:00:00 AM	295	342	637	24	100
8:00:00 AM	282	395	677	24	100
6:00:00 AM	240	235	475	24	100
7:00:00 AM	313	354	667	24	100
8:00:00 AM	306	371	677	24	100
6:00:00 AM	213	224	437	24	100
7:00:00 AM	252	345	597	24	100
8:00:00 AM	250	342	592	24	100
6:00:00 AM	345	326	671	24	100
7:00:00 AM	430	409	839	24	100
8:00:00 AM	401	364	765	24	100
6:00:00 AM	370	318	688	24	100
7:00:00 AM	489	382	871	24	100
8:00:00 AM	380	384	764	24	100
6:00:00 AM	384	329	713	24	100
7:00:00 AM	441	397	838	24	100
8:00:00 AM	412	382	794	24	100
6:00:00 AM	397	350	747	24	100
7:00:00 AM	416	422	838	24	100
8:00:00 AM	437	401	838	24	100
6:00:00 AM	351	320	671	24	100
7:00:00 AM	464	426	890	24	100
8:00:00 AM	430	405	835	24	100

Mainline VDS 3415061 - 99SB JSO Butte House/Mainline VDS 3415064 - 99NB JSO Butte House
June 2022 - AM Peak

Hour	Lane 1 Flow (Veh/Hour)	Lane 2 Flow (Veh/Hour)	Flow (Veh/Hour)	# Lane Points	% Observed
6:00:00 AM	218	219	437	24	0
7:00:00 AM	267	342	609	24	0
8:00:00 AM	242	329	571	24	0
6:00:00 AM	186	227	413	24	100
7:00:00 AM	249	288	537	24	100
8:00:00 AM	254	303	557	24	100
6:00:00 AM	209	235	444	24	100
7:00:00 AM	234	268	502	24	100
8:00:00 AM	213	285	498	24	100
6:00:00 AM	226	243	469	24	100
7:00:00 AM	244	277	521	24	100
8:00:00 AM	219	279	498	24	100
6:00:00 AM	195	218	413	24	100
7:00:00 AM	221	242	463	24	100
8:00:00 AM	191	265	456	24	100
6:00:00 AM	293	283	576	24	0
7:00:00 AM	409	421	830	24	0
8:00:00 AM	342	367	709	24	0
6:00:00 AM	273	309	582	24	100
7:00:00 AM	298	354	652	24	100
8:00:00 AM	335	368	703	24	100
6:00:00 AM	286	289	575	24	100
7:00:00 AM	338	380	718	24	100
8:00:00 AM	324	371	695	24	100
6:00:00 AM	277	293	570	24	100
7:00:00 AM	295	338	633	24	100
8:00:00 AM	330	341	671	24	100
6:00:00 AM	261	282	543	24	100
7:00:00 AM	304	346	650	24	100
8:00:00 AM	293	346	639	24	100

Mainline VDS 3415061 - 99SB JSO Butte House/Mainline VDS 3415064 - 99NB JSO Butte House
May 2022 - PM Peak

Hour	Lane 1 Flow (Veh/Hour)	Lane 2 Flow (Veh/Hour)	Flow (Veh/Hour)	# Lane Points	% Observed
3:00:00 PM	375	492	867	24	100
4:00:00 PM	375	538	913	24	100
5:00:00 PM	433	555	988	24	100
3:00:00 PM	373	489	862	24	100
4:00:00 PM	443	533	976	24	100
5:00:00 PM	408	536	944	24	100
3:00:00 PM	365	490	855	24	100
4:00:00 PM	441	532	973	24	100
5:00:00 PM	417	555	972	24	100
3:00:00 PM	386	521	907	24	100
4:00:00 PM	467	561	1028	24	100
5:00:00 PM	391	562	953	24	100
3:00:00 PM	439	556	995	24	100
4:00:00 PM	435	587	1022	24	100
5:00:00 PM	459	594	1053	24	100
3:00:00 PM	375	492	867	24	100
4:00:00 PM	375	538	913	24	100
5:00:00 PM	433	555	988	24	100
3:00:00 PM	373	489	862	24	100
4:00:00 PM	443	533	976	24	100
5:00:00 PM	408	536	944	24	100
3:00:00 PM	365	490	855	24	100
4:00:00 PM	441	532	973	24	100
5:00:00 PM	417	555	972	24	100
3:00:00 PM	386	521	907	24	100
4:00:00 PM	467	561	1028	24	100
5:00:00 PM	391	562	953	24	100
3:00:00 PM	439	556	995	24	100
4:00:00 PM	435	587	1022	24	100
5:00:00 PM	459	594	1053	24	100

Mainline VDS 3415061 - 99SB JSO Butte House/Mainline VDS 3415064 - 99NB JSO Butte House
June 2022 - PM Peak

Hour	Lane 1 Flow (Veh/Hour)	Lane 2 Flow (Veh/Hour)	Flow (Veh/Hour)	# Lane Points	% Observed
3:00:00 PM	358	516	874	24	100
4:00:00 PM	405	498	903	24	100
5:00:00 PM	390	527	917	24	100
3:00:00 PM	370	497	867	24	100
4:00:00 PM	420	545	965	24	100
5:00:00 PM	398	535	933	24	100
3:00:00 PM	361	497	858	24	100
4:00:00 PM	403	556	959	24	100
5:00:00 PM	404	533	937	24	100
3:00:00 PM	367	505	872	24	100
4:00:00 PM	377	520	897	24	100
5:00:00 PM	387	542	929	24	100
3:00:00 PM	436	510	946	24	100
4:00:00 PM	434	554	988	24	100
5:00:00 PM	400	551	951	24	100
3:00:00 PM	358	516	874	24	100
4:00:00 PM	405	498	903	24	100
5:00:00 PM	390	527	917	24	100
3:00:00 PM	370	497	867	24	100
4:00:00 PM	420	545	965	24	100
5:00:00 PM	398	535	933	24	100
3:00:00 PM	361	497	858	24	100
4:00:00 PM	403	556	959	24	100
5:00:00 PM	404	533	937	24	100
3:00:00 PM	367	505	872	24	100
4:00:00 PM	377	520	897	24	100
5:00:00 PM	387	542	929	24	100
3:00:00 PM	436	510	946	24	100
4:00:00 PM	434	554	988	24	100
5:00:00 PM	400	551	951	24	100

ATTACHMENT D

SYNCHRO OUTPUT REPORTS

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	532	255	7	24	3
Future Vol, veh/h	5	532	255	7	24	3
Conflicting Peds, #/hr	0	0	0	1	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	80	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	3	5	14	8	33
Mvmt Flow	5	585	280	8	26	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	289	0	-	0	880	285
Stage 1	-	-	-	-	285	-
Stage 2	-	-	-	-	595	-
Critical Hdwy	4.1	-	-	-	6.48	6.53
Critical Hdwy Stg 1	-	-	-	-	5.48	-
Critical Hdwy Stg 2	-	-	-	-	5.48	-
Follow-up Hdwy	2.2	-	-	-	3.572	3.597
Pot Cap-1 Maneuver	1284	-	-	-	310	686
Stage 1	-	-	-	-	750	-
Stage 2	-	-	-	-	539	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1283	-	-	-	308	685
Mov Cap-2 Maneuver	-	-	-	-	308	-
Stage 1	-	-	-	-	746	-
Stage 2	-	-	-	-	538	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	17.1
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1283	-	-	-	328
HCM Lane V/C Ratio	0.004	-	-	-	0.09
HCM Control Delay (s)	7.8	-	-	-	17.1
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.3

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	78	496	250	37	45	141
Future Vol, veh/h	78	496	250	37	45	141
Conflicting Peds, #/hr	0	0	0	1	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	210	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	3	4	3	3	3	3
Mvmt Flow	84	533	269	40	48	152

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	310	0	-	0	725	290
Stage 1	-	-	-	-	290	-
Stage 2	-	-	-	-	435	-
Critical Hdwy	4.145	-	-	-	6.645	6.245
Critical Hdwy Stg 1	-	-	-	-	5.445	-
Critical Hdwy Stg 2	-	-	-	-	5.845	-
Follow-up Hdwy	2.2285	-	-	-	3.5285	3.3285
Pot Cap-1 Maneuver	1242	-	-	-	374	746
Stage 1	-	-	-	-	756	-
Stage 2	-	-	-	-	618	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1241	-	-	-	348	745
Mov Cap-2 Maneuver	-	-	-	-	348	-
Stage 1	-	-	-	-	704	-
Stage 2	-	-	-	-	617	-

Approach	EB	WB	SB
HCM Control Delay, s	1.1	0	14.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1241	-	-	-	584
HCM Lane V/C Ratio	0.068	-	-	-	0.342
HCM Control Delay (s)	8.1	-	-	-	14.3
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	1.5

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	9	417	609	37	27	7
Future Vol, veh/h	9	417	609	37	27	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	80	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	10	448	655	40	29	8

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	695	0	-	0	1143	675
Stage 1	-	-	-	-	675	-
Stage 2	-	-	-	-	468	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	910	-	-	-	223	457
Stage 1	-	-	-	-	510	-
Stage 2	-	-	-	-	634	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	910	-	-	-	221	457
Mov Cap-2 Maneuver	-	-	-	-	221	-
Stage 1	-	-	-	-	504	-
Stage 2	-	-	-	-	634	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	22.1
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	910	-	-	-	247
HCM Lane V/C Ratio	0.011	-	-	-	0.148
HCM Control Delay (s)	9	-	-	-	22.1
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.5

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	162	511	531	74	32	130
Future Vol, veh/h	162	511	531	74	32	130
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	210	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	2	2	0	0	1
Mvmt Flow	176	555	577	80	35	141

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	657	0	-	0	1247	617
Stage 1	-	-	-	-	617	-
Stage 2	-	-	-	-	630	-
Critical Hdwy	4.115	-	-	-	6.6	6.215
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2095	-	-	-	3.5	3.3095
Pot Cap-1 Maneuver	934	-	-	-	180	491
Stage 1	-	-	-	-	542	-
Stage 2	-	-	-	-	498	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	934	-	-	-	146	491
Mov Cap-2 Maneuver	-	-	-	-	146	-
Stage 1	-	-	-	-	440	-
Stage 2	-	-	-	-	498	-

Approach	EB	WB	SB
HCM Control Delay, s	2.3	0	27.1
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	934	-	-	-	335
HCM Lane V/C Ratio	0.189	-	-	-	0.526
HCM Control Delay (s)	9.7	-	-	-	27.1
HCM Lane LOS	A	-	-	-	D
HCM 95th %tile Q(veh)	0.7	-	-	-	2.9

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	532	255	9	29	5
Future Vol, veh/h	6	532	255	9	29	5
Conflicting Peds, #/hr	0	0	0	1	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	80	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	3	5	14	8	33
Mvmt Flow	7	585	280	10	32	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	291	0	-	0	885	286
Stage 1	-	-	-	-	286	-
Stage 2	-	-	-	-	599	-
Critical Hdwy	4.1	-	-	-	6.48	6.53
Critical Hdwy Stg 1	-	-	-	-	5.48	-
Critical Hdwy Stg 2	-	-	-	-	5.48	-
Follow-up Hdwy	2.2	-	-	-	3.572	3.597
Pot Cap-1 Maneuver	1282	-	-	-	308	685
Stage 1	-	-	-	-	749	-
Stage 2	-	-	-	-	537	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1281	-	-	-	306	684
Mov Cap-2 Maneuver	-	-	-	-	306	-
Stage 1	-	-	-	-	745	-
Stage 2	-	-	-	-	536	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	17.2
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1281	-	-	-	333
HCM Lane V/C Ratio	0.005	-	-	-	0.112
HCM Control Delay (s)	7.8	-	-	-	17.2
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.4

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	80	496	250	38	48	146
Future Vol, veh/h	80	496	250	38	48	146
Conflicting Peds, #/hr	0	0	0	1	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	210	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	3	4	3	3	3	3
Mvmt Flow	86	533	269	41	52	157

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	311	0	-	0	730	291
Stage 1	-	-	-	-	291	-
Stage 2	-	-	-	-	439	-
Critical Hdwy	4.145	-	-	-	6.645	6.245
Critical Hdwy Stg 1	-	-	-	-	5.445	-
Critical Hdwy Stg 2	-	-	-	-	5.845	-
Follow-up Hdwy	2.2285	-	-	-	3.5285	3.3285
Pot Cap-1 Maneuver	1241	-	-	-	371	745
Stage 1	-	-	-	-	755	-
Stage 2	-	-	-	-	616	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1240	-	-	-	345	744
Mov Cap-2 Maneuver	-	-	-	-	345	-
Stage 1	-	-	-	-	702	-
Stage 2	-	-	-	-	615	-

Approach	EB	WB	SB
HCM Control Delay, s	1.1	0	14.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1240	-	-	-	578
HCM Lane V/C Ratio	0.069	-	-	-	0.361
HCM Control Delay (s)	8.1	-	-	-	14.7
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	1.6

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	11	417	609	42	30	8
Future Vol, veh/h	11	417	609	42	30	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	80	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	12	448	655	45	32	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	700	0	-	0	1150	678
Stage 1	-	-	-	-	678	-
Stage 2	-	-	-	-	472	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	906	-	-	-	221	456
Stage 1	-	-	-	-	508	-
Stage 2	-	-	-	-	632	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	906	-	-	-	218	456
Mov Cap-2 Maneuver	-	-	-	-	218	-
Stage 1	-	-	-	-	501	-
Stage 2	-	-	-	-	632	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	22.6
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	906	-	-	-	245
HCM Lane V/C Ratio	0.013	-	-	-	0.167
HCM Control Delay (s)	9	-	-	-	22.6
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.6

Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	167	511	531	77	34	133
Future Vol, veh/h	167	511	531	77	34	133
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	210	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	2	2	0	0	1
Mvmt Flow	182	555	577	84	37	145

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	661	0	-	0	1261	619
Stage 1	-	-	-	-	619	-
Stage 2	-	-	-	-	642	-
Critical Hdwy	4.115	-	-	-	6.6	6.215
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2095	-	-	-	3.5	3.3095
Pot Cap-1 Maneuver	931	-	-	-	177	490
Stage 1	-	-	-	-	541	-
Stage 2	-	-	-	-	492	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	931	-	-	-	142	490
Mov Cap-2 Maneuver	-	-	-	-	142	-
Stage 1	-	-	-	-	436	-
Stage 2	-	-	-	-	492	-

Approach	EB	WB	SB
HCM Control Delay, s	2.4	0	28.9
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	931	-	-	-	327
HCM Lane V/C Ratio	0.195	-	-	-	0.555
HCM Control Delay (s)	9.8	-	-	-	28.9
HCM Lane LOS	A	-	-	-	D
HCM 95th %tile Q(veh)	0.7	-	-	-	3.2

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	311	619	0	26	2
Future Vol, veh/h	0	311	619	0	26	2
Conflicting Peds, #/hr	0	0	0	1	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	80	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	3	5	14	8	33
Mvmt Flow	0	338	673	0	28	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	674	0	-	0	843	338
Stage 1	-	-	-	-	674	-
Stage 2	-	-	-	-	169	-
Critical Hdwy	4.1	-	-	-	6.96	7.56
Critical Hdwy Stg 1	-	-	-	-	5.96	-
Critical Hdwy Stg 2	-	-	-	-	5.96	-
Follow-up Hdwy	2.2	-	-	-	3.58	3.63
Pot Cap-1 Maneuver	927	-	-	-	291	575
Stage 1	-	-	-	-	452	-
Stage 2	-	-	-	-	826	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	926	-	-	-	290	574
Mov Cap-2 Maneuver	-	-	-	-	290	-
Stage 1	-	-	-	-	452	-
Stage 2	-	-	-	-	825	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	18.3
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	926	-	-	-	301
HCM Lane V/C Ratio	-	-	-	-	0.101
HCM Control Delay (s)	0	-	-	-	18.3
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.3

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	702	505	0	21	11
Future Vol, veh/h	0	702	505	0	21	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	80	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	0	763	549	0	23	12

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	549	0	-	0	931	275
Stage 1	-	-	-	-	549	-
Stage 2	-	-	-	-	382	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1031	-	-	-	269	729
Stage 1	-	-	-	-	548	-
Stage 2	-	-	-	-	665	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1031	-	-	-	269	729
Mov Cap-2 Maneuver	-	-	-	-	269	-
Stage 1	-	-	-	-	548	-
Stage 2	-	-	-	-	665	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	16.6
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1031	-	-	-	344
HCM Lane V/C Ratio	-	-	-	-	0.101
HCM Control Delay (s)	0	-	-	-	16.6
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.3

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	311	619	0	31	4
Future Vol, veh/h	0	311	619	0	31	4
Conflicting Peds, #/hr	0	0	0	1	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	80	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	3	5	14	8	33
Mvmt Flow	0	338	673	0	34	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	674	0	-	0	843	338
Stage 1	-	-	-	-	674	-
Stage 2	-	-	-	-	169	-
Critical Hdwy	4.1	-	-	-	6.96	7.56
Critical Hdwy Stg 1	-	-	-	-	5.96	-
Critical Hdwy Stg 2	-	-	-	-	5.96	-
Follow-up Hdwy	2.2	-	-	-	3.58	3.63
Pot Cap-1 Maneuver	927	-	-	-	291	575
Stage 1	-	-	-	-	452	-
Stage 2	-	-	-	-	826	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	926	-	-	-	290	574
Mov Cap-2 Maneuver	-	-	-	-	290	-
Stage 1	-	-	-	-	452	-
Stage 2	-	-	-	-	825	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	18.4
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	926	-	-	-	307
HCM Lane V/C Ratio	-	-	-	-	0.124
HCM Control Delay (s)	0	-	-	-	18.4
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.4

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	702	505	0	24	12
Future Vol, veh/h	0	702	505	0	24	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	80	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	0	763	549	0	26	13

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	549	0	-	0	931	275
Stage 1	-	-	-	-	549	-
Stage 2	-	-	-	-	382	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1031	-	-	-	269	729
Stage 1	-	-	-	-	548	-
Stage 2	-	-	-	-	665	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1031	-	-	-	269	729
Mov Cap-2 Maneuver	-	-	-	-	269	-
Stage 1	-	-	-	-	548	-
Stage 2	-	-	-	-	665	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	16.9
HCM LOS			C

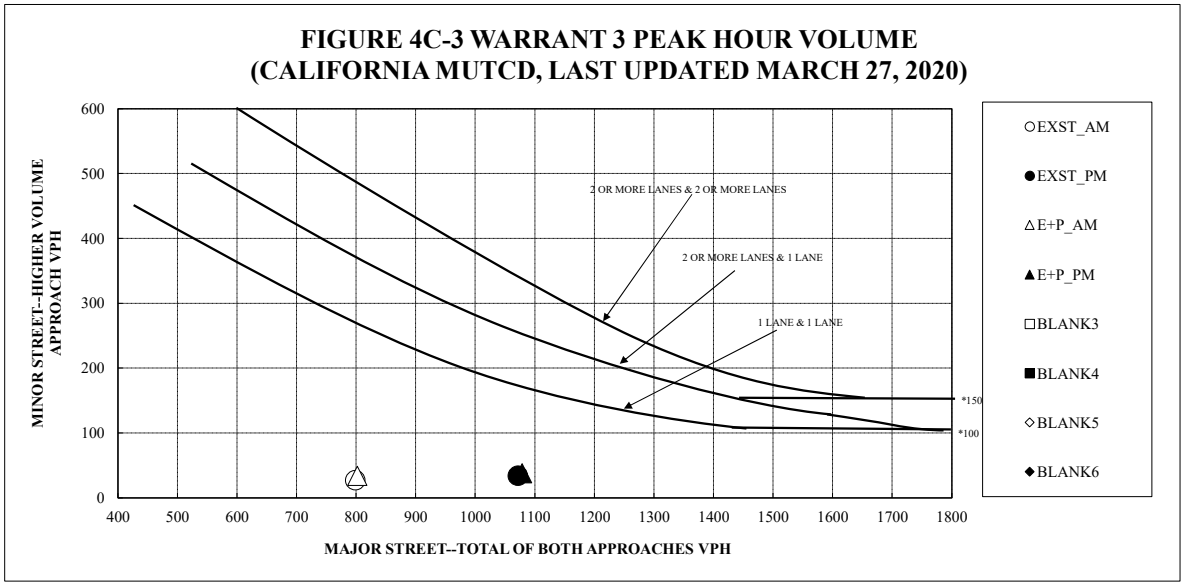
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1031	-	-	-	341
HCM Lane V/C Ratio	-	-	-	-	0.115
HCM Control Delay (s)	0	-	-	-	16.9
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.4

ATTACHMENT E

SIGNAL WARRANT WORKSHEETS

CA SIGNAL WARRANT 3 ANALYSIS

SCENARIOS: "AM/PM PEAK HOUR" CONDITIONS



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

SCENARIO	APPROACH(ES)		WARRANT MET?
	MAJOR	MINOR	
EXST_AM	799	27	
EXST_PM	1072	34	
E+P_AM	802	34	
E+P_PM	1079	38	
BLANK3	0	0	
BLANK4	0	0	
BLANK5	0	0	
BLANK6	0	0	

Note: Major approach is the total of both approaches. Minor approach is the highest of both approaches.

Date: **July 21, 2022** Intersection No.: **1**

Intersection: **Butte House Road & Elmer Avenue**

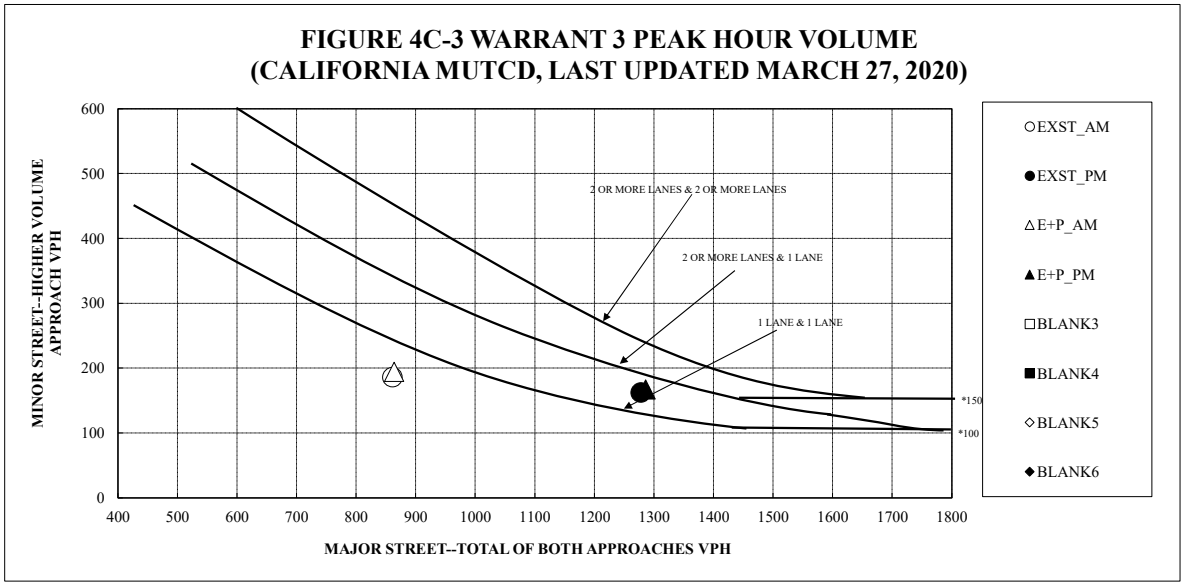
Number of lanes on MAJOR street: **1**

Number of lanes on MINOR street: **1**

WOOD RODGERS
DEVELOPING INNOVATIVE DESIGN SOLUTIONS

CA SIGNAL WARRANT 3 ANALYSIS

SCENARIOS: "AM/PM PEAK HOUR" CONDITIONS



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

SCENARIO	APPROACH(ES)		WARRANT MET?
	MAJOR	MINOR	
EXST_AM	861	186	
EXST_PM	1278	162	
E+P_AM	864	194	
E+P_PM	1286	167	
BLANK3	0	0	
BLANK4	0	0	
BLANK5	0	0	
BLANK6	0	0	

Note: Major approach is the total of both approaches. Minor approach is the highest of both approaches.

Date: **July 21, 2022** Intersection No.: **2**

Intersection: **Butte House Road & Blevin Road**

Number of lanes on MAJOR street: **1**

Number of lanes on MINOR street: **1**

WOOD RODGERS
DEVELOPING INNOVATIVE DESIGN SOLUTIONS

Appendix B

MITIGATION MEASURES AND MONITORING PLAN

Thiara Estates Subdivision:

Initial Study and Mitigated Negative Declaration for
Tentative Subdivision Map (TSM) 22-08 and Rezone (RZ) 22-07

City of Yuba City

MITIGATION MEASURES AND MONITORING PLAN

Thiara Estates Subdivision:

Initial Study and Mitigated Negative Declaration EA 22-13

For Tentative Subdivision Map 22-08

Impact	Mitigation Measure	Responsible Party	Monitoring Party	Timing
3.7 Geology and Soils	**Paleontological Mitigation Measure 1:** This Mitigation Measure shall be placed as a note on the Demolition and Grading Plans. If paleontological resources are found, the construction manager shall halt all activity and immediately contact the Development Services Department at 530-822-4700. Mitigation shall be conducted as follows: 1. Identify and evaluate paleontological resources by intense field survey where impacts are considered high; 2. Assess effects on identified sites; 3. Consult with the institutional/academic paleontologists conducting research investigations within the geological formations that are slated to be impacted; 4. Obtain comments from the researchers; 5. Comply with researchers' recommendations to address any significant adverse effects were determined by the City to be feasible. In considering any suggested mitigation proposed by the consulting paleontologist, the City's Community Development Department Staff shall determine whether avoidance is necessary and feasible in light of factors such as the nature of the find, project design, costs, Specific or General Plan policies and land use assumptions, and other considerations. If avoidance is unnecessary or infeasible, other appropriate measures (e.g., data recovery) shall be instituted. Work	Developer	Developer, Public Works Dept., Development Services Dept.	During grading phase

	may proceed on other parts of the project site while mitigation for paleontological resources is carried out.			
3.8. Greenhouse Gases	**Greenhouse Gas Mitigation 1:** The site grading and construction of the self-storage facility shall comply with the GHG Reduction Measures provided in the adopted Yuba City Resource Efficiency Plan.	Developer	Development Services Dept.	Prior to issuance of building permits.
3.18. Tribal Cultural Resources	**TCR 1** If potential tribal cultural resources (TCRs) are discovered during ground disturbing construction activities, all work shall cease within 100 feet of the find (or an appropriate distance based on the apparent distribution of the TCR). A qualified cultural resources specialist meeting the *Secretary of Interior's Professional Qualifications Standards for Archaeology*, as well as Native American Representatives from traditionally and culturally affiliated Native American Tribes that have engaged in consultation for the project will be invited to assess the significance of the find and make recommendations for further evaluation and treatment as necessary. Culturally appropriate treatment may include, but is not limited to, processing materials for reburial, minimizing handling of cultural objects, leaving objects in place within the landscape, or returning objects to a location within the project area where they will not be subject to future impacts. The United Auburn Indian Community of the Auburn Rancheria (Tribe) does not consider curation of TCR's to be appropriate or respectful and request that materials not be permanently curated, unless requested by the Tribe. The types of treatment preferred by UAIC that protects, preserves, or restores the integrity of a TCR may include Tribal Monitoring, or recovery of cultural objects, and reburial of cultural objects or cultural soil that is done in a culturally appropriate manner. Recommendations of the treatment of a TCR will be documented in the project record. For any recommendations made by traditionally	Developer	Developer, Public Works Dept., Development Services Dept.	During construction phase

	and culturally affiliated Native American Tribes that are not implemented, a justification for why the recommendation was not followed will be provided in the project record. If articulated or disarticulated human remains are discovered during ground disturbing construction activities or ground disturbing activities, all work shall cease within 100 feet of the find, and the provisions provided in the Health and Safety Code Section 7054 shall apply. If the remains are determined by the County Coroner to be human and that of a Native American, then Public Resources Code 5097.98, 5097.99. 5097.991, and compliance with the provisions of CEQA Guidelines Section 15064.5(e)(1) and (2) shall be implemented.			

CITY OF YUBA CITY
PLANNING COMMISSION
STAFF REPORT

Date: March 22, 2023

To: Chair and Members of the Planning Commission

From: Development Services Department

Presentation By: Doug Libby, Deputy Development Services Director

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Subject: **General Plan Amendment (GPA) 22-03 and Rezone (RZ) 22-04 to implement the 2021-2029 Housing Element**.

Recommendation: A. Conduct a Public Hearing, and;

B. Adopt a Resolution recommending the City Council of the City of Yuba City approve Environmental Assessment 22-07 by adopting a Mitigated Negative Declaration, subject to the Mitigation Measures, and adopt an Ordinance approving General Plan Amendment 22-03 and Rezone 22-04, on 75.89 acres, which includes an X29 Combining District on 14.95 acres, located throughout the City (Assessor's Parcel Number 59-020-017, 59-020-015, 61-120-004, 59-530-034, 59-020-018, 59-020-016, 51-393-003, 51-393-002, 57-150-078, 57-150-004, 57-150-050, 58-120-001, 57-220-065, 53-470-088, 53-470-079, 53-470-083, 53-470-087, 53-470-076, 53-470-085, 53-470-078, 53-470-077, 53-470-081, 53-470-086, 53-470-095, 53-470-082, 53-470-092, 53-470-080, 53-470-090, 53-470-096, 53-470-089, 53-470-093, 53-470-084, 53-470-094, 53-470-098, and 53-470-097).

Applicant: City of Yuba City

Owner(s): Various

Project Location: Citywide - Attachment 2 provides the location and details for all properties involved.

Specific Plan: None of the properties are located within a specific plan.

General Plan: ***Existing:*** The properties are located in various general plan designations:

- *Low Density Residential (LDR):* Three of the parcels (1.35 acres). Approximately 1.8% of the area is designated LDR, which provides for a residential density range of 2 to 8 residences per acre.
- *Low-Medium Density Residential (MDR):* 29 of the 35 parcels (72.32 acres). Approximately 95% of the area being considered is currently

designated MDR, which provides for a residential density range of 6 to 14 residences per acre.

- *Office and Office Park (O):* Two parcels (1.22 acres). Approximately 1.6% of the area is designated O. This designation does not provide for residential uses except when in conjunction with an office development.

- *Public & Semipublic (P):* One parcel (1 acre). Approximately 1.3% of the area is designated P. This designation does not provide for residential development.

Proposed:

- *Medium-High Density Residential (HDR):* All 35 properties (75.89 acres) are proposed to be re-designated HDR. This designation provides for a residential density of 12 to 36 residences per acre.

Zoning:

Existing zoning: The properties are located in various zone districts:

- *One-Family Residence (R-1) Zone District:* Three parcels (1.35 acres). Approximately 2% of the project area is zoned R-1.
- *Two-Family Residential (R-2) Zone District:* Six parcels (18 acres). Approximately 23.7% of the project area is zoned R-2.
- *Multiple-Family Residence (R-3) Zone District:* Twenty-three parcels (54.32 acres). Almost 72% of the project area is zoned R-3. These properties do not need rezoning, even though the corresponding general plan designation is being modified.
- *Office Commercial (C-O) Zone District:* Three parcels (2.22 acres). Approximately 3% of the project area is zoned C-O.

Proposed zoning:

- *Multiple-Family (R-3):* Twelve (12) parcels (21.57 acres) currently zoned R-1, R-2, and C-O are proposed to be rezoned to an R-3 Zone District. The other 23 parcels are already zoned R-3; and
- *X29 Combining District:* Three of the 35 properties (14.95 acres) are also proposed to have an X29 Combining Zone District added to the R-3 zoning. The X29 would require any residential development to be built to a minimum of 20 units per acre, as compared to the standard R-3 zoned properties that could be developed at a minimum of 12 units per acre.

Purpose:

Consideration of a Resolution to recommend approval to the City Council of General Plan Amendment 22-03 and Rezone 22-04 with Combining Zone District X29 to implement the 2021-2029 Housing Element.

Background:

The 2021-2029 Housing Element was adopted by City Council on March 1, 2022, and certified by the CA Housing and Community Development Department (HCD) on May 5, 2022.

This proposed GPA and RZ is an implementation of the General Plan Housing Element. It is a City-initiated effort to meet the City's Regional Housing Needs Allocation (RHNA) fair share assessment for lower income residents as identified by the recently adopted 2021-2029 Housing Element. Housing Element Policy H-C-7 provides that the City will provide a sufficient amount of zoned land to accommodate the RHNA number (1,544 dwelling units). The City's Housing Element vacant land inventory identified capacity to accommodate 1,336 dwelling units, leaving a shortfall of 208 units for the lower income RHNA. The proposed GPA and RZ will alleviate this shortfall by increasing potential residential development density consistent with Program H-C-7 of the 2021-2029 Housing Element. **This GPA and RZ does not include any actual development, as the private sector is responsible for developing the proposed sites.**

The candidate sites that were selected to be redesignated to accommodate future potentially higher density residential development were selected based on consideration of several factors including land use compatibility, access to available utility and public road infrastructure, **property owner interest**, and site constraints. The acreage consists of parcels ranging between 0.5-10 acres in area, which is expressly encouraged by the State and reflected in Housing Element Program H-C-7.

Project Description:

GPA 22-03 and RZ 22-04, involves 35 parcels that implements the requirements of Program H-C-7 of the 2021-2029 Housing Element. This GPA and RZ is intended to make available adequate land capable of accommodating the 1,544 needed lower income housing units in compliance with RHNA and State Housing law.

This proposed project, covering 75.89 acres, increases the minimum residential development densities to 12 units per acre. The rezoning will also include an X29 Combining Zone District for three of the 35 parcels, totaling 14.95 acres, that will require new residential densities to be a minimum of 20 units per acre. More specifically:

- **General Plan Amendment 22-03:** The proposal will amend the General Plan Land Use Element by re-designating 35 parcels from; Medium/Low Density Residential (29 parcels), Low Density Residential (3 parcels), Office and Office Park (2 parcels), and Public Facility (1 parcel) all to a Medium/High Density Residential (HDR) General Plan Designation.

- **Rezone 22-04:** The proposal will rezone twelve of those same properties to be consistent with the GPA discussed above. This includes three parcels currently in a One-Family Residential (R-1) Zone District, six parcels in a Two-Family Residence (R-2) Zone District, and three parcels in a Commercial Office (C-O) Zone District. All are proposed to be rezoned to a Multiple-Family (R-3) Zone District in order to be consistent with the HDR General Plan designation described above. Twenty-three of the properties were previously zoned R-3, and a rezoning is not required.

- **X29 Combining District:** In addition, three of the 35 properties, totaling 14.95 acres will have an X29 Combining District added to the R-3 zoning. The X29 Combining District will require new residential development to occur at a minimum of 20 units per acre as compared to the standard R-3 zoned properties that could be developed at a minimum of 12 units per acre. Applying the X29 Combining District to 14.95 acres exceeds the Program H-C-7 requirement to rezone 10.4-acres with an increased residential density.

Analysis:

The project will provide an additional 75.89 acres within the City for multiple-family residential housing, primarily on underutilized or vacant infill sites. The sites are appropriately located along or near major transportation corridors within the City. The sites will provide more opportunities for future development to build at higher densities. Support for multifamily housing will enhance the community by providing a balance of housing types within the City.

General Property Characteristics:

Per the Environmental Study prepared for the project, the proposed sites have been previously disturbed and do not contain any environmental constraints such as riparian habitat, water features, sensitive natural communities, or hazardous materials. The sites have adequate access to major roadways as well as the utility infrastructure necessary to support multiple-family development. The areas surrounding the 35 sites contain urban levels of development with low density residential, commercial, office, and light industrial uses that are generally compatible with multiple-family residential uses. The overall characteristics for each area where the General Plan amendments are proposed are described in further detail below. The properties are generally located within four areas of the City:

1. *Butte House Road Corridor* – There are several parcels consisting of approximately 14.6 acres along the north side of Butte House Road between Tharp Road and Romero Street. This area is primarily a residential area that is transitioning between homes on larger lots that were built prior to the area incorporating into the City, to larger properties developing into more urban and suburban type development. Butte House Road is designated in the General Plan Circulation Element as a four-lane major arterial designed to accommodate high traffic volumes from urban development.

2. *Walton Avenue Corridor* – Five infill type properties consisting of approximately 9.73 acres fronting along Walton Avenue, north and south of Franklin Road. This is primarily a single-family residential area with some smaller locally serving commercial uses. This proposal will allow for development of a wider mix of different residential densities and uses. Walton Avenue is designated as a four-lane major arterial having capacity to accommodate traffic from urban development. One of the properties (7.38 acres) is proposed to be rezoned to the X29 Combining District is located within this area.

3. *Regional Housing Authority (RHA)* – Twenty-two of the properties consisting of approximately 50.34 acres are located within the area owned and managed by the Regional Housing Authority. The developed portion of the RHA properties primarily consist of multiple-family development. As such, any new multiple-family development would be

compatible with the existing uses. Two of the properties (7.57 acres) proposed to be rezoned to the X29 Combining District are located within this area.

4. *Market Street Area* – There are two adjoining properties, consisting of approximately 1.22 acres on Market Street just north of downtown. The site is vacant and is located at the northwest corner of Perkins Way and Market Street. The site exhibits flat topography that was previously disturbed. Historical aerials indicate the site was previously used as a vehicle and material storage yard.

Attachment 2 provides the location and details for all properties involved.

Compatibility with Surrounding Uses:

While no development accompanies this project, the subject sites were reviewed to ensure future multiple-family development at the prescribed density would be compatible with neighboring uses and the existing physical build-out surrounding each site. The sites are located within the developed portion of the City, which consists of a suburban level of development supported by a large grid roadway network. Existing development within these areas of the City include a mix of single-family residential, commercial, and to a lesser extent, offices, multiple-family, and vacant lands. Overall, the larger suburban context featuring a robust roadway network, utility infrastructure, emergency services, local parks, and a large commercial development presence supports the concept of additional multiple-family residences.

The sites would have direct access to public roads and would not require a connection to an existing single-family neighborhood that would impact traffic on a roadway currently experiencing low traffic volumes. The sites are sized to accommodate multiple-family development including necessary site improvements such as private driveways, pedestrian connectivity, onsite parking spaces, landscaping, and recreational amenities such as clubhouses, pools, private patios, balconies, and/or play equipment. Orientation of multiple-family buildings can also be designed to minimize intrusion to adjacent uses, as well as height reduction, locating buildings closer to public street frontages, landscape buffering, location of solid waste enclosures, balcony placement, and lighting considerations. Additional City review and permitting will be required for any subsequent development proposals for the project sites to review for compliance with R-3 Zone District development standards and to ensure design compatibility with the existing neighboring uses.

General Plan Compliance:

The proposed GPA and RZ is consistent with the guiding goals and policies contained within the City of Yuba City General Plan. The project supports and forwards the following highlighted goals contained within the General Plan:

- ***3.4-I-5:*** *Provide a variety of housing in all neighborhoods and reserve sites, where appropriate, for housing types that ensures that Yuba City remains an inclusive, affordable community.*

- ***2.5-G-7:*** *Enhance aspects of the community that help economic development and draw residents to Yuba City, including small-town ambience, educational, cultural, environmental, and recreational resources, and affordable housing.*

- ***3.4-I-7:*** *Promote infill development that maintains the scale and character of established neighborhoods.*

- ***3.5-G-6****: Encourage and provide incentives for infill development, including affordable housing for low and very low-income residents, within existing residential areas at a density not less than surrounding development, subject to appropriate standards to ensure compatibility with adjacent uses.*

The project will allow for future development of multiple-family housing within the urbanized area of the City on underutilized or vacant infill sites. The sites range in size from 1-acre to 8.21 acres, which are sized to support a small multiple-family complex to a medium or large-scale multiple-family development. The parcel sizes would accommodate the various aspects of a multiple-family development including the minimum number of dwellings required of the HDR designation and R-3 zoning (12-36 units/acre), vehicular and emergency vehicle access, off-street parking, landscaping, water quality treatment, onsite amenities, and utilities. The sites are appropriately located along major transportation corridors within the City that provide an appropriate transition area from low density residential development, office, or vacant land uses to higher intensity uses such as multiple-family residences.

Support for affordable housing will increase the City's economic vitality in attracting new residents and enhancing the community with a balance of housing types within the City.

Zoning Compliance:

Although the project does not propose any physical development. The candidate sites have been selected based on a number of factors, including suitability to support high density residential development, and ability to meet objective standards of the R-3 zone and Title 8 of the City Code. All new development that may follow this action will be reviewed for compliance with all City development and design standards.

Traffic:

The project was evaluated for resulting traffic related impacts associated with the proposed GPA and RZ and impacts were determined to be less than significant. Although no physical development is proposed as part of this project, the future development of the subject sites would result in construction activities and the occupation of new residences that would result in vehicle trips being generated, potentially beyond those which could be anticipated under the existing general plan and zoning. The City's circulation system has been designed and sized for the ultimate build-out of the City's land uses per the General Plan, and potential circulation impacts from build-out have been analyzed and disclosed in the General Plan Environmental Impact Report.

Significant impacts to capacity or level of service from future multiple-family residential development that may occur from the project are not anticipated given that the project sites front or are adjacent to major arterial streets (Butte House Road, Walton Avenue, and Garden Highway). These arterial streets are anticipated to be major traffic carriers and are within all level of service standards provided in the General Plan. The project sites all have nearby access to public transportation routes. Additionally, any project in excess of 25 units is required to have a Development Plan review by the Planning Commission and possibly the City Council to address project specific requirements, including traffic.

Future development that could occur on these sites would trigger improvements such as new driveways, internal circulation, solid waste servicing, frontage improvements, and/or other offsite public improvements. Additionally, a proposed development would be required to improve public street frontages and other facilities such as pedestrian infrastructure, public transportation improvements, and roadway improvements as needed. This review would ensure the site is adequate to serve the project and the anticipated traffic volumes produced from the development could be properly accommodated. Future residential development projects will also be conditioned to contribute their fair share to the cost of circulation improvements via the existing citywide traffic impact fees that would be assessed.

Availability of City Services:

City design standards require new development to be connected to City services and project sites are near or within previously developed areas of the City; therefore water, wastewater, and stormwater drainage infrastructure is available to serve multiple-family development at each of the sites. Additional studies to determine capacity for existing infrastructure may be required based on a project specific development application. The GPA and RZ proposal do not conflict with any adopted plan or policy with regard to City utility infrastructure development or maintenance.

Environmental Determination

An environmental assessment was prepared for this project in accordance with the requirements of the California Environmental Quality Act (CEQA) Guidelines. This process included the distribution of requests for comment from other responsible or affected agencies and interested organizations.

Based upon the attached environmental assessment and the list of identified mitigation measures, staff has determined that there is no evidence in the record that the project may have a significant effect on the environment and recommends adoption of a mitigated negative declaration for this project. The findings of the mitigated negative declaration are that, with the proposed mitigations for Air Quality, the project will not create any significant impacts to nearby neighborhoods. As a result, the filing of a mitigated negative declaration is appropriate in accordance with the provisions of CEQA.

Recommended Action:

A. Conduct a Public Hearing, and;

B. Adopt a Resolution recommending the City Council of the City of Yuba City approve Environmental Assessment 22-07 by adopting a Mitigated Negative Declaration, subject to the Mitigation Measures, and adopt an Ordinance approving General Plan Amendment 22-03 and Rezone 22-04, on 75.89 acres, which includes an X29 Combining District on 14.95 acres, located throughout the City (Assessor's Parcel Number 59-020-017, 59-020-015, 61-120-004, 59-530-034, 59-020-018, 59-020-016, 51-393-003, 51-393-002, 57-150-078, 57-150-004, 57-150-050, 58-120-001, 57-220-065, 53-470-088, 53-470-079, 53-470-083, 53-470-087, 53-470-076, 53-470-085, 53-470-078, 53-470-077, 53-470-081, 53-470-086, 53-470-095, 53-470-082, 53-470-092, 53-470-080, 53-470-090, 53-470-096, 53-470-089, 53-470-093, 53-470-084, 53-470-094, 53-470-098, and 53-470-097).

Attachments:

1. Planning Commission Resolution
   - Exhibit A: General Plan Amendment 22-03
   - Exhibit B: Rezone 22-04
   - Exhibit C: X29 Combining District
2. Location Map and Information Table
3. Property Owner Support Letters
4. Environmental Assessment 22-07 and the Mitigation Monitoring Program

ATTACHMENT 1

PLANNING COMMISSION RESOLUTION NO. PC 23-09

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF YUBA CITY RECOMMENDING THE CITY COUNCIL OF THE CITY OF YUBA CITY APPROVE ENVIRONMENTAL ASSESSMENT 22-07 BY ADOPTING A MITIGATED NEGATIVE DECLARATION, SUBJECT TO THE MITIGATION MEASURES, AND ADOPT AN ORDINANCE APPROVING GENERAL PLAN AMENDMENT 22-03 AND REZONE 22-04, ON 75.89 ACRES, WHICH INCLUDES AN X29 COMBINING DISTRICT ON 14.95 ACRES, LOCATED THROUGHOUT THE CITY (ASSESSOR'S PARCEL NUMBER 59-020-017, 59-020-015, 61-120-004, 59-530-034, 59-020-018, 59-020-016, 51-393-003, 51-393-002, 57-150-078, 57-150-004, 57-150-050, 58-120-001, 57-220-065, 53-470-088, 53-470-079, 53-470-083, 53-470-087, 53-470-076, 53-470-085, 53-470-078, 53-470-077, 53-470-081, 53-470-086, 53-470-095, 53-470-082, 53-470-092, 53-470-080, 53-470-090, 53-470-096, 53-470-089, 53-470-093, 53-470-084, 53-470-094, 53-470-098, and 53-470-097).

WHEREAS, the City of Yuba City Council adopted the 2021-2029 City of Yuba City General Plan Housing Element and Addendum to the General Plan Environmental Impact Report (EIR), SCH No. 2001072105, which identified a lower income Regional Housing Needs Allocation (RHNA) shortfall of 208 units and requires the City to rezone a minimum of 10.3 acres to Multiple-Family Residence (R-3) to alleviate that shortfall; and

WHEREAS, The City of Yuba City is required to implement Program H-C-7 of the 2021-2029 City of Yuba City General Plan Housing Element by a date certain; and

WHEREAS, The City of Yuba City has identified 35 sites totaling 75.89 acres that meet the criteria identified under Program H-C-7 to alleviate the City's lower income RHNA shortfall; and

WHEREAS, the City initiated an effort to meet the Regional Housing Needs Allocation (RHNA) fair share assessment for lower income residents as identified in the 2021-2029 Housing Element and consistent with Program H-C-7 adopted on March 1, 2022; and

WHEREAS, as a result the following entitlements are being considered for approval:

- Environmental Assessment (EA) 22-07
- General Plan Amendment (GPA) 22-03
- Rezone (RZ) 22-04 with an X29 Combining District

(collectively "Project"); and

WHEREAS, pursuant to the authority and criteria contained in the California Environmental Quality Act of 1970 ("CEQA"), the City, as the Lead Agency, has analyzed the proposed Project and has prepared a Mitigated Negative Declaration (SCH No. 2023020503) and Mitigation Monitoring and Reporting Program (MMRP) for the Project; and

WHEREAS, on March 22, 2023, the Planning Commission concurrently conducted a duly noticed public hearing on Environmental Assessment 22-08, General Plan Amendment 22-03, and Rezone 22-04, at which time it received input from City Staff, public comment portion was

opened, and public testimony and evidence, both written and oral, was considered by the Planning Commission, after which public testimony was closed; and

WHEREAS, the Planning Commission has reviewed the Environmental Assessment and all associated documents prepared for the project, the staff report pertaining to the General Plan Amendment, Rezone, and Environmental Assessment, and all of the evidence received by the Planning Commission; and

WHEREAS, after deliberation and consideration of all relevant items, the Planning Commission now desires to recommend the City Council adopt a Resolution adopting Environmental Assessment 22-07, approving General Plan Amendment 22-03, and adopting an ordinance approving Rezone 22-04.

NOW, THEREFORE, BE IT RESOLVED the Planning Commission of the City of Yuba City as follows:

1. Recitals. The Planning Commission finds that the recitals are true and correct, and incorporates the same herein as set forth in full.

2. CEQA Findings. The Planning Commission finds and determines, and recommends that the City Council find and determine, that there is no substantial evidence in the record that General Plan Amendment 22-03 or Rezone 22-04, may have a significant effect on the environment as identified by the MND prepared in Environmental Assessment 22-07. Additionally, the Planning Commission recommends that the City Council find and determine as follows:

a. The Environmental Assessment / Initial Study was prepared for this project in accordance with the requirements of the California Environmental Quality Act (CEQA) Guidelines, and reflects the City Council's independent judgment and analysis. This process included the distribution of requests for comment from other responsible or affected agencies and interested organizations. Preparation of Environmental Assessment 22-07 necessitated a thorough review of the proposed project and relevant environmental issues and considered previously prepared environmental and technical studies. While the proposed project could have a potentially significant effect on the environment, based on its independent judgment and analysis, the Commission recommends the City Council find that feasible mitigation measures or alternatives have been incorporated into the project in order to avoid the effects or mitigate the effects to a point where no significant effect on the environment will occur, and there is no substantial evidence in the record that this project may have any direct, indirect or cumulative effects on the environment that are potentially significant and adverse. The proposed project will not result in any adverse effects which fall within the "Mandatory Findings of Significance" contained in Section 15065 of the State CEQA Guidelines. The project-specific mitigation measures included in the project to avoid potentially significant effects are set forth in the Initial Study/Mitigated Negative Declaration and accompanying Mitigation Monitoring and Reporting Program. With the project specific mitigations imposed, there is no substantial evidence in the record that this project may have significant direct, indirect or cumulative effects on the environment. As such, the Planning Commission recommends the City Council also find and determine that in light of the entire administrative record and the substantial evidence before it, the project has been adequately environmentally assessed as required by CEQA per Environmental Assessment 22-07.

3. Adoption of MND and Mitigation Monitoring and Reporting Program. Based on the foregoing, the Planning Commission recommends to the City Council adoption of a Mitigated

Negative Declaration for the project, including the associated Mitigation Monitoring and Reporting Program, as the project will not result in any significant, adverse, environmental impacts with the mitigation imposed. The Yuba City Development Services Department located at 1201 Civic Center Blvd., Yuba City, CA 95993, is designated as the custodian of the documents and other materials that constitute the record of proceedings upon which the decision is based. The Planning Commission authorizes the Director, or designee, to execute and file with the Sutter County Clerk, as appropriate, a Notice of Determination for approval of the project.

4. General Plan Findings. The Planning Commission finds, and recommends that the City Council find that the public necessity, general welfare, good planning practices, public interest, and convenience warrant approval of General Plan Amendment 22-03, including the following:

a. The project is consistent with the objectives of Program H-C-7 of the 2021-2029 Housing Element which requires the City to amend the zoning to R-3 on at least 10.3 acres within the City to alleviate the existing 208-unit shortfall for lower income RHNA. The project will forward the goals of the Housing Element to provide for additional affordable housing opportunities within the City. The project sites are appropriately sited to support high-density residential development permitted under the Medium-High Density Residential designation as the sites are infill parcels where supporting infrastructure is already in place such as a robust roadway network operating at acceptable levels of service, utility infrastructure, emergency services such as municipal police and fire protection facilities, local parks, and nearby commercial businesses to support resident needs. The sites are also compatible in terms of land use and provide natural transitions between major arterial roadway segments and low-density residential development and will have independent access that does not conflict with low volume residential streets surrounding the sites.

The project supports and forwards the following highlighted goals contained within the General Plan:

3.4-I-5: *Provide a variety of housing in all neighborhoods and reserve sites, where appropriate, for housing types that ensures that Yuba City remains an inclusive, affordable community.*

2.5-G-7: *Enhance aspects of the community that help economic development and draw residents to Yuba City, including small-town ambience, educational, cultural, environmental and recreational resources, and affordable housing.*

3.4-I-7: *Promote infill development that maintains the scale and character of established neighborhoods.*

3.5-G-6*: Encourage and provide incentives for infill development, including affordable housing for low and very low-income residents, within existing residential areas at a density not less than surrounding development, subject to appropriate standards to ensure compatibility with adjacent uses.*

The project will allow for future development of multi-family housing within the urbanized area of the City on underutilized or vacant infill sites. The sites are appropriately located along major transportation corridors within the City that provide an appropriate transition area from low density residential development to higher intensity uses such as multi-family. The sites will be utilized for future development of multi-family units intended for lower income residents to maintain affordable housing within the City. Support for affordable housing will increase the

City's economic vitality in attracting new residents and enhancing the community with a balance of housing types within the City. The project sites are not located within a specific plan area.

The sites have all City services available to them, which have capacity to serve the density range of 12-36 units per acre allowed under the Medium-High Density Residential designation. The existing public roadway network adjacent to the sites and within the larger surrounding areas is adequate to support the anticipated vehicle and pedestrian traffic associated with the planned residential use with feasible improvements imposed upon a future development plan. The sites are sized to accommodate the anticipated density and will allow for adequate onsite circulation to occur with a proposed development plan. The environmental document prepared for the project did not find any inadequacies of the property that would provide concerns for the development of the property.

The project sites are located along major transportation corridors which are appropriate for siting multi-family residential development envisioned with the proposed GPA and Rezone. The existing roadways will support the anticipated vehicle and pedestrian traffic. The sites are sized to accommodate multi-family residential development and their associated improvements such as parking, drive aisles, landscaping, pedestrian corridors and amenities, and waste enclosures. As previously discussed, all City services will be brought to the property that are adequate to serve the proposed residential use of the property. There are no known environmental hazards associated with the project site that would render the site unsuitable for residential development.

Based on the Environmental Assessment (EA 22-07) and Mitigation Monitoring Program prepared for the project, any potential environmental impacts will be mitigated to a less than significant level.

The project does not result in any physical development of any of the sites, however the project will allow future residential development to occur at a higher density than previously permitted under the previous General Plan land use designation. Development of the sites will require connection to public utility infrastructure such as water, sewer, stormwater, electric, gas, and telecommunications. Future development of the sites will be evaluated for potential impacts to ensure proposed development is not detrimental to public health and safety.

5. Recommendation of Approval of GPA 22-03. The Planning Commission recommends the City Council adopt General Plan Amendment No. 22-03, per the attached Exhibit "A" made a part hereof by this reference, be designated to the General Plan land use designations, as depicted in Exhibit "A".

6. Rezone Findings. The Planning Commission finds, and recommends that the City Council find and determine, that Rezone 22-04 is consistent with the General Plan as amended by General Plan Amendment 22-03. The Planning Commission further recommends that the City Council find that Rezone 22-04 i) is consistent with the General Plan goals and policies as amended and as further described above; ii) is consistent with the purpose of the zoning ordinance to promote and protect the public's health, safety, peace, comfort, convenience and general welfare; iii) the project would provide open space, light, air, privacy, convenience, access, aesthetic values, protection of environmental values, and protection of public and private improvements; and iv) the project will allow for the creation of quality balanced neighborhoods that provide housing options for the City.

7. Recommendation of Approval of RZ 22-04. Based on the information provided above, the Planning Commission recommends to the City Council of Yuba City that it adopt an ordinance approving RZ 22-04 and reclassify the zone districts for those districts as depicted in Exhibit "B" and "C" shown on the zoning map of the City of Yuba City.

8. Effective Date of Resolution. This Resolution shall become effective immediately.

The foregoing resolution was introduced at the regular meeting of the Planning Commission held on March 22, 2023, by Commissioner _____ who moved its adoption, which motion was seconded by Commissioner _____ and carried by the following vote:

Ayes:

Noes:

Absent:

Recused:

By order of the Planning Commission of the City of Yuba City.

_____
Jackie Sillman, Planning Commission Chair

ATTEST:

_____
Benjamin Moody, Secretary to the Planning Commission

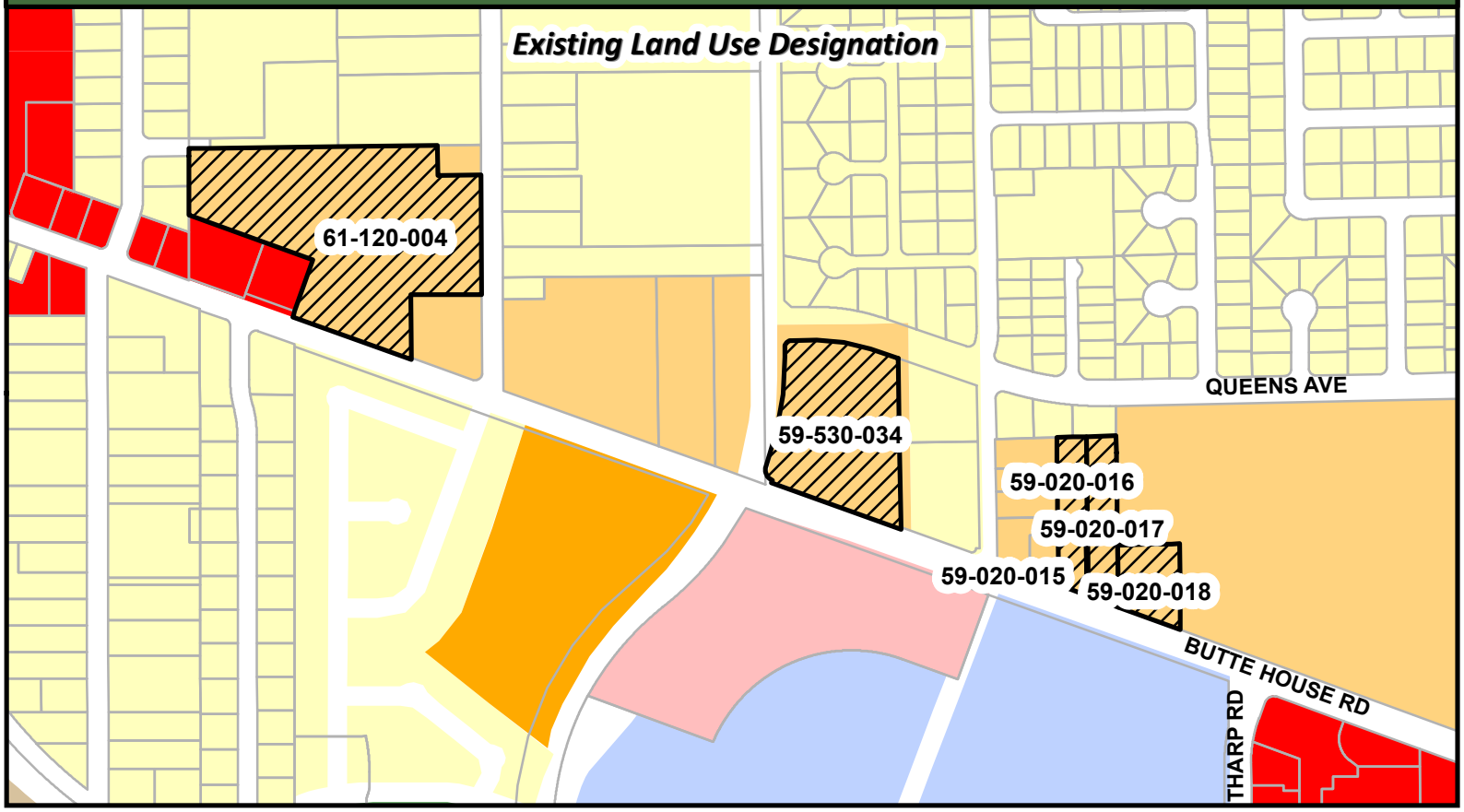
Attachments:

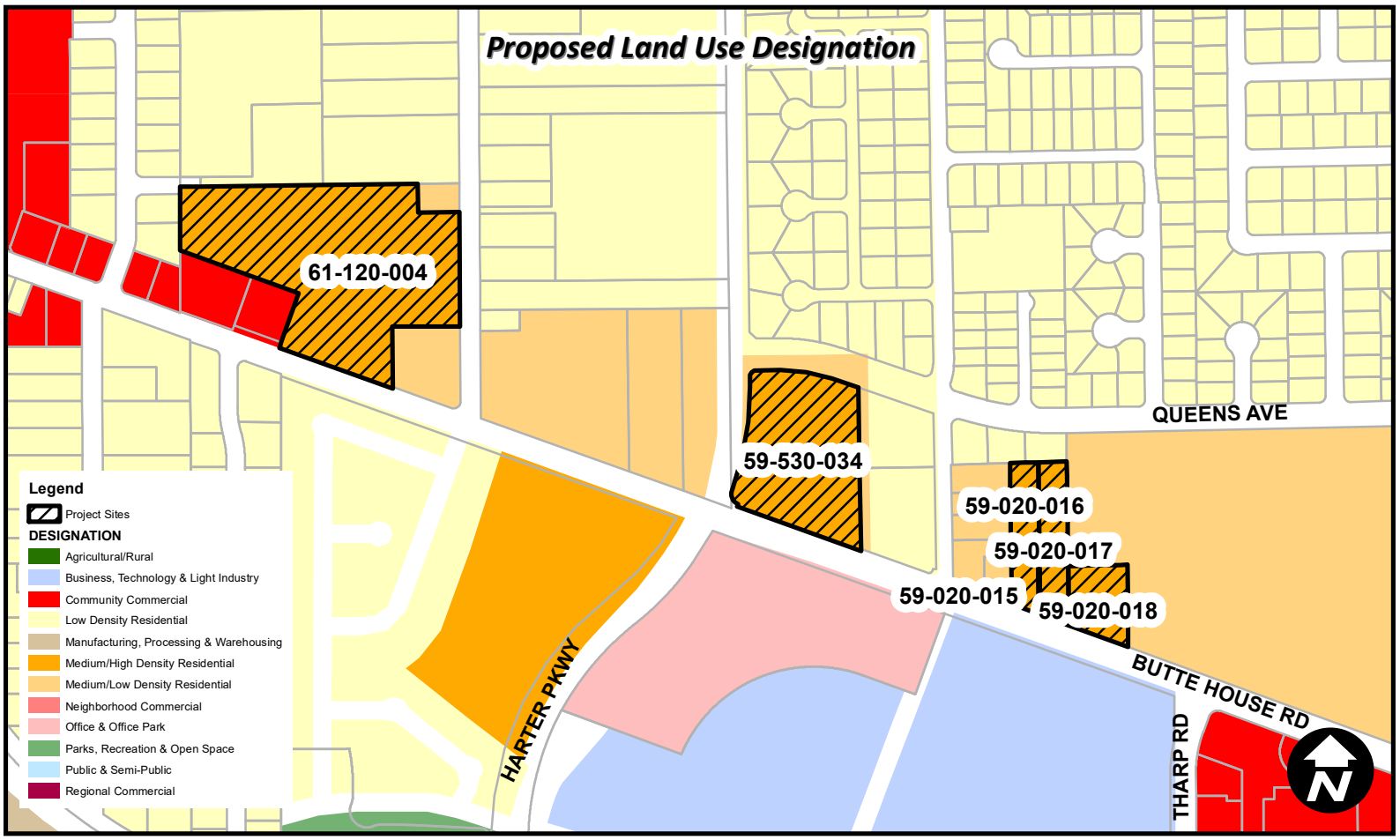
Exhibit A: General Plan Amendment 22-03
Exhibit B: Rezone 22-04
Exhibit C: X29 Combining District

EXHIBIT A

Butte House Road Corridor

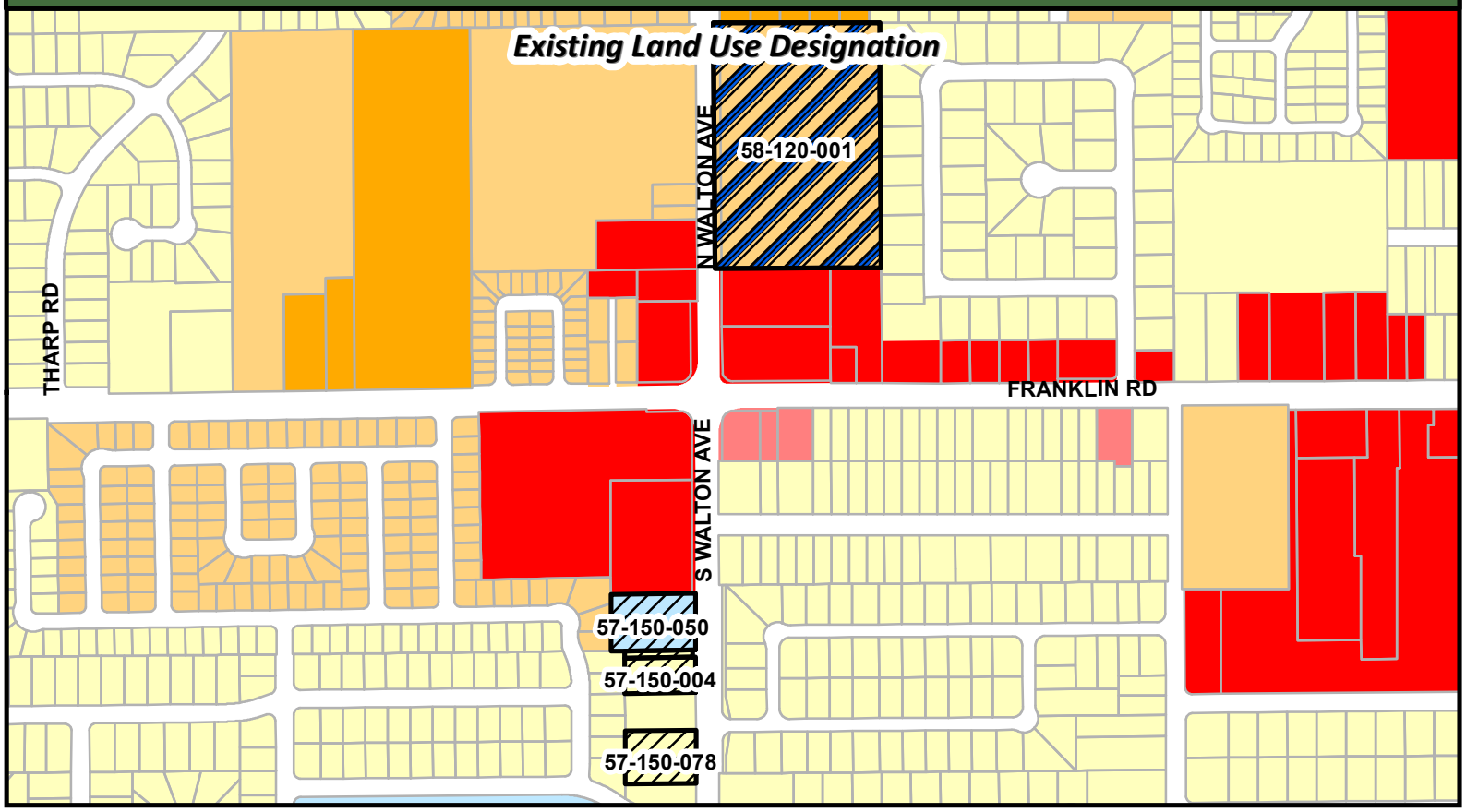
Land Use Map - GPA 22-03, RZ 22-04, EA 22-07

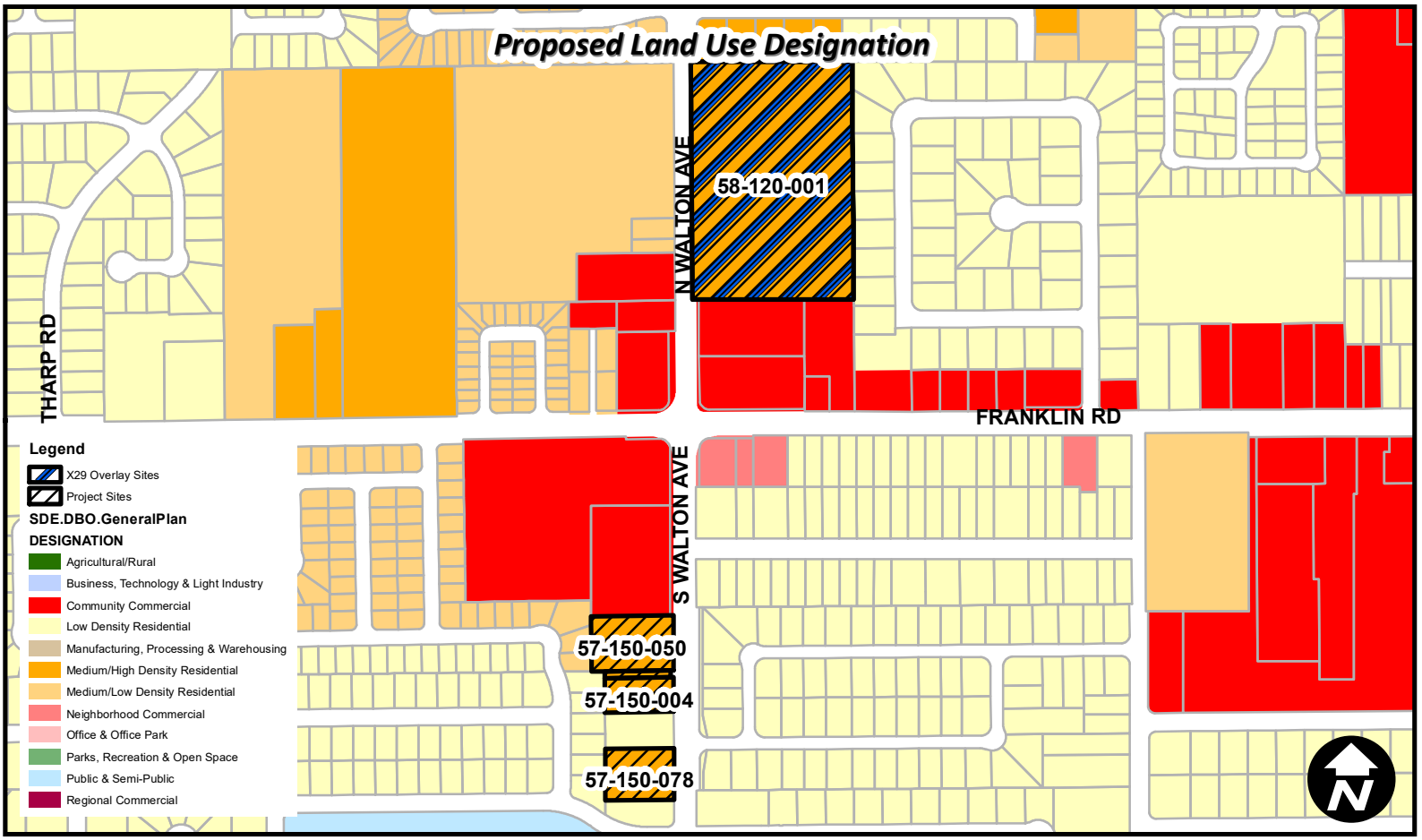




Walton Avenue Corridor

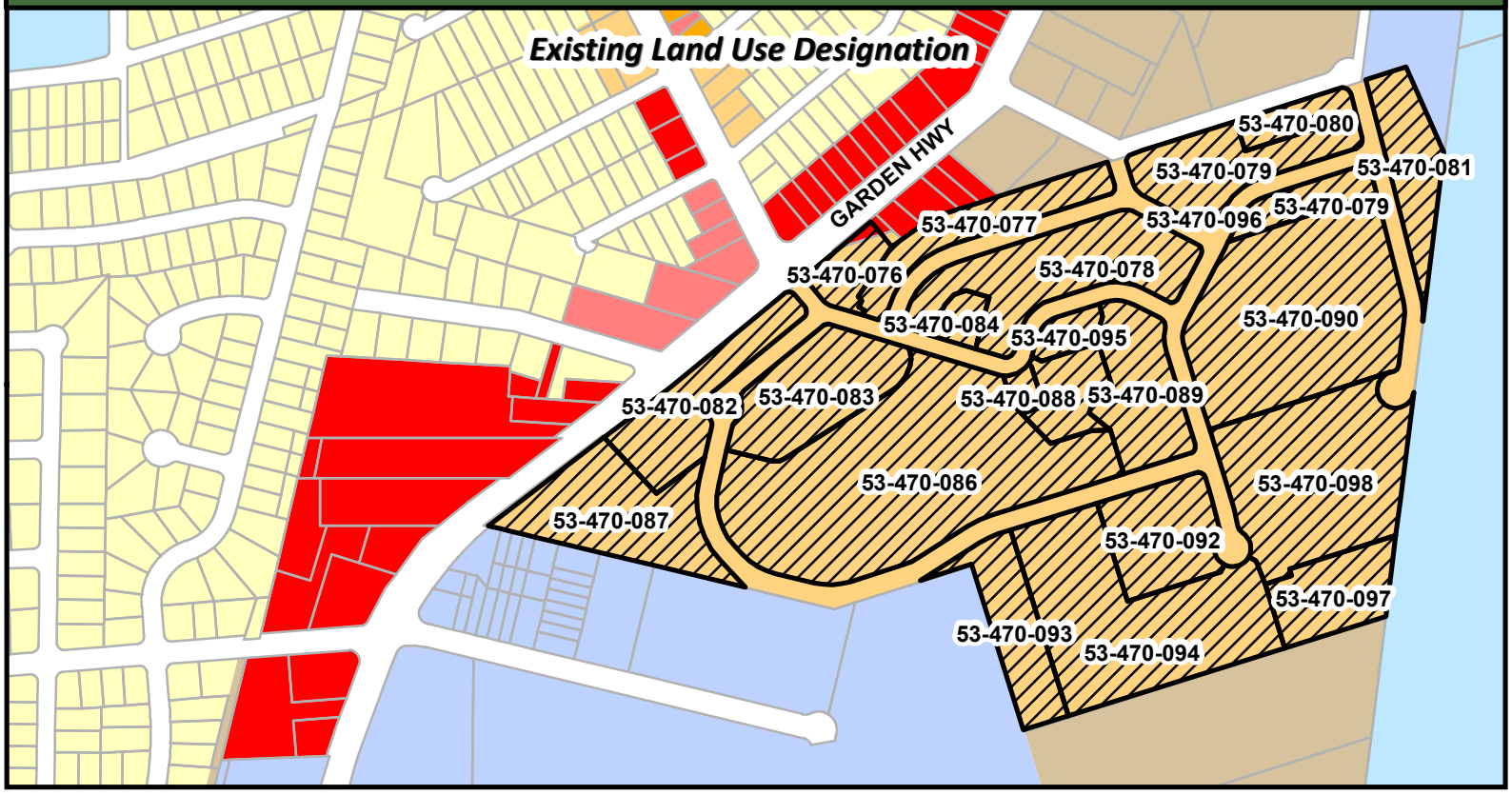
Land Use Map - GPA 22-03, RZ 22-04, EA 22-07

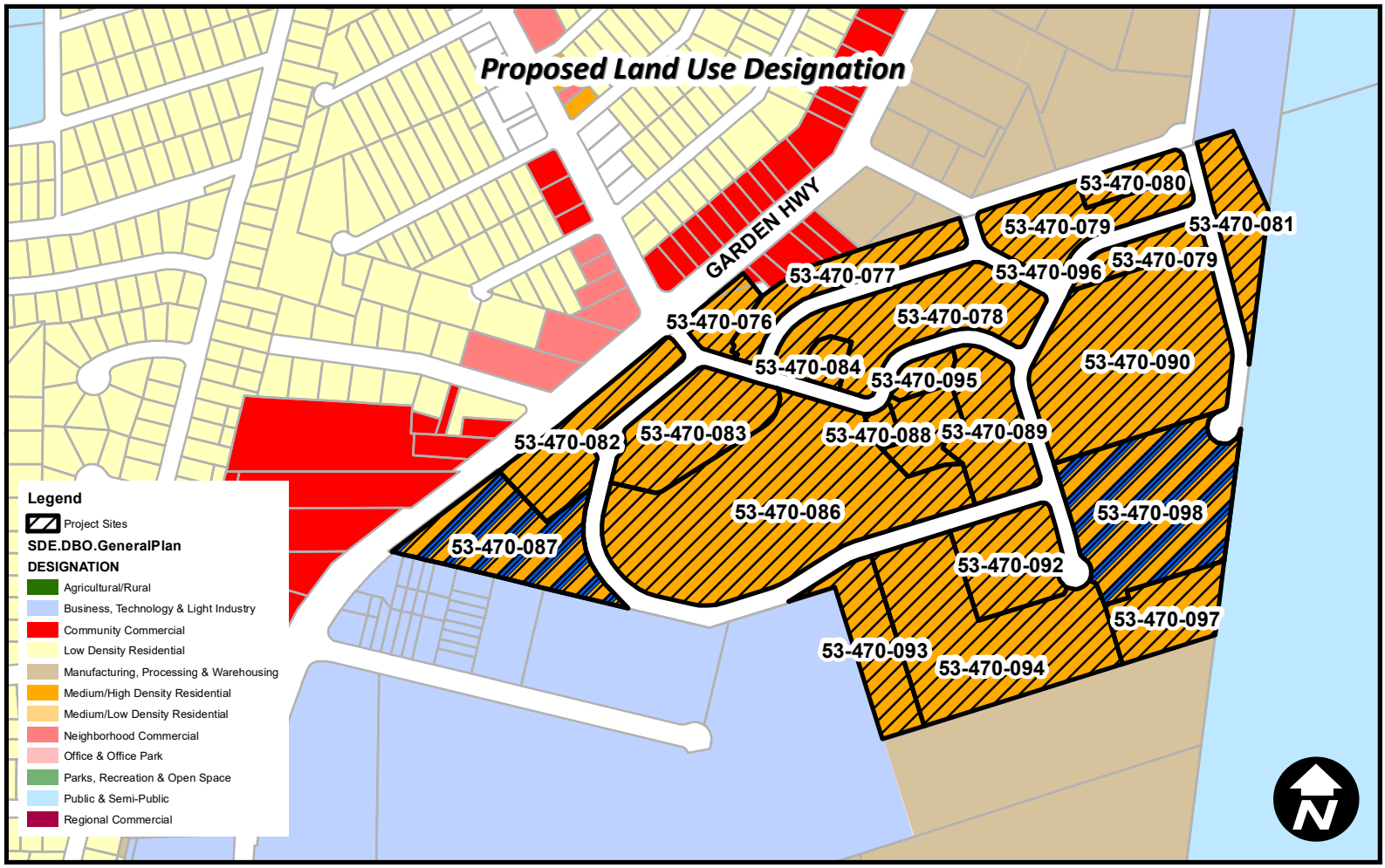




Regional Housing Authority Area

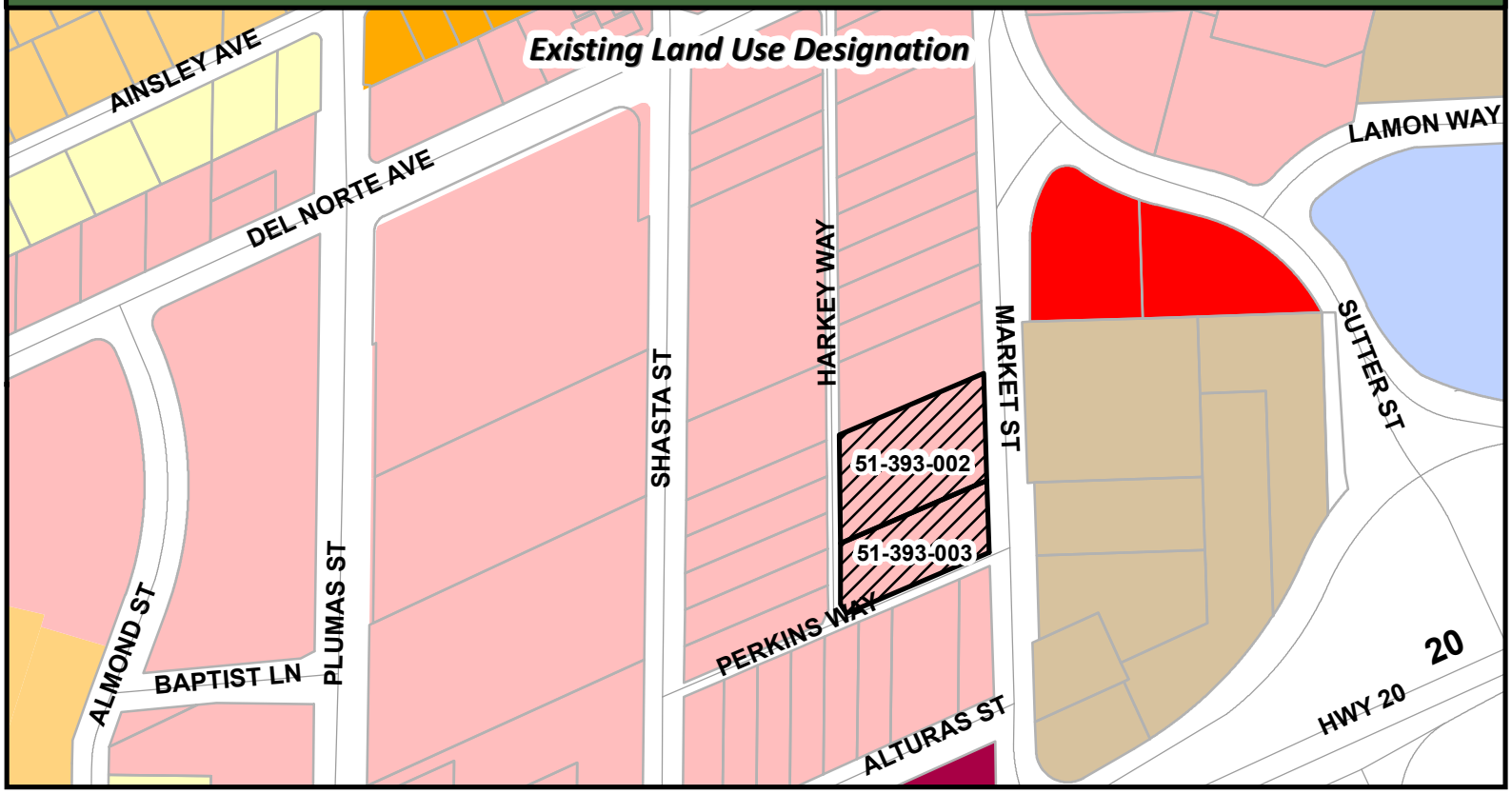
Land Use Map - GPA 22-03, RZ 22-04, EA 22-07





Market Street Area

Land Use Map - GPA 22-03, RZ 22-04, EA 22-07



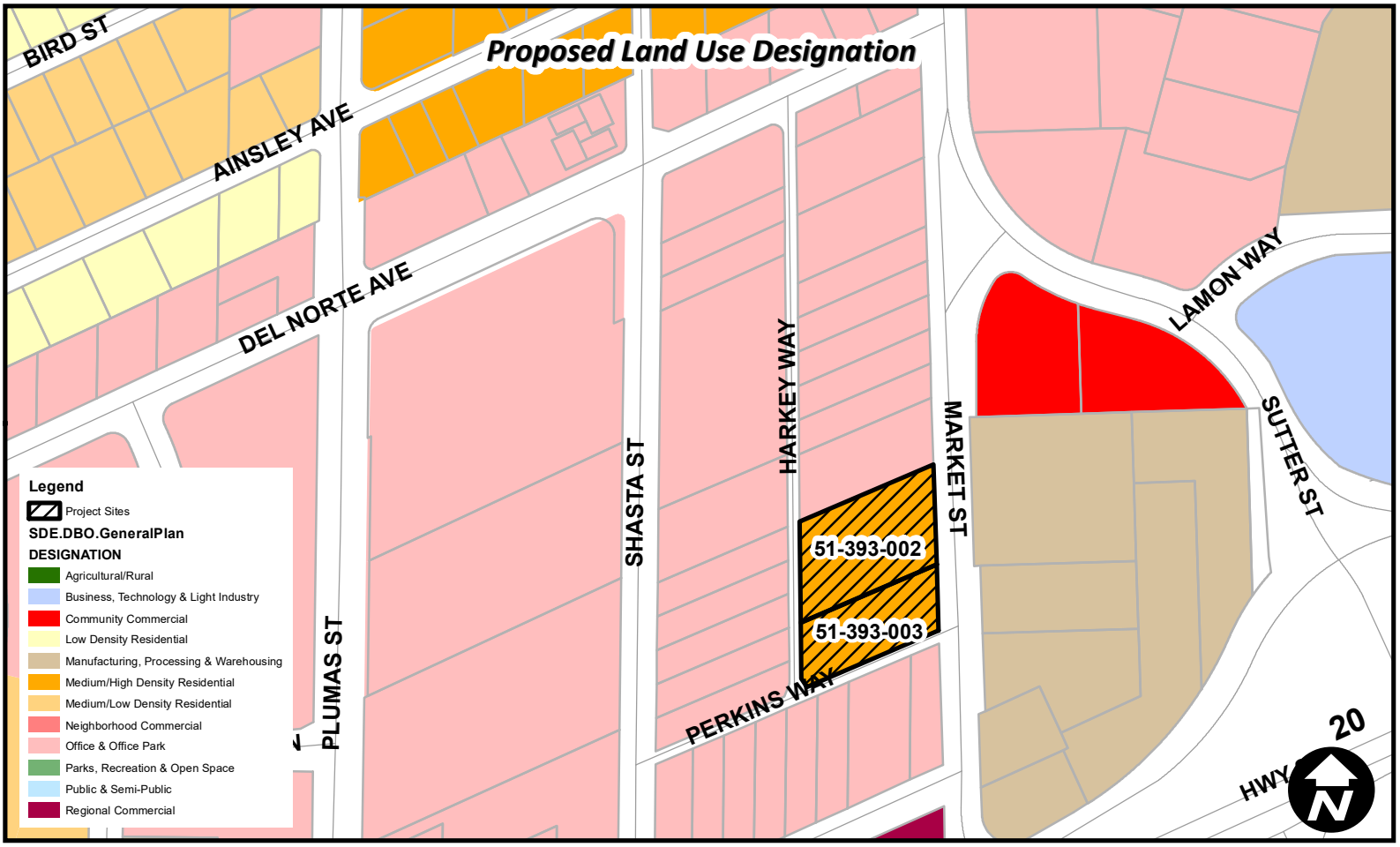
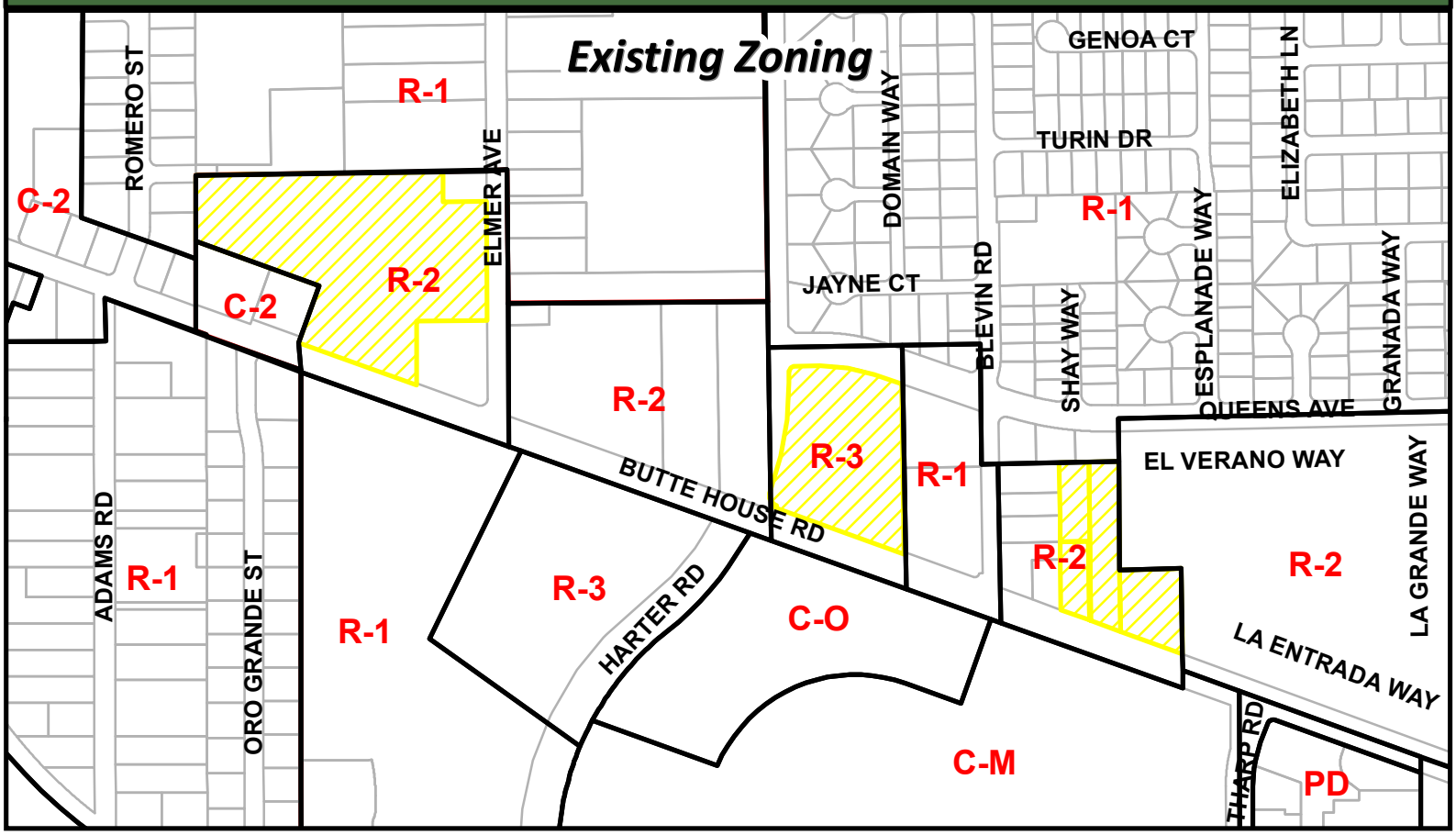
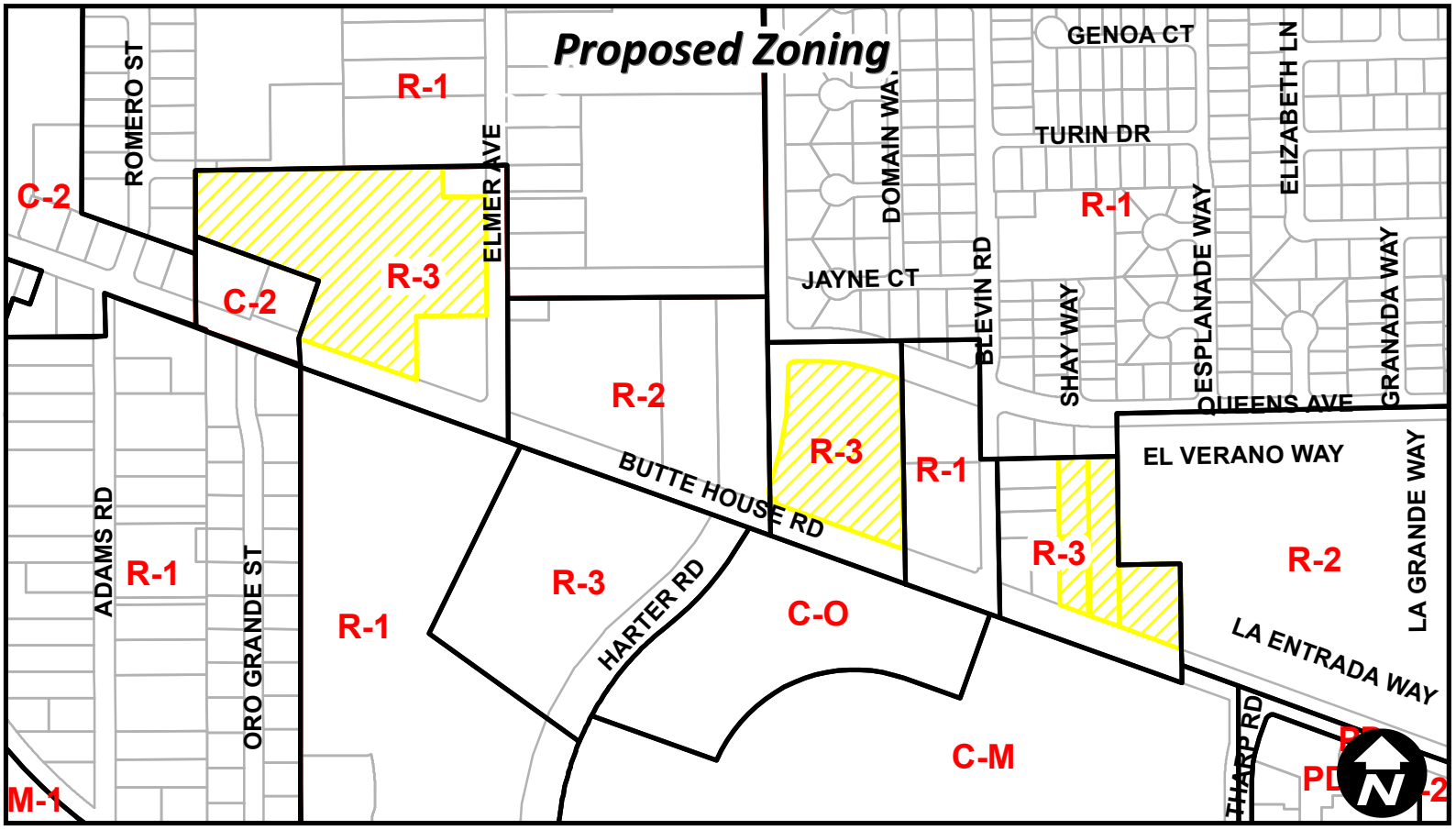


EXHIBIT B

Butte House Corridor

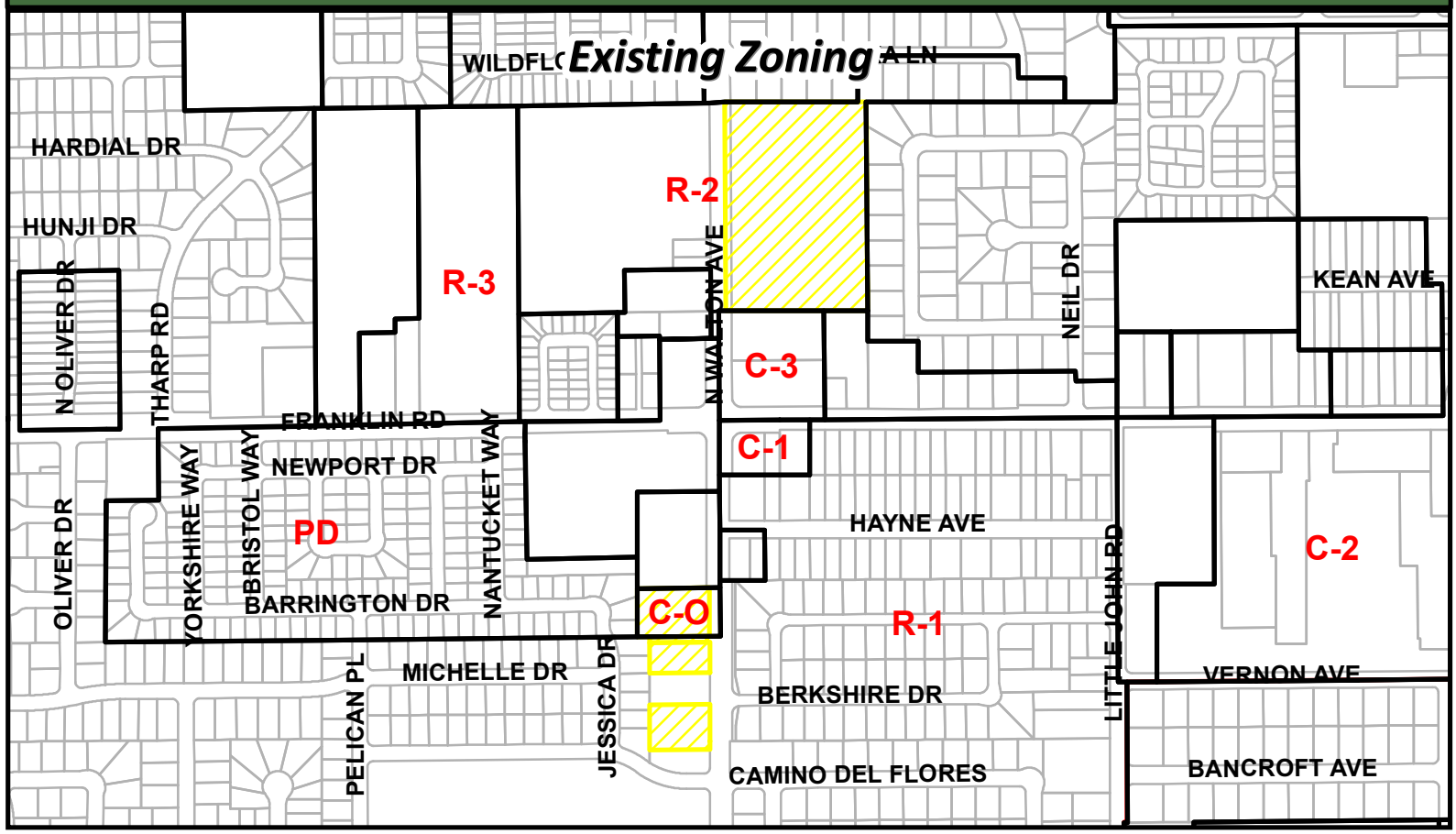
Zoning Map - GPA 22-03, RZ 22-04, EA 22-07

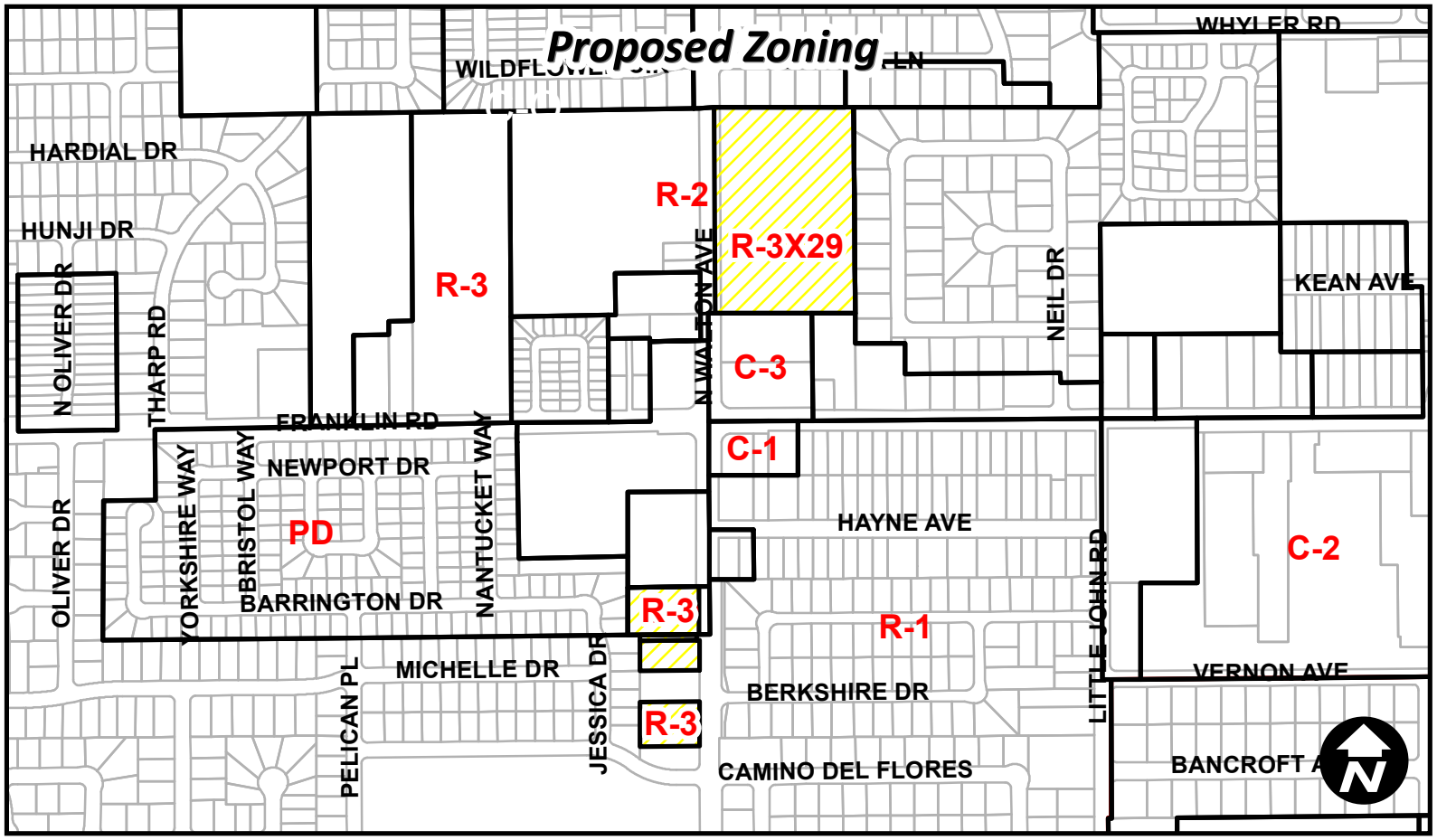




Walton Avenue Corridor

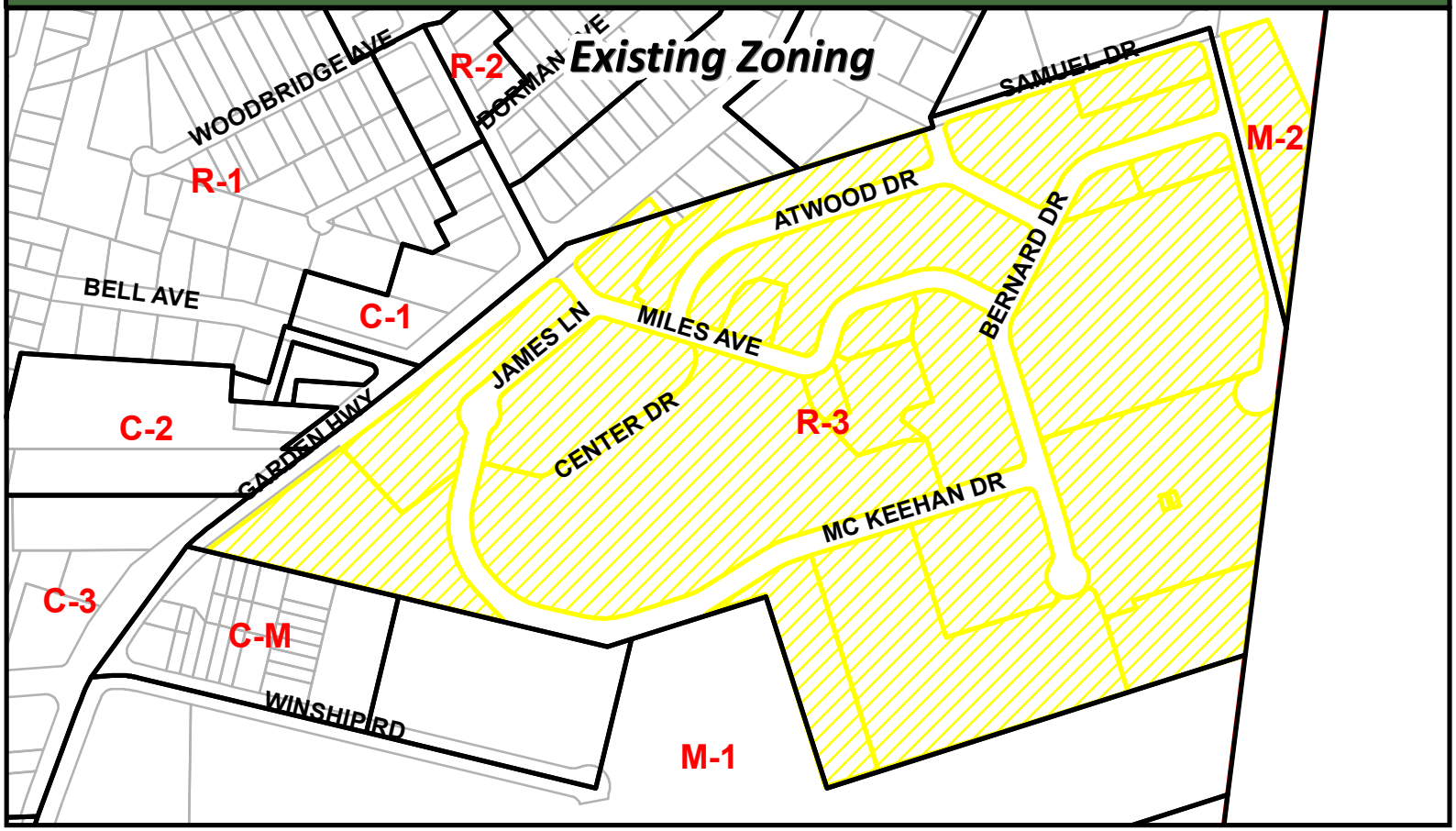
Zoning Map - GPA 22-03, RZ 22-04, EA 22-07

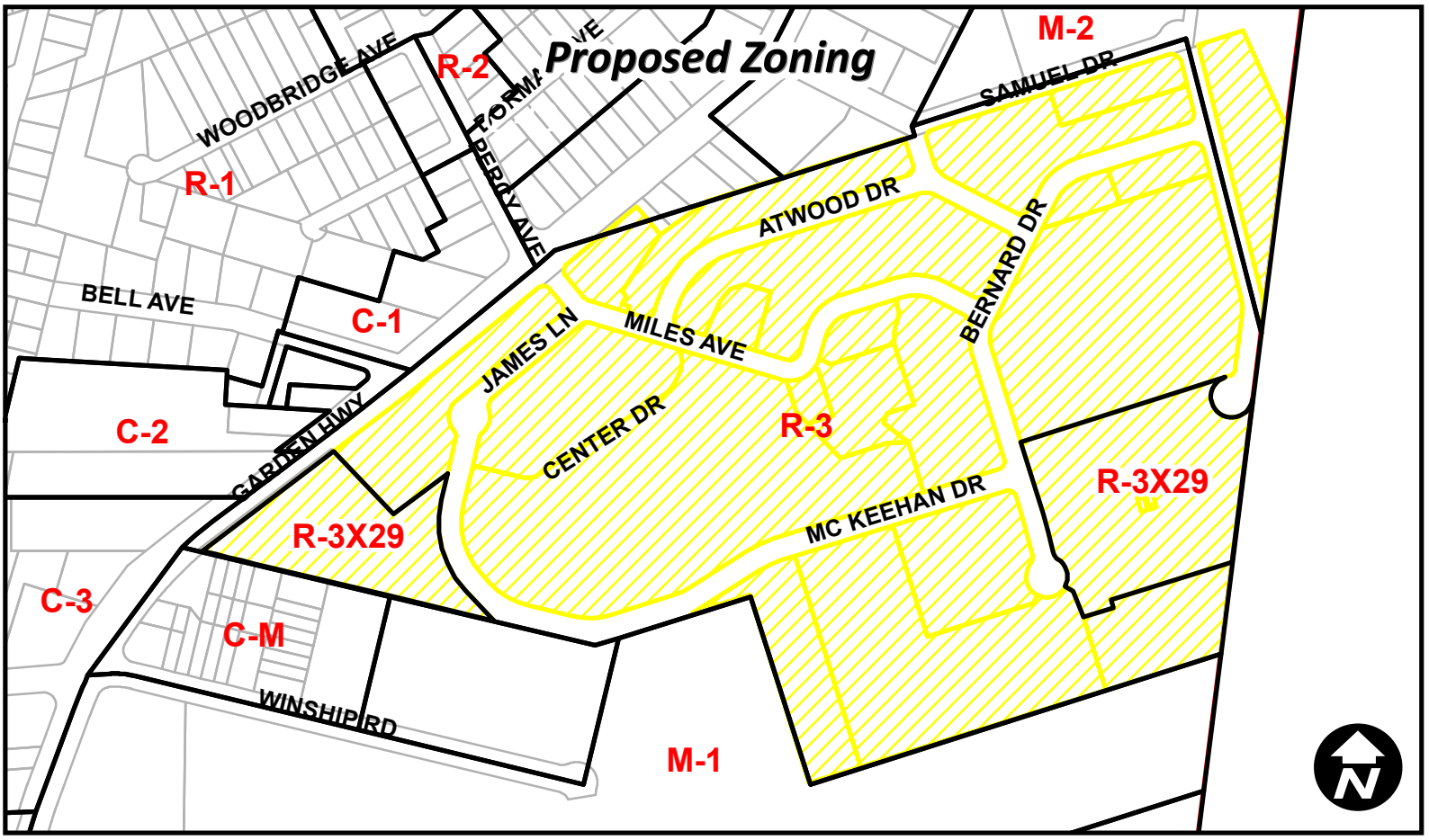




Regional Housing Authority Area

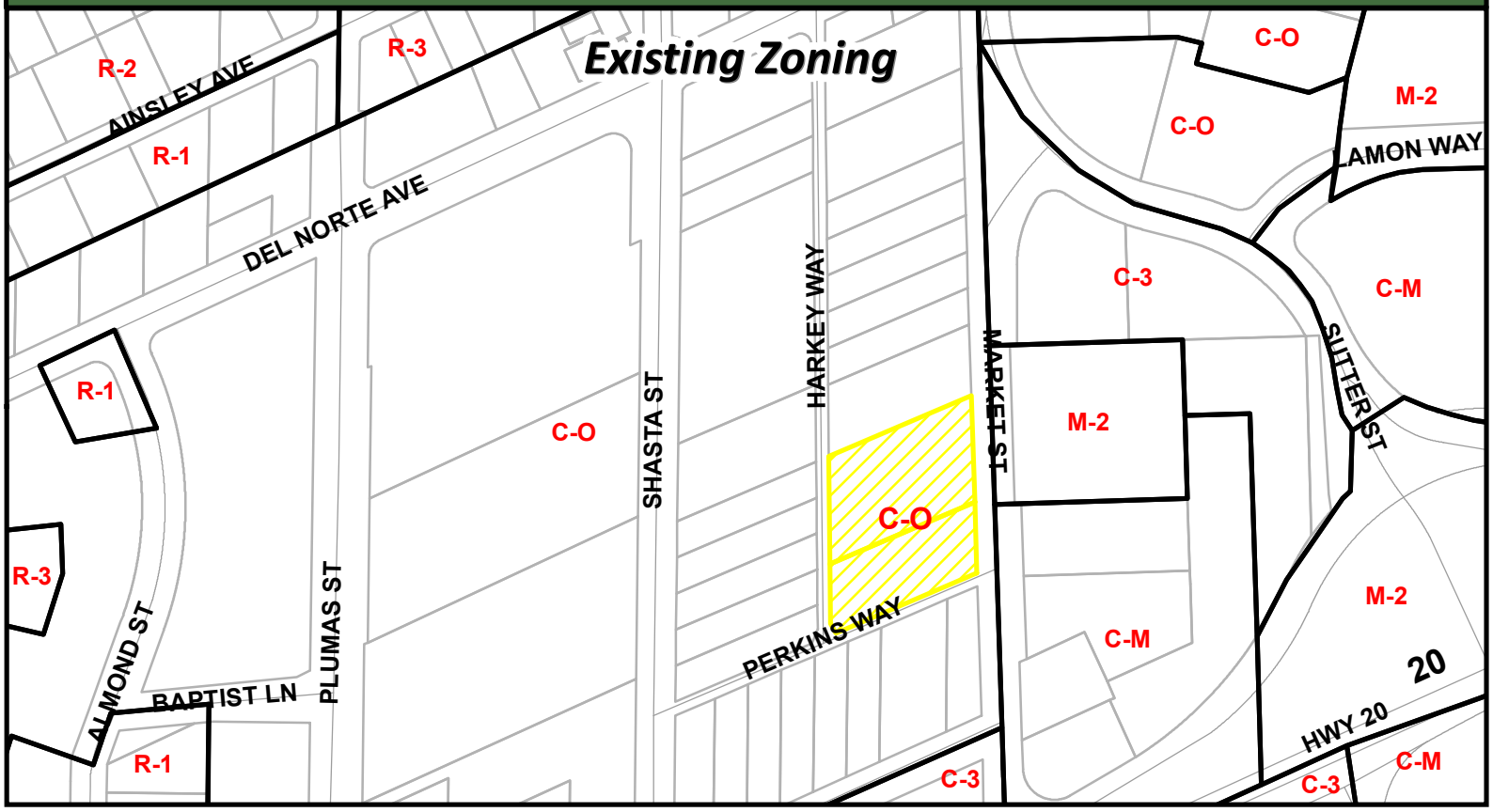
Zoning Map - GPA 22-03, RZ 22-04, EA 22-07





Market Street Area

Zoning Map - GPA 22-03, RZ 22-04, EA 22-07



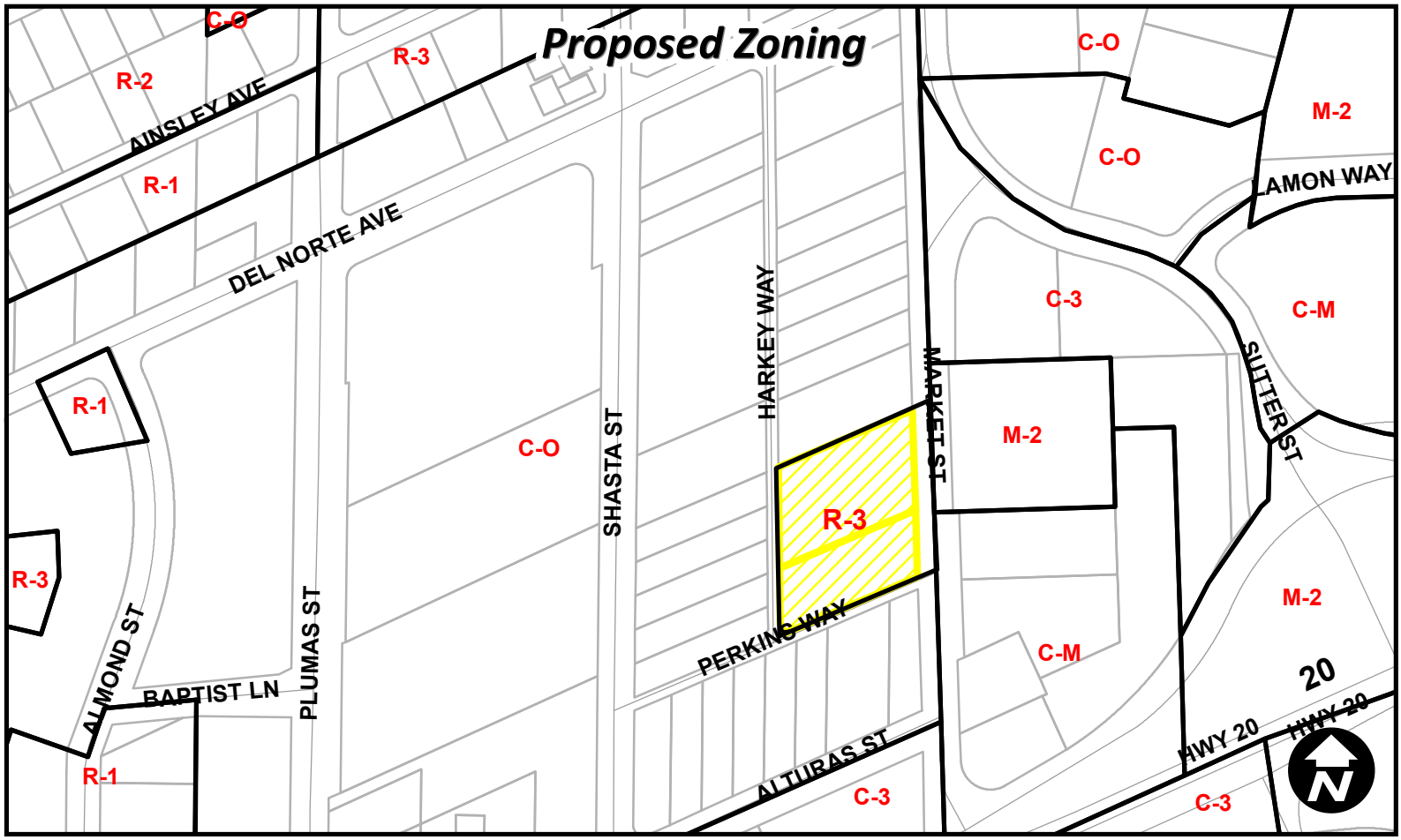


EXHIBIT C

YUBA CITY

X29 Overlay District

Housing Element Rezone (GPA 22-03, RZ 22-04, EA 22-07)

X_{29} Area: This overlay zone encompasses three parcels as outlined below:

1) A 7.38-acre parcel located at 428 N Walton Avenue. The site is identified as Assessor's parcel number 58-120-001.

2) A 2.86-acre parcel located on McKeehan Drive south of the intersection of McKeehan Drive and Center Drive in the Richland Neighborhood. The site is identified as Assessor's parcel number 53-470-087.

3) A 4.71-acre parcel located at 470 Bernard Drive, in-between Bernard Drive and the Sutter County Airport. The site is identified as Assessor's parcel number 53-470-098.

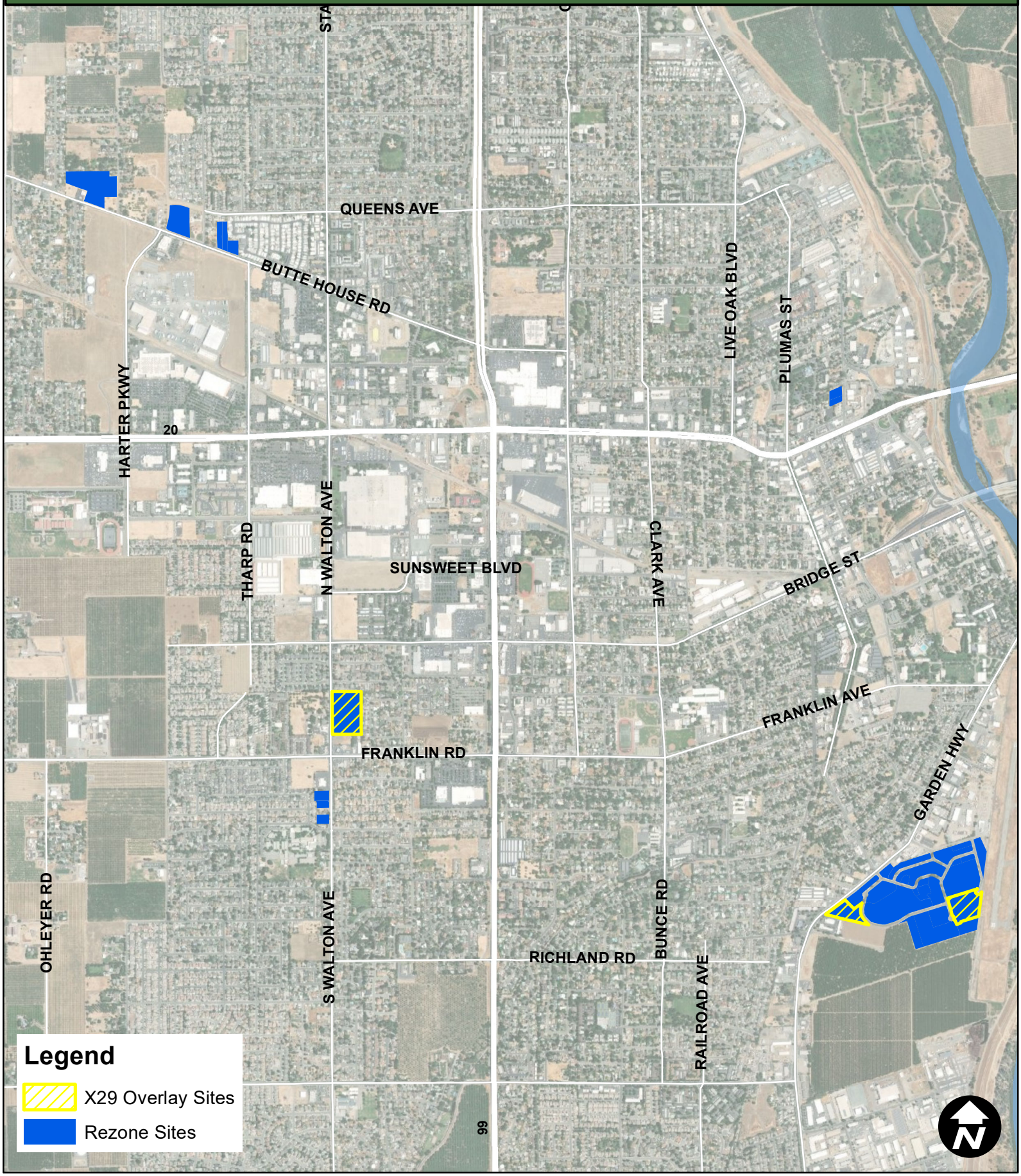
<u>Criteria for Development</u>

1. The subject sites shall be developed at a minimum density of 20 dwelling units per acre and must be able to accommodate a minimum of 16 units per parcel in accordance with the 2021-2029 Housing Element (adopted March 1, 2022) that outlines the rezone requirements associated with program H-C-7.

ATTACHMENT 2

Housing Element Rezone Sites

Location Map - GPA 22-03, RZ 22-04, EA 22-07



Housing Element General Plan Amendment Rezone Sites

GPA 22-03, RZ 22-04, EA 22-07

Site	APN	Address	Acreage	Current Zoning	Proposed Zoning	Current General Plan Land Use Designation	Proposed General Plan Land Use Designation
1	59-020-017	1835 BUTTE HOUSE RD	0.9	R-2	R-3	Medium-Low Density Residential (MLDR)	Medium-High Density Residential (MHDR)
2	59-020-015	1851 BUTTE HOUSE RD	0.39	R-2	R-3	Medium-Low Density Residential (MLDR)	Medium-High Density Residential (MHDR)
3	61-120-004	0 BUTTE HOUSE RD	7.88	R-2 x20	R-3	Medium-Low Density Residential (MLDR)	Medium-High Density Residential (MHDR)
4	59-530-034	0 BUTTE HOUSE RD	3.98	R-3	R-3	Medium-Low Density Residential (MLDR)	Medium-High Density Residential (MHDR)
5	59-020-018	1821 BUTTE HOUSE RD	1	R-2	R-3	Medium-Low Density Residential (MLDR)	Medium-High Density Residential (MHDR)
6	59-020-016	1851 BUTTE HOUSE RD	0.45	R-2	R-3	Medium-Low Density Residential (MLDR)	Medium-High Density Residential (MHDR)
7	51-393-003	0 MARKET ST	0.48	C-O	R-3	Office and Office Park (O&OP)	Medium-High Density Residential (MHDR)
8	51-393-002	0 MARKET ST	0.74	C-O	R-3	Office and Office Park (O&OP)	Medium-High Density Residential (MHDR)
9	57-150-078	247 S WALTON AVE	0.77	R-1	R-3	Low Density Residential (LDR)	Medium-High Density Residential (MHDR)
10	57-150-004	217 S WALTON AVE	0.47	R-1	R-3	Low Density Residential (LDR)	Medium-High Density Residential (MHDR)
11	57-150-050	211 S WALTON AVE	1	C-O	R-3	Public and Semi-Public (P&SP)	Medium-High Density Residential (MHDR)
12	58-120-001	428 N WALTON AVE	7.38	R-2	R-3 X29	Medium-Low Density Residential (MLDR)	Medium-High Density Residential (MHDR)
13	57-220-065	0 WALTON AVE	0.11	R-1	R-3	Low Density Residential (LDR)	Medium-High Density Residential (MHDR)
14	53-470-088	0 MILES AVE	1.41	R-3	R-3	Medium-Low Density Residential (MLDR)	Medium-High Density Residential (MHDR)
15	53-470-079	344 SAMUEL DR	2.05	R-3	R-3	Medium-Low Density Residential (MLDR)	Medium-High Density Residential (MHDR)
16	53-470-083	0 JAMES LN	2.43	R-3	R-3	Medium-Low Density Residential (MLDR)	Medium-High Density Residential (MHDR)
17	53-470-087	0 MC KEEHAN	2.86	R-3	R-3 X29	Medium-Low Density Residential (MLDR)	Medium-High Density Residential (MHDR)
18	53-470-076	448 GARDEN HWY	0.67	R-3	R-3	Medium-Low Density Residential (MLDR)	Medium-High Density Residential (MHDR)
19	53-470-085	0 MILES AVE	0.2	R-3	R-3	Medium-Low Density Residential (MLDR)	Medium-High Density Residential (MHDR)
20	53-470-078	363 MILES AVE	3.25	R-3	R-3	Medium-Low Density Residential (MLDR)	Medium-High Density Residential (MHDR)
21	53-470-077	363 ATWOOD DR	1.55	R-3	R-3	Medium-Low Density Residential (MLDR)	Medium-High Density Residential (MHDR)
22	53-470-081	0 SAMUEL DR	1.05	R-3	R-3	Medium-Low Density Residential (MLDR)	Medium-High Density Residential (MHDR)
23	53-470-086	420 MILES AVE	8.21	R-3	R-3	Medium-Low Density Residential (MLDR)	Medium-High Density Residential (MHDR)
24	53-470-095	0 MILES AVE	0.41	R-3	R-3	Medium-Low Density Residential (MLDR)	Medium-High Density Residential (MHDR)
25	53-470-082	456 GARDEN HWY	1.91	R-3	R-3	Medium-Low Density Residential (MLDR)	Medium-High Density Residential (MHDR)
26	53-470-092	380 MC KEEHAN DR	1.88	R-3	R-3	Medium-Low Density Residential (MLDR)	Medium-High Density Residential (MHDR)
27	53-470-080	334 SAMUEL DR	0.63	R-3	R-3	Medium-Low Density Residential (MLDR)	Medium-High Density Residential (MHDR)
28	53-470-090	352 BERNARD DR	6.14	R-3	R-3	Medium-Low Density Residential (MLDR)	Medium-High Density Residential (MHDR)
29	53-470-096	479 BERNARD DR	0.3	R-3	R-3	Medium-Low Density Residential (MLDR)	Medium-High Density Residential (MHDR)
30	53-470-089	0 BERNARD DR	1.95	R-3	R-3	Medium-Low Density Residential (MLDR)	Medium-High Density Residential (MHDR)
31	53-470-093	0 MC KEEHAN DR	1.64	R-3	R-3	Medium-Low Density Residential (MLDR)	Medium-High Density Residential (MHDR)
32	53-470-084	415 MILES AVE	0.37	R-3	R-3	Medium-Low Density Residential (MLDR)	Medium-High Density Residential (MHDR)
33	53-470-094	479 BERNARD DR	5.19	R-3	R-3	Medium-Low Density Residential (MLDR)	Medium-High Density Residential (MHDR)
34	53-470-098	470 BERNARD DR	4.71	R-3	R-3 X29	Medium-Low Density Residential (MLDR)	Medium-High Density Residential (MHDR)
35	53-470-097	470 BERNARD DR	1.53	R-3	R-3	Medium-Low Density Residential (MLDR)	Medium-High Density Residential (MHDR)
	TOTAL ACREAGE		**75.89**				
	TOTAL X29 OVERLAY ACREAGE		**14.95**				

**X29District Overlay Zone requires a minimum density of 20 dwelling units per acre.*

The City of Yuba City Housing Element currently allows a density range of 12 – 36 dwelling units per acre (DUA) for the Medium/High Density Residential Zone. The Housing Element certified by the State requires that 10.4 acres of land is to be rezoned with a minimum density of 20 DUA. This proposal will include an X-Overlay zone for parcels one and two to account for that requirement.

ATTACHMENT 3

September 16, 2022

City of Yuba City
Attn: Doug Libby, AICP | Deputy Director of Development Services
1201 Civic Center Blvd.
Yuba City, CA 95993

RE: Support of the City of Yuba City Rezoning Certain Properties to Establish Additional Multi-Family Land

To who this may concern:

Habitat for Humanity Yuba/Sutter offers its support to the City of Yuba City in undertaking a project to rezone certain properties to establish additional multi-family land to comply with the City's new 2021-2029 Housing Element and specifically Program H-C-7.

In addition, we would like to provide support by requesting that the property located at 428 North Walton Avenue, APN: 58-120-001, which is 7.47 acres in size, be added to this effort.

It is further, our understanding that the City must include a provision that some of the properties being considered, would be developed at a minimum density of 20 or more units to the acre, and that we support including this requirement on the above mentioned property.

If you have any questions regarding this matter, please feel free to contact me by email at jhale@yubasutterhabitat.org or by phone at 530-742-2727, Ext. 211.

Sincerely,

Joseph Hale, CEO
Habitat for Humanity Yuba/Sutter

October 21, 2022 **SENT VIA EMAIL TO bmoody@yubacity.net, potocnik@yubacity.net**

To: City of Yuba City

Attn: Benjamin Moody

Re: Notice of property rezone and general plan land use amendment
428 Walton Ave

Please accept this letter as my desire to have the process described in your letter dated September 30, 2022 move forward on our property named above.

I am in full support of this process to change the zoning to R-3.

If you have anything you need from me to facilitate this process, feel free to reach out to me anytime.

Thank you.

Sincerely,

Kal S. Takhar
President, Crowne Development, Inc.
(530)870-3172

RECEIVED
FEB 24 2023
City of Yuba City
Development Services

Date: 02-24-2023

Ben Moody, Public Works and Development Services Director
City of Yuba City
1201 Civic Center Blvd
Yuba City, CA 95993

Subject: Housing Element General Plan Amendment Rezone Property Owner Support

Dear Mr. Moody:

This letter is to inform you that I, as the property owner and/or representative, am in support of the Housing Element General Plan Amendment and Rezone project. This project proposes to change the land use and zoning for the property located at APN# 51-393-002 51-393-003 (Property Address) to the Multiple-Family Residence District (R-3), with a General Plan land use designation of Medium/High Density Residential. This proposed change in land use will allow residential development with a density of 12 to 36 dwelling units per acre (DUA).

Furthermore, I understand that although this proposal involves a General Plan Amendment and Rezone of the subject property, the existing lawfully established land use(s) are allowed to continue pursuant to *Section 8-5.7300 (Nonconforming Structures and Uses)* of the Yuba City Municipal Code.

Sincerely,

Owner Signature: Thorat

Property Address: APN# 51-393-002 51-393-003

Owner: JAI RAJE ~~DE~~ LLC.

Phone Number: 530-301-6080

Email Address: THORATS@YAHOO.COM

Date: 03/02/2023

Ben Moody, Public Works and Development Services Director
City of Yuba City
1201 Civic Center Blvd
Yuba City, CA 95993

Subject: Housing Element General Plan Amendment Rezone Property Owner Support

Dear Mr. Moody:

This letter is to inform you that I, as the property owner and/or representative, am in support of the Housing Element General Plan Amendment and Rezone project. This project proposes to change the land use and zoning for the property located at Parcel 059530034000 Butte House Rd (Property Address) to the Multiple-Family Residence District (R-3), with a General Plan land use designation of Medium/High Density Residential. This proposed change in land use will allow residential development with a density of 12 to 36 dwelling units per acre (DUA).

Furthermore, I understand that although this proposal involves a General Plan Amendment and Rezone of the subject property, the existing lawfully established land use(s) are allowed to continue pursuant to *Section 8-5.7300 (Nonconforming Structures and Uses)* of the Yuba City Municipal Code.

Sincerely,

Owner Signature: [signature]

Property Address: Butte House Rd

Owner: Parminder S. Bains & Sharnindr Bains
Hardeep S Dhadli & Jaswinder K Dhadli

Phone Number: (530) 870-7808

Email Address: pbains55@yahoo.com

Date: 1-20-23

RECEIVED
FEB 10 2023
City of Yuba City
Development Services

Ben Moody, Public Works and Development Services Director
City of Yuba City
1201 Civic Center Blvd
Yuba City, CA 95993

Subject: Housing Element General Plan Amendment Rezone Property Owner Support

Dear Mr. Moody:

This letter is to inform you that I, as the property owner and/or representative, am in support of the Housing Element General Plan Amendment and Rezone project. This project proposes to change the land use and zoning for the property located at 247 S Walton Ave (Property Address) to the Multiple-Family Residence District (R-3), with a General Plan land use designation of Medium/High Density Residential. This proposed change in land use will allow residential development with a density of 12 to 36 dwelling units per acre (DUA).

Furthermore, I understand that although this proposal involves a General Plan Amendment and Rezone of the subject property, the existing lawfully established land use(s) are allowed to continue pursuant to *Section 8-5.7300 (Nonconforming Structures and Uses)* of the Yuba City Municipal Code.

Sincerely,

Owner Signature: [signature]

Property Address: 247 S Walton Ave

Owner: Gurcharan Purewal

Phone Number: (530) 329-6048

Email Address: Sukhpurewal32@gmail.com

RECEIVED
FEB 10 2023
City of Yuba City
Development Services

Date: 11-15-2022

Ben Moody, Public Works and Development Services Director
City of Yuba City
1201 Civic Center Blvd
Yuba City, CA 95993

Subject: Housing Element General Plan Amendment Rezone Property Owner Support

Dear Mr. Moody:

This letter is to inform you that I, as the property owner and/or representative, am in support of the Housing Element General Plan Amendment and Rezone project. This project proposes to change the land use and zoning for the property located at 1821 Butte house Rd, Yuba City (Property Address) to the Multiple-Family Residence District (R-3), with a General Plan land use designation of Medium/High Density Residential. This proposed change in land use will allow residential development with a density of 12 to 36 dwelling units per acre (DUA).

Furthermore, I understand that although this proposal involves a General Plan Amendment and Rezone of the subject property, the existing lawfully established land use(s) are allowed to continue pursuant to *Section 8-5.7300 (Nonconforming Structures and Uses)* of the Yuba City Municipal Code.

Sincerely,

Owner Signature: Pargat Singh Dhami

Property Address: 1821 Butte House Rd, Yuba City CA 95993

Owner: PARGAT S. DHAMI

Phone Number: 530-713-3004

Email Address: PDHAMI1953@gmail.com

Date: 2/10/2023

Ben Moody, Public Works and Development Services Director
City of Yuba City
1201 Civic Center Blvd
Yuba City, CA 95993

Subject: Housing Element General Plan Amendment Rezone Property Owner Support

Dear Mr. Moody:

This letter is to inform you that I, as the property owner and/or representative, am in support of the Housing Element General Plan Amendment and Rezone project. This project proposes to change the land use and zoning for the property located at 1835 Butte House Road (Property Address) to the Multiple-Family Residence District (R-3), with a General Plan land use designation of Medium/High Density Residential. This proposed change in land use will allow residential development with a density of 12 to 36 dwelling units per acre (DUA).

Furthermore, I understand that although this proposal involves a General Plan Amendment and Rezone of the subject property, the existing lawfully established land use(s) are allowed to continue pursuant to *Section 8-5.7300 (Nonconforming Structures and Uses)* of the Yuba City Municipal Code.

Sincerely,

Owner Signature: [signature]

Property Address: Parcel # 59-020-017, 59-020-015, 59-020-016

Owner: Baninder Thiara, Josinder Thiara

Phone Number: 530-301-4545

Email Address: thiarak@sutterhealth.org

REGIONAL HOUSING AUTHORITY
Serving the Cities of Live Oak, Yuba City and Colusa • Counties of Sutter, Nevada, Colusa and Yuba

1455 Butte House Road • Yuba City, CA 95993
Phone: (530) 671-0220 • Toll Free: (888) 671-0220 • TTY: (866) 735-2929 • Fax: (530) 673-0775
www.RegionalHA.org

September 19, 2022

Mr. Ben Moody
Public Works and Development Services Director
1201 Civic Center Blvd
Yuba City, CA 95993

Mr. Moody,

The Regional Housing Authority (RHA) would be happy to participate in the City of Yuba City's General Plan Amendment and Rezone application in compliance with the 2021-2029 Housing Element, program H-C-7. The update to align the General Plan land use classification with the existing Zone District of the Richland Housing area aligns with RHA's long term development plans for the area. RHA concurs with the proposed changes to the General Plan as it relates to the zoning clarifications in the R-3 Zone, specific to the Richland Community in Yuba City.

RHA understands that the zoning alignment affects the parcels referenced in the attached Exhibit A, and Exhibit B records of survey. In addition, RHA is in support of the additional overlay density requirements per program H-C-7 of 20 dwelling units per acre (DUA) for parcels 53-470-087 and 53-470-098.

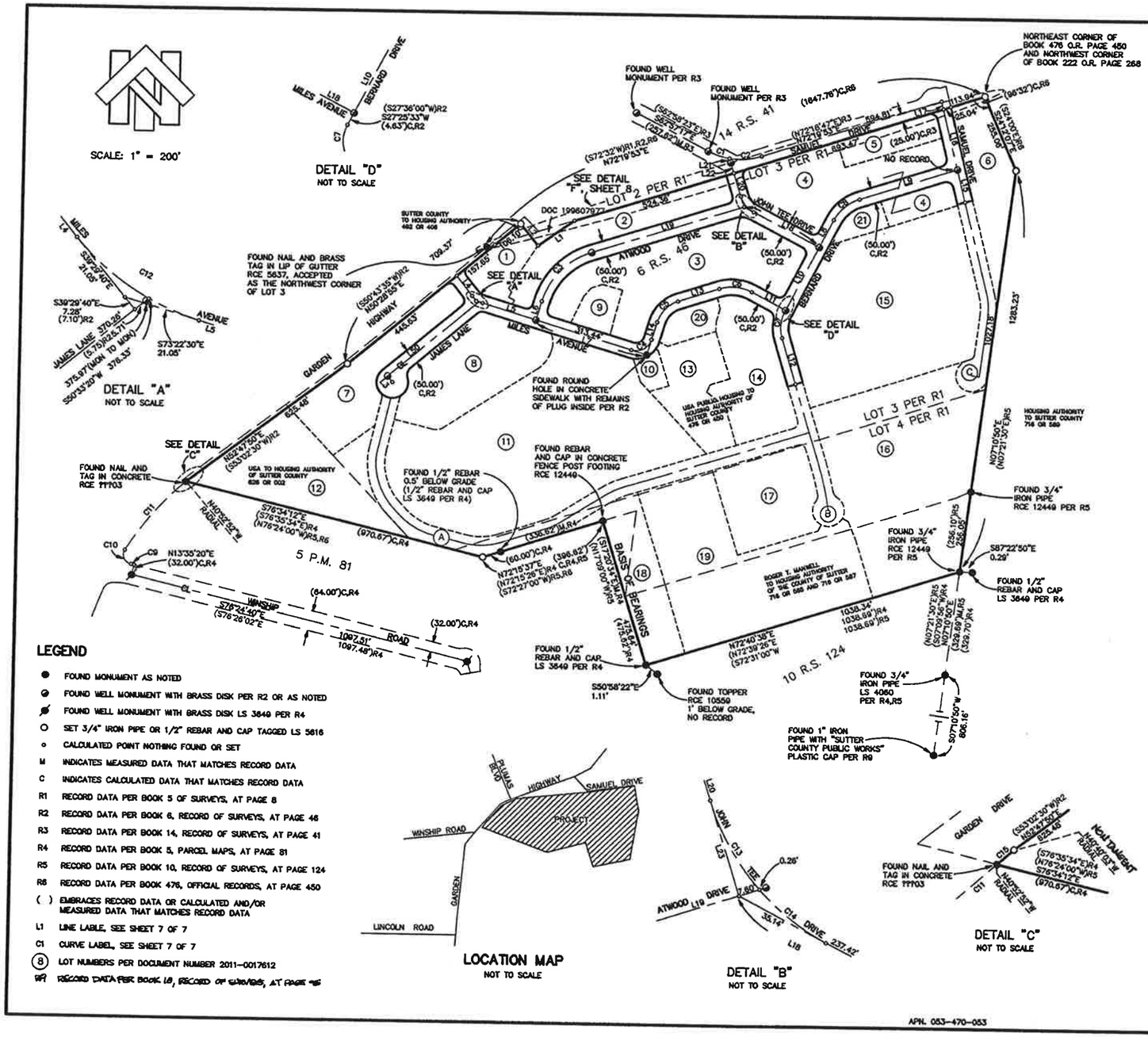
RHA appreciates the partnership with the City of Yuba City in its support of affordable housing development for our citizens.

Sincerely,

Gustavo Becerra
Executive Director

163

18 RS 163-170



SURVEYOR'S STATEMENT:

THIS MAP CORRECTLY REPRESENTS A SURVEY MADE BY ME OR UNDER MY DIRECTION IN CONFORMANCE WITH THE REQUIREMENTS OF THE PROFESSIONAL LAND SURVEYOR'S ACT AT THE REQUEST OF THE REGIONAL HOUSING AUTHORITY OF SUTTER AND NEVADA COUNTIES, A PUBLIC BODY CORPORATE AND POLITIC, IN OCTOBER, 2011

James M. Herrick DATED: 8-24-2012

NORTHSTAR ENGINEERING
JAMES M. HERRICK PLS 5616

LICENSED LAND SURVEYOR JAMES M. HERRICK NO.PLS 5616 STATE OF CALIFORNIA

COUNTY SURVEYOR'S STATEMENT:

THIS MAP HAS BEEN EXAMINED IN ACCORDANCE WITH SECTION 8766 OF THE PROFESSIONAL LAND SURVEYOR'S ACT THIS 27th DAY OF AUGUST, 2012.

Jerry E. Orr

JERRY EUGENE ORR RCE 21203
SUTTER COUNTY SURVEYOR

RECORDER'S STATEMENT:

FILED THIS 28th DAY OF August 2012, AT 1:20 P.M. IN BOOK 18 OF RECORD OF SURVEYS, AT PAGE 163 AT THE REQUEST OF NORTHSTAR ENGINEERING

FILE NO. 2012-0013920

DONNA M. JOHNSTON
COUNTY RECORDER
COUNTY OF SUTTER

BY: _____ DEPUTY

BASIS OF BEARINGS:

THE BASIS OF BEARINGS FOR THIS MAP IS LOCATED AT THE ANGLE POINT IN THE NORTHERLY BOUNDARY OF THE "REMAINDER" PARCEL PER R4 EVIDENCED BY MONUMENTS SHOWN HEREON AS FOUND. THE BEARING OF SAID LINE BEING S17°20'34"E PER R4.

EASEMENT NOTES:

1. ALL EASEMENTS OF RECORD MAY NOT BE SHOWN HEREON.

2. EASEMENTS OF RECORD FALLING WITHIN STREETS AND ROADWAYS ARE NOT SHOWN HEREON.

RECORD OF SURVEY

FOR

REGIONAL HOUSING AUTHORITY OF SUTTER AND NEVADA COUNTIES, A PUBLIC BODY CORPORATE AND POLITIC

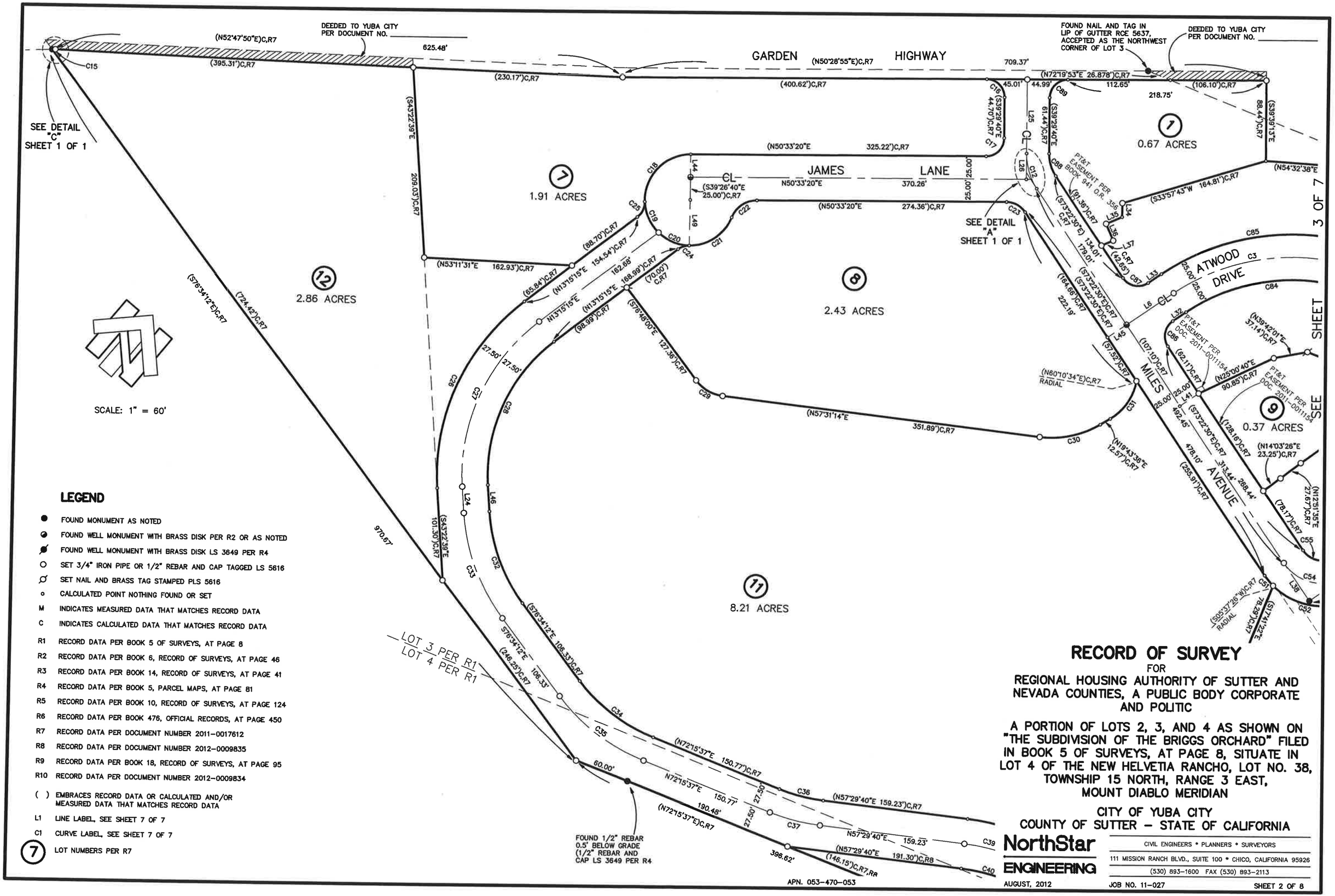
A PORTION OF LOTS 2, 3, AND 4 AS SHOWN ON "THE SUBDIVISDION OF THE BRIGGS ORCHARD" FILED IN BOOK 5 OF SURVEYS, AT PAGE 8, SITUATE IN LOT 4 OF THE NEW HELVETIA RANCHO, LOT NO. 38, TOWNSHIP 15 NORTH, RANGE 3 EAST, MOUNT DIABLO MERIDIAN

CITY OF YUBA CITY
COUNTY OF SUTTER – STATE OF CALIFORNIA

NorthStar ENGINEERING

CIVIL ENGINEERS • PLANNERS • SURVEYORS
111 MISSION RANCH BLVD., SUITE 100 • CHICO, CALIFORNIA 95926
(530) 893-1600 FAX (530) 893-2113

AUGUST, 2012 JOB NO. 11-027 SHEET 1 OF 8



LEGEND

- ● FOUND MONUMENT AS NOTED
- FOUND WELL MONUMENT WITH BRASS DISK PER R2 OR AS NOTED
- FOUND WELL MONUMENT WITH BRASS DISK LS 3649 PER R4
- ○ SET 3/4" IRON PIPE OR 1/2" REBAR AND CAP TAGGED LS 5616
- SET NAIL AND BRASS TAG STAMPED PLS 5616
- ∘ CALCULATED POINT NOTHING FOUND OR SET
- M INDICATES MEASURED DATA THAT MATCHES RECORD DATA
- C INDICATES CALCULATED DATA THAT MATCHES RECORD DATA
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- R4 RECORD DATA PER BOOK 5, PARCEL MAPS, AT PAGE 81
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- R6 RECORD DATA PER BOOK 476, OFFICIAL RECORDS, AT PAGE 450
- R7 RECORD DATA PER DOCUMENT NUMBER 2011-0017612
- R8 RECORD DATA PER DOCUMENT NUMBER 2012-0009835
- R9 RECORD DATA PER BOOK 18, RECORD OF SURVEYS, AT PAGE 95
- R10 RECORD DATA PER DOCUMENT NUMBER 2012-0009834
- ( ) EMBRACES RECORD DATA OR CALCULATED AND/OR MEASURED DATA THAT MATCHES RECORD DATA
- L1 LINE LABEL, SEE SHEET 7 OF 7
- C1 CURVE LABEL, SEE SHEET 7 OF 7
- (7) LOT NUMBERS PER R7

RECORD OF SURVEY

FOR

REGIONAL HOUSING AUTHORITY OF SUTTER AND NEVADA COUNTIES, A PUBLIC BODY CORPORATE AND POLITIC

A PORTION OF LOTS 2, 3, AND 4 AS SHOWN ON "THE SUBDIVISION OF THE BRIGGS ORCHARD" FILED IN BOOK 5 OF SURVEYS, AT PAGE 8, SITUATE IN LOT 4 OF THE NEW HELVETIA RANCHO, LOT NO. 38, TOWNSHIP 15 NORTH, RANGE 3 EAST, MOUNT DIABLO MERIDIAN

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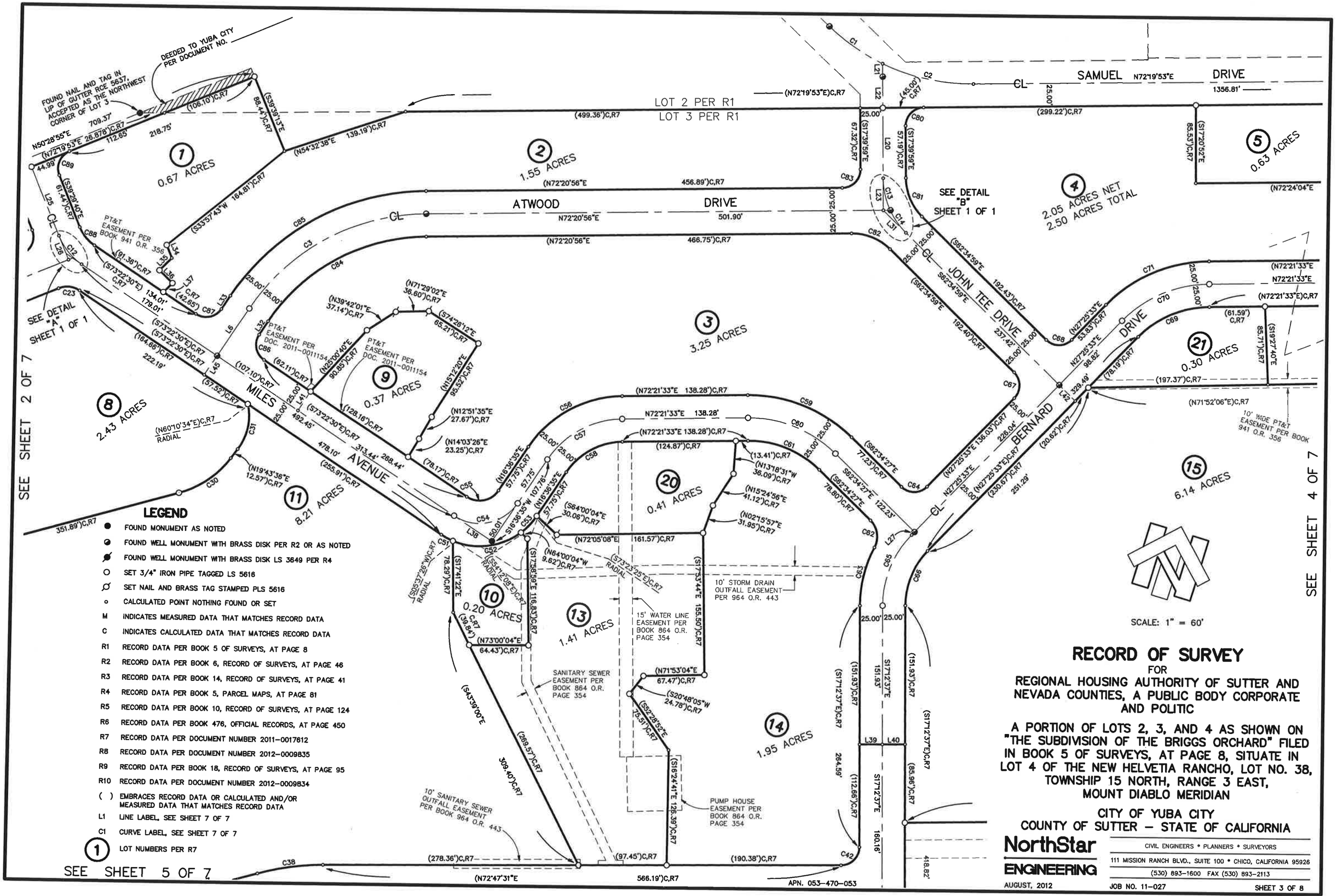
AUGUST, 2012 JOB NO. 11-027 SHEET 2 OF 8



LEGEND

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- L1 LINE LABEL, SEE SHEET 7 OF 7
- C1 CURVE LABEL, SEE SHEET 7 OF 7
- (1) LOT NUMBERS PER R7

RECORD OF SURVEY

FOR

REGIONAL HOUSING AUTHORITY OF SUTTER AND NEVADA COUNTIES, A PUBLIC BODY CORPORATE AND POLITIC

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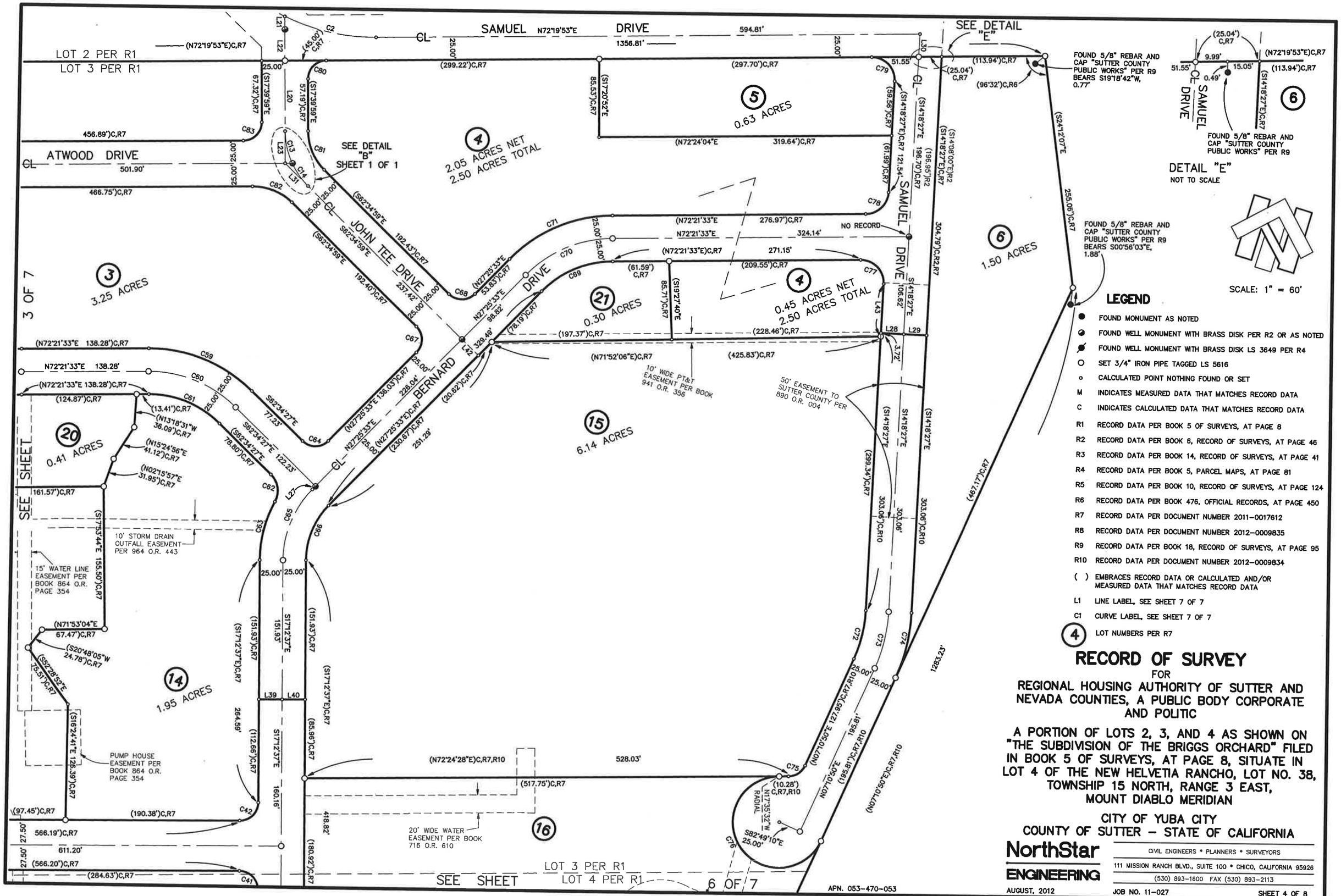
AUGUST, 2012 JOB NO. 11-027 SHEET 3 OF 8


SAMUEL DRIVE
N72°19'53"E
1356.81'
594.81'
LOT 2 PER R1
LOT 3 PER R1
ATWOOD DRIVE
501.90'
SEE DETAIL "B" SHEET 1 OF 1
SEE DETAIL "E"
FOUND 5/8" REBAR AND CAP "SUTTER COUNTY PUBLIC WORKS" PER R9 BEARS S19°18'42"W, 0.77'
FOUND 5/8" REBAR AND CAP "SUTTER COUNTY PUBLIC WORKS" PER R9
DETAIL "E"
NOT TO SCALE
FOUND 5/8" REBAR AND CAP "SUTTER COUNTY PUBLIC WORKS" PER R9 BEARS S00°56'03"E, 1.88'
NO RECORD
JOHN TEE DRIVE
BERNARD DRIVE
SAMUEL DRIVE
3 OF 7
SEE SHEET 6 OF 7
LOT 3 PER R1
LOT 4 PER R1
3.25 ACRES
2.05 ACRES NET
2.50 ACRES TOTAL
0.63 ACRES
1.50 ACRES
0.30 ACRES
0.45 ACRES NET
2.50 ACRES TOTAL
0.41 ACRES
6.14 ACRES
1.95 ACRES
10' WIDE PT&T EASEMENT PER BOOK 941 O.R. 356
50' EASEMENT TO SUTTER COUNTY PER 890 O.R. 004
10' STORM DRAIN OUTFALL EASEMENT PER 964 O.R. 443
15' WATER LINE EASEMENT PER BOOK 864 O.R. PAGE 354
PUMP HOUSE EASEMENT PER BOOK 864 O.R. PAGE 354
20' WIDE WATER EASEMENT PER BOOK 716 O.R. 610
APN. 053-470-053
SCALE: 1" = 60'
LEGEND
FOUND MONUMENT AS NOTED
FOUND WELL MONUMENT WITH BRASS DISK PER R2 OR AS NOTED
FOUND WELL MONUMENT WITH BRASS DISK LS 3649 PER R4
SET 3/4" IRON PIPE TAGGED LS 5616
CALCULATED POINT NOTHING FOUND OR SET
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C1 CURVE LABEL, SEE SHEET 7 OF 7
4 LOT NUMBERS PER R7
RECORD OF SURVEY
FOR
REGIONAL HOUSING AUTHORITY OF SUTTER AND NEVADA COUNTIES, A PUBLIC BODY CORPORATE AND POLITIC
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COUNTY OF SUTTER – STATE OF CALIFORNIA
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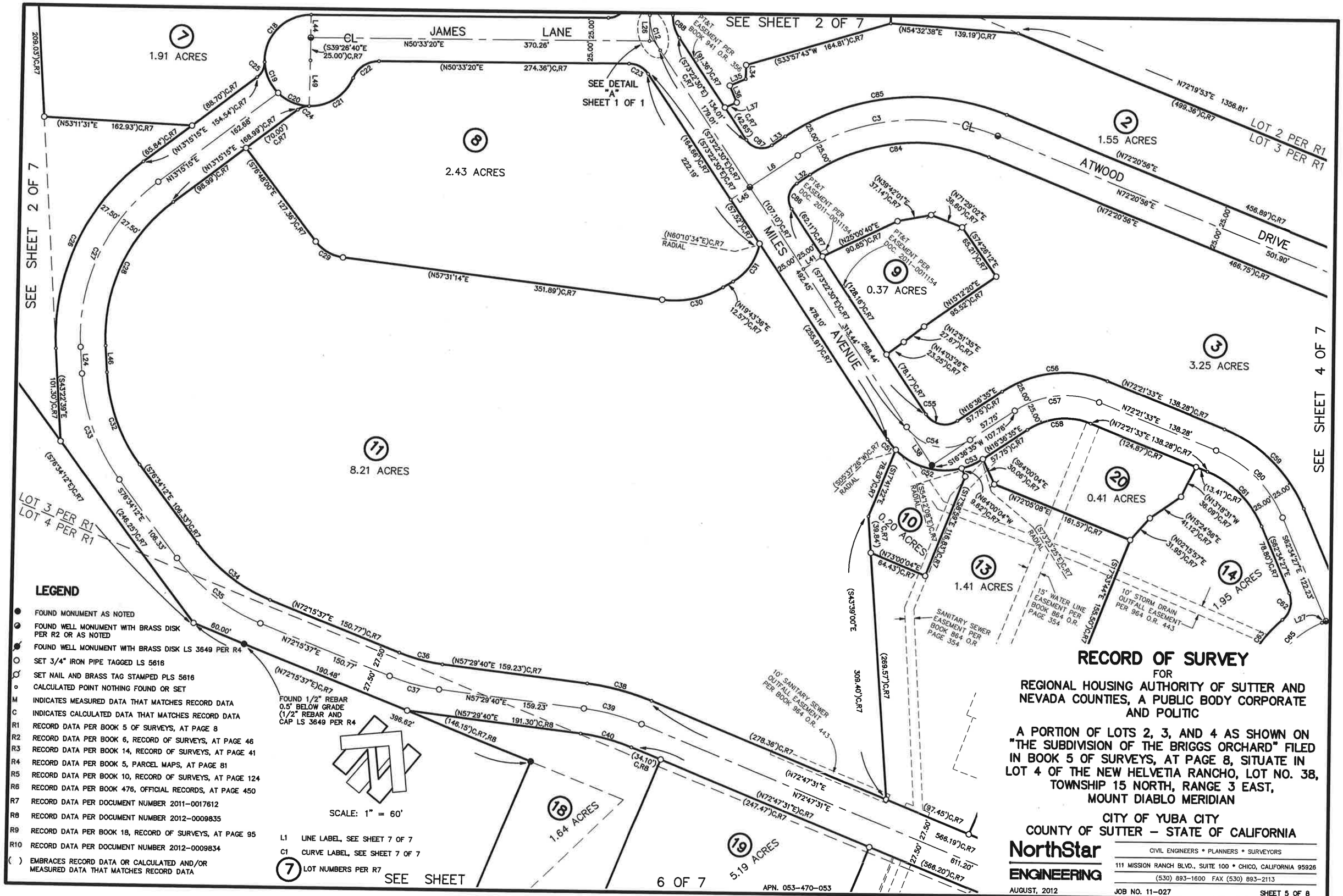
111 MISSION RANCH BLVD., SUITE 100 • CHICO, CALIFORNIA 95926
(530) 893-1600 FAX (530) 893-2113
AUGUST, 2012
JOB NO. 11-027
SHEET 4 OF 8



LEGEND

- ● FOUND MONUMENT AS NOTED
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SCALE: 1" = 60'

L1 LINE LABEL, SEE SHEET 7 OF 7

C1 CURVE LABEL, SEE SHEET 7 OF 7

7 LOT NUMBERS PER R7

RECORD OF SURVEY

FOR

REGIONAL HOUSING AUTHORITY OF SUTTER AND NEVADA COUNTIES, A PUBLIC BODY CORPORATE AND POLITIC

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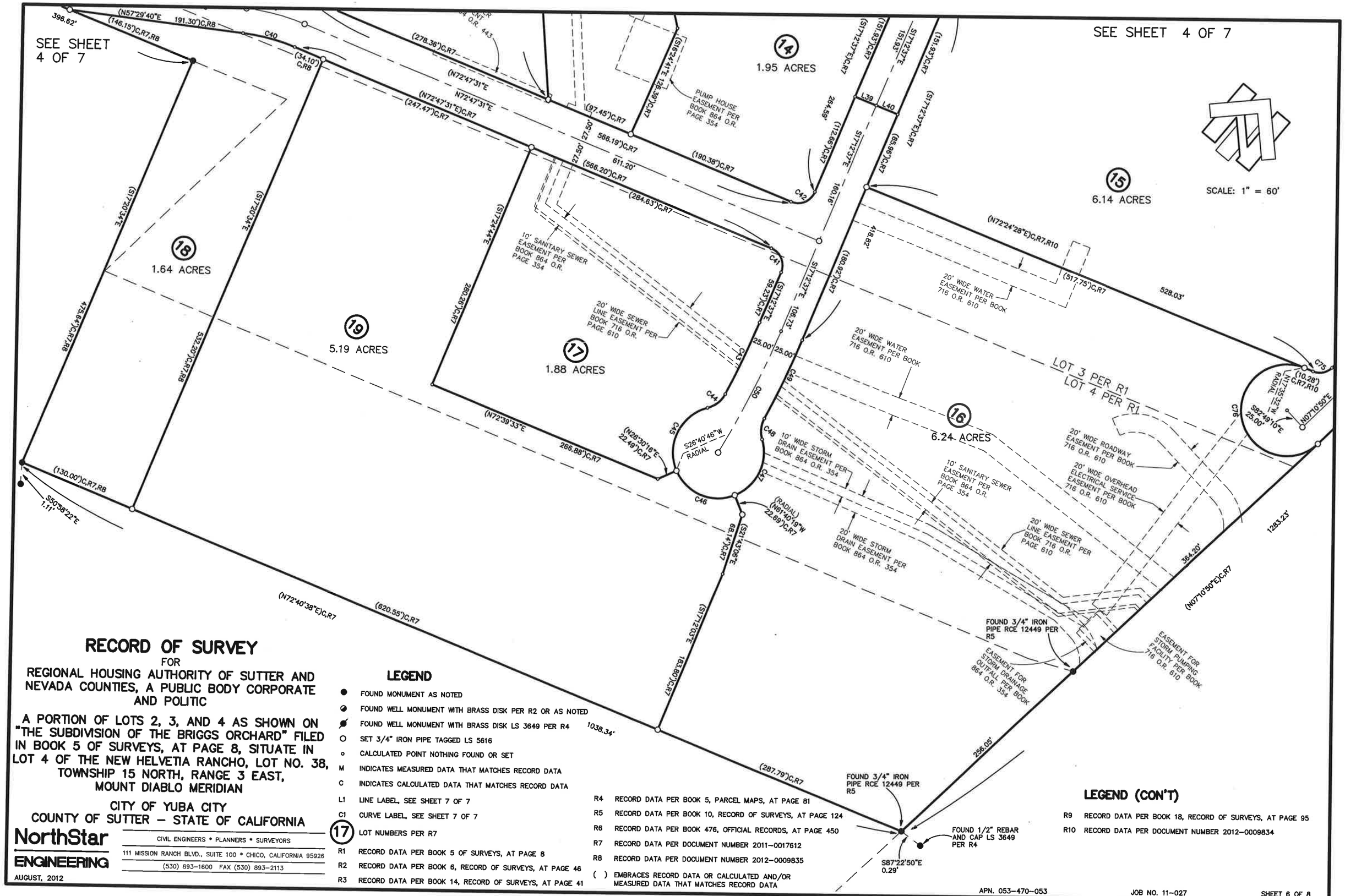
AUGUST, 2012 JOB NO. 11-027 SHEET 5 OF 8



RECORD OF SURVEY

FOR

REGIONAL HOUSING AUTHORITY OF SUTTER AND NEVADA COUNTIES, A PUBLIC BODY CORPORATE AND POLITIC

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CITY OF YUBA CITY
COUNTY OF SUTTER – STATE OF CALIFORNIA

NorthStar ENGINEERING
CIVIL ENGINEERS • PLANNERS • SURVEYORS
111 MISSION RANCH BLVD., SUITE 100 • CHICO, CALIFORNIA 95926
(530) 893-1600 FAX (530) 893-2113

AUGUST, 2012

LEGEND

- ● FOUND MONUMENT AS NOTED
- FOUND WELL MONUMENT WITH BRASS DISK PER R2 OR AS NOTED
- FOUND WELL MONUMENT WITH BRASS DISK LS 3649 PER R4
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- C1 CURVE LABEL, SEE SHEET 7 OF 7
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LEGEND (CON'T)

- R9 RECORD DATA PER BOOK 18, RECORD OF SURVEYS, AT PAGE 95
- R10 RECORD DATA PER DOCUMENT NUMBER 2012-0009834

RESOLUTION NOTES

THE NORTHERLY LINE OF LOT 3 WAS ESTABLISHED AS FOLLOWS:

1. THE ORIGINAL LOT 3 WAS CREATED BY BOOK 5, SURVEYS, PAGE 8 BY EDWARD VON GELDREN RCE 3366 IN 1923.

2. IN 1964 THE LINE WAS REESTABLISHED BY B.T. BERNDTSON, RCE 5637 ON BOOK 6, SURVEYS, PAGE 46.

3. IN 1969 THE NORTH LINE OF SAMUEL DRIVE (WHICH IS 50 FEET NORTH OF THE NORTH LINE OF LOT 3) WAS ESTABLISHED BY EDWARD VON GELDERN RCE 3366 ON BOOK 1 PARCEL MAPS, PAGE 17. THERE WAS A 1" IRON PIPE AND A BOAT SPIKE INDICATED AS FOUND ON THE NORTH LINE OF SAMUEL DRIVE ON THIS MAP.

4. IN 1979 AN ADDITIONAL SECTION OF THE NORTH LINE OF SAMUEL DRIVE WAS ESTABLISHED BY VON GELDERN ENGINEERING CO. ON BOOK 3 PARCEL MAPS, PAGE 65 UTILIZING THE FOUND BOAT SPIKE.

5. IN 1992 SAMUEL DRIVE WAS REESTABLISHED BY THE CITY OF YUBA CITY ON BOOK 14 RECORD OF SURVEYS, PAGE 41. THIS SURVEY RECOVERED BOTH THE 1" IRON PIPE AND THE BOAT SPIKE SHOWN ON THE PREVIOUS MAPS.

6. THIS SURVEYOR UTILIZED MONUMENTS FOUND ON BOOK 14 RS, PAGE 41 TO REESTABLISH THE NORTH LINE OF SAMUEL DRIVE. I THEN OFFSET THAT LINE 50 FEET TO ESTABLISH THE NORTH LINE OF LOT 3. I THEN PROJECTED THAT LINE WESTERLY AND FOUND IT TO AGREE WITH A FOUND NAIL AND TAG RCE 5637 AT THE NORTHWESTERLY CORNER OF LOT 3. THE ENGINEER SETTING THIS TAG IS THE ENGINEER THAT PREPARED BOOK 6 SURVEYS, PAGE 46.

7. THE POSITION OF THE NORTH LINE OF LOT 3 SHOWN HEREON IS THE RESULT OF ACCEPTING THE POSITIONS SHOWN ON THE ABOVE MAPS WHICH PROVIDE A LONG HISTORIC PEDIGREE FOR THIS POSITION.

8. THE POSITION OF THE NORTHERLY LINE OF LOT 3 HELD ON THIS MAP DISAGREES WITH THE CALCULATED POSITION SHOWN ON BOOK 18 RECORD OF SURVEYS, PAGE 95. THE PREPONDERANCE OF EVIDENCE INDICATED ABOVE INDICATES THAT THE POSITION OF THE NORTHERLY LINE OF LOT 3 SHOWN HEREON IS THE BEST POSITION FOR THIS LINE.

THE NORTHEASTERLY CORNER OF THE PROPERTY SHOWN HEREON WAS ESTABLISHED AS AS FOLLOWS:

9. OFFICIAL RECORD BOOK 476, PAGE 450 BEGINS AT THE NORTHWEST CORNER OF LOT 3 AND GOES ALONG THE NORTHERLY LINE OF LOT 3 A DISTANCE OF 1647.76 FEET TO THE NORTHWESTERLY CORNER OF OFFICIAL RECORD BOOK 222, PAGE 268.

10. OFFICIAL RECORD BOOK 222, PAGE 268 BEGINS AT A POINT ON THE NORTH LINE OF LOT 3 BEARING NORTH 72°32' EAST, 1647.77 FEET FROM THE NORTHWESTERLY CORNER OF LOT 3.

11. THE NORTHEASTERLY CORNER OF THE PROPERTY SHOWN HEREON WAS ESTABLISHED AT 1647.76 FEET ALONG THE NORTHERLY LINE OF LOT 3, AS ESTABLISHED HEREON, FROM THE NORTHWESTERLY CORNER OF LOT 3 BEING MARKED BY A NAIL AND TAG, RCE 5637 AS INDICATED IN 6 ABOVE.

12. THE RECORD ANGLE FROM THE DEEDS WAS TURNED TO ESTABLISH THE LINE RUNNING SOUTHEASTERLY FROM HERE AND INTERSECTED WITH THE LINE ESTABLISHED FROM MONUMENTS SHOWN HEREON AS FOUND ALONG THE EASTERLY LINE OF THE PROPERTY. THIS INTERSECTION POINT WAS USED AS THE ANGLE POINT IN THE EASTERLY LINE OF THE PROPERTY SHOWN HEREON. THE LINE RUNNING SOUTHEASTERLY FROM THE NORTHEASTERLY CORNER AS ESTABLISHED ABOVE AGREES VERY WELL WITH EXISTING FENCES IN THE AREA. THIS POSITION ALSO DISAGREES WITH THE POSITION SHOWN ON BOOK 18 RECORD OF SURVEYS, PAGE 95.

CURVE TABLE

CURVE	RADIUS	DELTA	LENGTH	
C1	225.00'	18°17'21"	71.82'	C,R3
C2	225.00'	26°25'29"	103.77'	C,R3
C3	235.00'	55°43'32"	228.56'	(235.00', 55°44'15")R2
C4	50.00'	90°00'55"	78.55'	(50.00', 90°00'00")R2
C5	100.00'	55°44'58"	97.30'	(100.00', 53°45'50")R2
C6	135.00'	45°04'00"	106.19'	C,R2
C7	110.00'	44°38'10"	85.70'	C,R2
C8	135.00'	44°56'00"	105.87'	C,R2
C9	232.00'	2°28'38"	10.03'	C,R4
C10	30.00'	110°38'00"	57.93'	C,R4
C11	958.00'	17°22'25"	290.49'	(958.00', 17°22'27", 290.50')R4
C12	(69.11')C,R2	(33°52'50")C,R2	40.87'	
C13	85.00'	24°25'03"	36.22'	C,R7
C14	85.00'	20°29'56"	30.41'	
C15	958.00'	0°12'49"	3.57'	C,R7
C16	20.00'	90°01'25"	31.42'	C,R7
C17	20.00'	90°03'00"	31.43'	C,R7
C18	50.00'	92°36'20"	80.81'	C,R7
C19	(50.00')C,R7	43°30'07"	37.96'	
C20	(50.00')C,R7	43°11'08"	37.69'	
C21	50.00'	68°40'57"	59.94'	C,R7
C22	30.00'	67°58'33"	35.59'	C,R7
C23	25.00'	56°04'10"	24.46'	C,R7
C24	20.00'	38°00'29"	13.27'	C,R7
C25	20.00'	55°18'15"	19.30'	C,R7
C26	237.50'	56°37'54"	234.75'	C,R7
C27	210.00'	56°37'55"	207.57'	
C28	182.50'	56°37'54"	180.38'	C,R7
C29	44.00'	45°40'46"	35.08'	C,R7
C30	105.00'	37°47'38"	69.26'	C,R7
C31	60.00'	49°33'02"	51.89'	C,R7
C32	187.50'	33°11'33"	108.62'	C,R7
C33	215.00'	33°11'33"	124.55'	
C34	187.50'	31°10'11"	102.00'	C,R7
C35	215.00'	31°10'12"	116.96'	
C36	192.50'	14°45'57"	49.61'	C,R7
C37	220.00'	14°45'57"	56.70'	C,R7
C38	272.50'	15°17'51"	72.76'	C,R7
C39	245.00'	15°17'51"	65.41'	
C40	217.50'	15°17'51"	58.07'	C,R8
C41	20.00'	89°59'52"	31.42'	C,R7
C42	20.00'	90°00'08"	31.42'	C,R7
C43	930.00'	5°19'54"	86.54'	C,R7
C44	30.00'	48°23'22"	25.34'	C,R7
C45	(50.00')C,R7	99°49'53"	87.12'	C,R7
C46	(50.00')C,R7	88°21'05"	77.10'	C,R7
C47	(50.00')C,R7	84°54'06"	74.09'	C,R7
C48	30.00'	44°53'46"	23.51'	C,R7
C49	980.00'	5°31'58"	94.63'	C,R7
C50	955.00'	8°55'21"	148.72'	
C51	75.00'	11°00'04"	14.40'	C,R7
C52	75.00'	59°49'34"	78.31'	C,R7
C53	75.00'	19°11'17"	25.12'	C,R7
C54	50.00'	90°00'55"	78.55'	
C55	25.00'	90°00'55"	39.28'	C,R7
C56	125.00'	55°44'58"	121.63'	C,R7
C57	100.00'	55°44'58"	97.30'	
C58	75.00'	55°44'58"	72.98'	C,R7
C59	160.00'	45°04'00"	125.85'	C,R7
C60	135.00'	45°04'00"	106.19'	
C61	110.00'	45°04'00"	86.52'	C,R7
C62	25.00'	73°31'38"	32.08'	C,R7
C63	135.00'	28°09'48"	66.36'	C,R7
C64	20.00'	90°00'00"	31.42'	C,R7
C65	110.00'	44°38'10"	85.70'	
C66	85.00'	44°38'10"	66.22'	C,R7
C67	20.00'	90°00'32"	31.42'	C,R7
C68	20.00'	89°59'28"	31.41'	C,R7
C69	110.00'	44°56'00"	86.27'	C,R7
C70	135.00'	44°56'00"	105.87'	
C71	160.00'	44°56'00"	125.48'	C,R7
C72	145.00'	21°29'17"	54.38'	C,R7,R10
C73	170.00'	21°29'17"	63.76'	
C74	195.00'	21°29'17"	73.13'	C,R7,R10
C75	20.00'	65°13'38"	22.77'	C,R7,R10
C76	50.00'	245°13'38"	214.00'	C,R7,R10
C77	25.00'	93°20'00"	40.72'	C,R7
C78	25.00'	86°40'00"	37.82'	C,R7
C79	25.00'	93°21'40"	40.74'	C,R7
C80	20.00'	89°59'52"	31.42'	C,R7
C81	60.00'	44°55'00"	47.04'	C,R7
C82	59.72'	45°04'05"	46.97'	C,R7
C83	20.00'	90°00'55"	31.42'	C,R7
C84	210.00'	55°43'31"	204.24'	C,R7
C85	260.00'	55°43'31"	252.87'	C,R7
C86	20.00'	89°59'55"	31.42'	C,R7
C87	20.00'	90°00'05"	31.42'	C,R7
C88	44.11'	33°52'50"	26.08'	C,R7
C89	20.00'	89°58'35"	31.41'	C,R7

LINE TABLE

LINE	BEARING	LENGTH	
L1	S54°32'38"W	139.19'	
L2	N39°39'13"W	88.44'	
L3	N39°26'40"W	25.00'	
L4	S39°29'40"E	81.43'	(S39°18'05"E)R2
L5	S73°22'30"E	179.01'	(S73°10'55"E)R2
L6	N16°37'25"E	62.64'	(N16°49'00"E)R2
L7	S73°22'30"E	(363.45')C,R2	(S73°10'55"E)R2
L8	N27°25'33"E	98.84'	(N27°36'E, 98.82')R2
L9	N72°21'33"E	324.14'	(N72°32'E, 323.98')R2
L10	S27°25'33"W	226.01'	(N27°36'E, 226.06')R2
L11	S62°34'27"E	(122.23')C,R2	(N62°24'W)R2
L12	S17°12'37"E	(151.93')C,R2	(N72°02'10"W)R2
L13	N72°21'33"E	138.28'	(N72°32'W, 138.50')R2
L14	N16°36'35"E	(57.74')C,R2	(N16°48'10"W)R2
L15	S14°18'27"E	106.15'	(N14°08'00"W)R2
L16	S14°18'27"E	196.70'	(N14°08'00"W, 196.95')R2
L17	S14°18'27"E	25.04'	
L18	S62°34'38"E	272.56'	(S62°22'40"E, 227.49')R2 (S62°35'01"E, 272.60')R3
L19	S72°20'56"W	501.90'	(N72°33'15"E)R2 (N72°19'31"E)R3
L20	S17°39'59"E	77.19'	C,R7 (S17°41'02"E)R3 (S17°27'40"E)R2
L21	S17°39'59"E	(14.23')C,R3	(S17°41'02"E)R3
L22	S17°39'59"E	34.28'	(S17°41'02"E)R3 (33.95')R2
L23	N17°39'59"W	35.14'	
L24	S43°22'39"E	29.03'	
L25	S39°29'40"E	81.43'	
L26	S39°29'40"E	28.33'	
L27	N27°25'33"E	4.63'	
L28	(N75°41'33"E)C,R10	25.00'	
L29	(N75°41'33"E)C,R10	25.00'	
L30	S14°18'27"E	25.04'	
L31	S62°34'59"E	35.14'	
L32	N16°37'25"E	17.64'	C,R7
L33	N16°37'25"E	17.63'	C,R7
L34	S38°36'19"E	15.33'	C,R7
L35	S27°24'11"W	18.91'	C,R7
L36	S62°35'49"E	20.00'	C,R7
L37	S27°24'11"W	13.92'	C,R7
L38	S73°22'30"E	50.01'	
L39	(N72°47'23"E)C,R7	25.00'	
L40	(N72°47'23"E)C,R7	25.00'	
L41	N16°37'30"E	25.00'	C,R7
L42	S62°34'59"E	25.00'	C,R7
L43	N14°18'27"W	57.35'	C,R7
L44	N39°26'40"W	25.00'	C,R7
L45	S16°37'25"W	25.00'	C,R7
L46	S43°22'39"E	29.03'	C,R7
L47	N56°00'35"E	32.82'	C,R7
L48	N43°10'07"E	55.91'	C,R7
L49	S38°44'16"E	50.00'	C,R7
L50	N50°33'20"E	370.26'	(S50°46'45"W)R2

RECORD OF SURVEY

FOR

REGIONAL HOUSING AUTHORITY OF SUTTER AND NEVADA COUNTIES, A PUBLIC BODY CORPORATE AND POLITIC

A PORTION OF LOTS 2, 3, AND 4 AS SHOWN ON "THE SUBDIVISION OF THE BRIGGS ORCHARD" FILED IN BOOK 5 OF SURVEYS, AT PAGE 8, SITUATE IN LOT 4 OF THE NEW HELVETIA RANCHO, LOT NO. 38, TOWNSHIP 15 NORTH, RANGE 3 EAST, MOUNT DIABLO MERIDIAN

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COUNTY OF SUTTER – STATE OF CALIFORNIA

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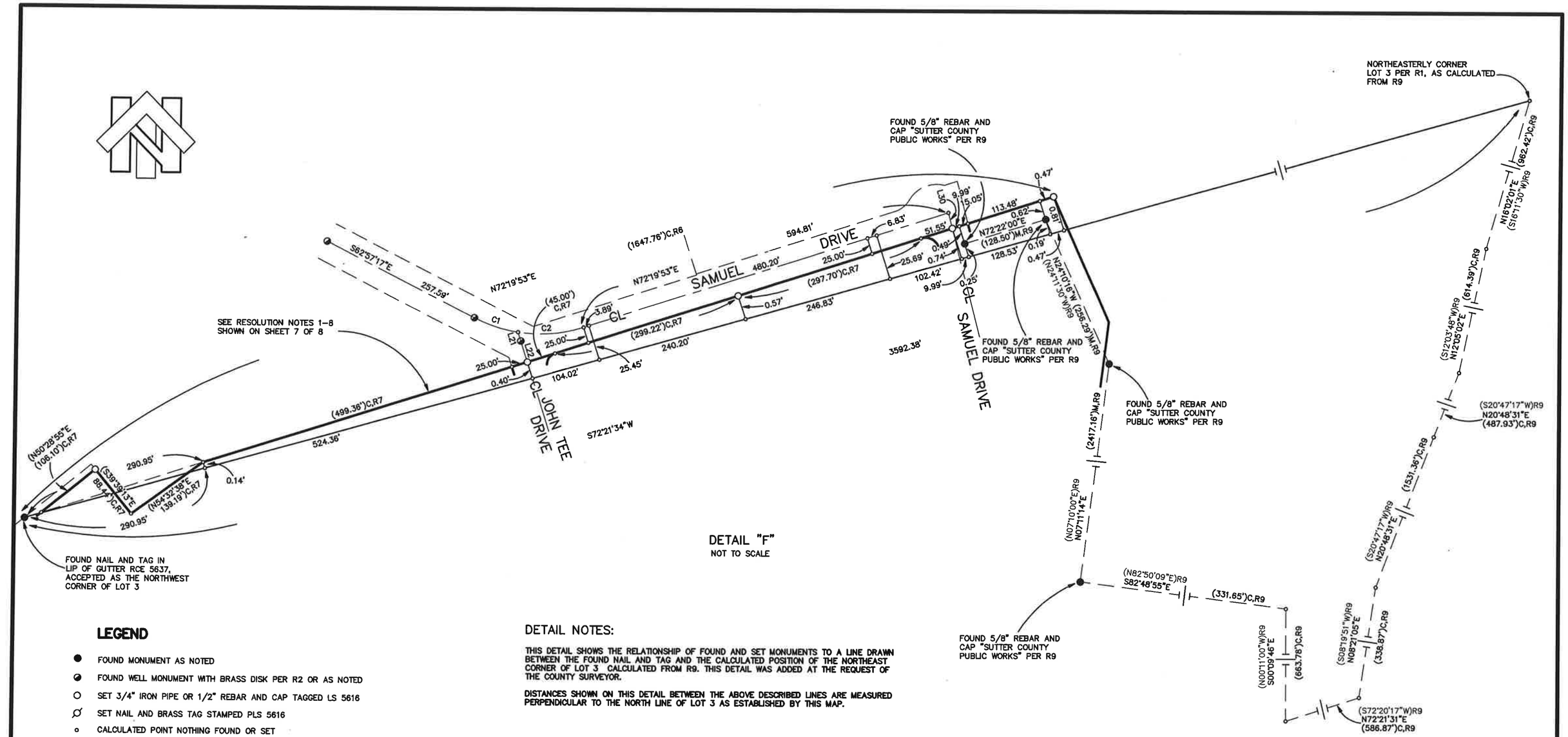

DETAIL "F"
NOT TO SCALE

LEGEND

- ● FOUND MONUMENT AS NOTED
- ◐ FOUND WELL MONUMENT WITH BRASS DISK PER R2 OR AS NOTED
- ○ SET 3/4" IRON PIPE OR 1/2" REBAR AND CAP TAGGED LS 5616
- ∅ SET NAIL AND BRASS TAG STAMPED PLS 5616
- ∘ CALCULATED POINT NOTHING FOUND OR SET
- M INDICATES MEASURED DATA THAT MATCHES RECORD DATA
- C INDICATES CALCULATED DATA THAT MATCHES RECORD DATA
- R1 RECORD DATA PER BOOK 5 OF SURVEYS, AT PAGE 8
- R2 RECORD DATA PER BOOK 6, RECORD OF SURVEYS, AT PAGE 46
- R3 RECORD DATA PER BOOK 14, RECORD OF SURVEYS, AT PAGE 41
- R4 RECORD DATA PER BOOK 5, PARCEL MAPS, AT PAGE 81
- R5 RECORD DATA PER BOOK 10, RECORD OF SURVEYS, AT PAGE 124
- R6 RECORD DATA PER BOOK 476, OFFICIAL RECORDS, AT PAGE 450
- R7 RECORD DATA PER DOCUMENT NUMBER 2011-0017612
- R8 RECORD DATA PER DOCUMENT NUMBER 2012-0009835
- R9 RECORD DATA PER BOOK 18, RECORD OF SURVEYS, AT PAGE 95
- R10 RECORD DATA PER DOCUMENT NUMBER 2012-0009834
- ( ) EMBRACES RECORD DATA OR CALCULATED AND/OR MEASURED DATA THAT MATCHES RECORD DATA
- L1 LINE LABEL, SEE SHEET 7 OF 7
- C1 CURVE LABEL, SEE SHEET 7 OF 7

DETAIL NOTES:

THIS DETAIL SHOWS THE RELATIONSHIP OF FOUND AND SET MONUMENTS TO A LINE DRAWN BETWEEN THE FOUND NAIL AND TAG AND THE CALCULATED POSITION OF THE NORTHEAST CORNER OF LOT 3 CALCULATED FROM R9. THIS DETAIL WAS ADDED AT THE REQUEST OF THE COUNTY SURVEYOR.

DISTANCES SHOWN ON THIS DETAIL BETWEEN THE ABOVE DESCRIBED LINES ARE MEASURED PERPENDICULAR TO THE NORTH LINE OF LOT 3 AS ESTABLISHED BY THIS MAP.

RECORD OF SURVEY

FOR

REGIONAL HOUSING AUTHORITY OF SUTTER AND NEVADA COUNTIES, A PUBLIC BODY CORPORATE AND POLITIC

A PORTION OF LOTS 2, 3, AND 4 AS SHOWN ON "THE SUBDIVISION OF THE BRIGGS ORCHARD" FILED IN BOOK 5 OF SURVEYS, AT PAGE 8, SITUATE IN LOT 4 OF THE NEW HELVETIA RANCHO, LOT NO. 38, TOWNSHIP 15 NORTH, RANGE 3 EAST, MOUNT DIABLO MERIDIAN

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APN. 053-470-053

AUGUST, 2012 JOB NO. 11-027 SHEET 8 OF 8

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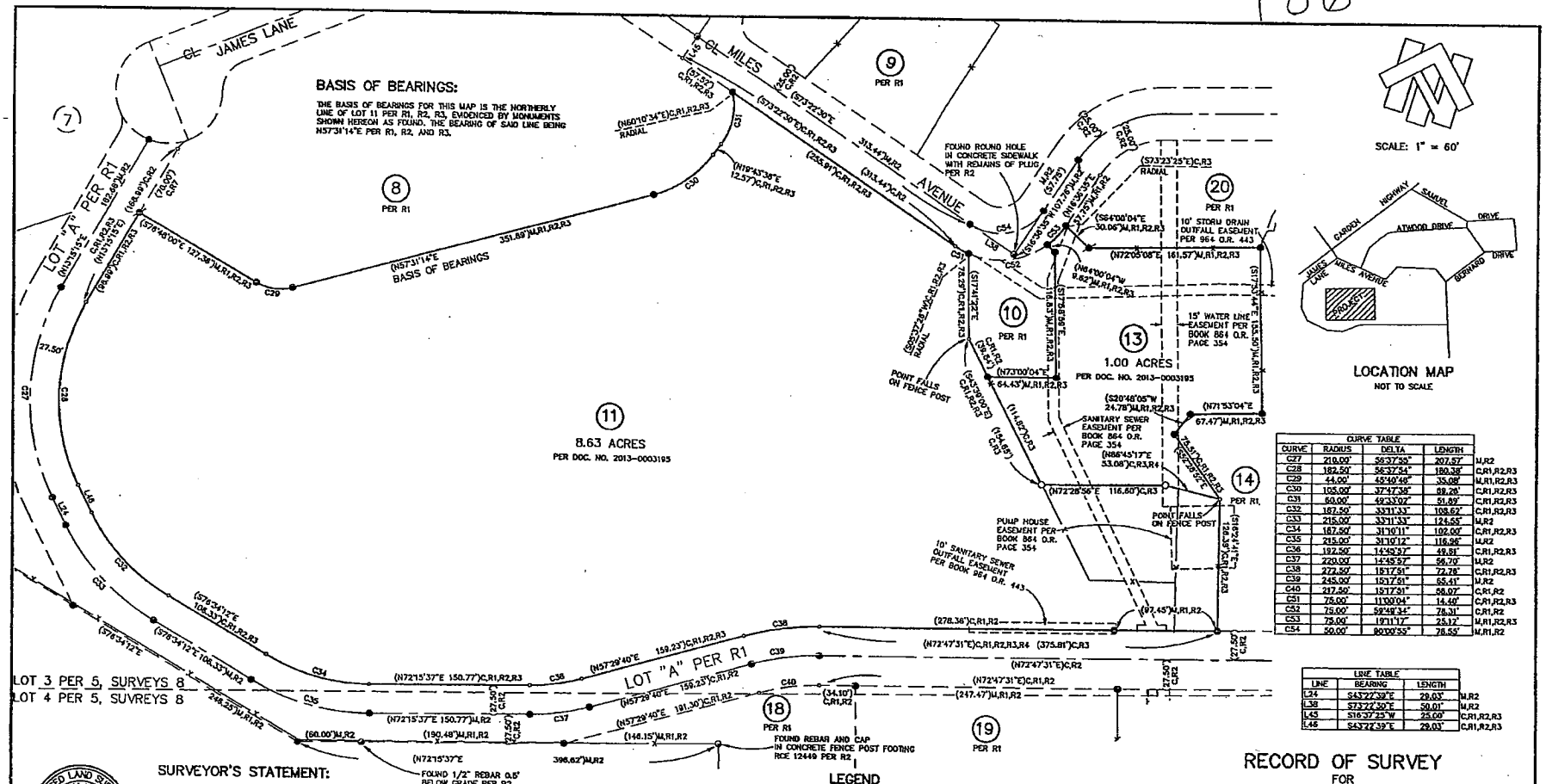

CURVE TABLE				
CURVE	RADIUS	DELTA	LENGTH	
C27	210.00'	56°37'55"	207.57'	M,R2
C28	182.50'	56°37'54"	180.38'	C,R1,R2,R3
C29	44.00'	45°40'48"	35.08'	M,R1,R2,R3
C30	105.00'	37°47'58"	69.28'	C,R1,R2,R3
C31	50.00'	49°33'02"	51.89'	C,R1,R2,R3
C32	187.50'	33°11'33"	108.62'	C,R1,R2,R3
C33	215.00'	33°11'33"	124.55'	M,R2
C34	187.50'	31°10'11"	102.00'	C,R1,R2,R3
C35	215.00'	31°10'12"	116.96'	M,R2
C36	192.50'	14°45'57"	49.51'	C,R1,R2,R3
C37	220.00'	14°45'57"	56.70'	M,R2
C38	272.50'	15°17'51"	72.78'	C,R1,R2,R3
C39	245.00'	15°17'51"	65.41'	M,R2
C40	217.50'	15°17'51"	58.07'	C,R1,R2
C51	75.00'	11°00'04"	14.40'	C,R1,R2,R3
C52	75.00'	59°48'34"	78.31'	C,R1,R2
C53	75.00'	19°11'17"	25.12'	M,R1,R2,R3
C54	50.00'	90°00'55"	78.55'	M,R1,R2

LINE TABLE			
LINE	BEARING	LENGTH	
L34	S43°22'30"E	29.03'	M,R2
L38	S73°22'30"E	50.01'	M,R2
L45	S16°37'25"W	25.00'	C,R1,R2,R3
L46	S43°22'39"E	29.03'	C,R1,R2,R3

SURVEYOR'S STATEMENT:

THIS MAP CORRECTLY REPRESENTS A SURVEY MADE BY ME OR UNDER MY DIRECTION IN CONFORMANCE WITH THE REQUIREMENTS OF THE PROFESSIONAL LAND SURVEYOR'S ACT AT THE REQUEST OF REGIONAL HOUSING AUTHORITY OF SUTTER AND NEVADA COUNTIES, A PUBLIC BODY CORPORATE AND POLITIC IN JANUARY, 2013.

DATED: 5-15-2013

NORTHSTAR ENGINEERING
JAMES M. HERRICK PLS 5816

LICENSED LAND SURVEYOR JAMES M. HERRICK NO.PLS 5816 STATE OF CALIFORNIA

COUNTY SURVEYOR'S STATEMENT:

THIS MAP HAS BEEN EXAMINED IN ACCORDANCE WITH SECTION 8766 OF THE PROFESSIONAL LAND SURVEYOR'S ACT THIS 17th DAY OF May, 2013.

JERRY EUGENE CRR
SUTTER COUNTY SURVEYOR
RCE 21203

RECORDER'S STATEMENT:

FILED THIS 21st DAY OF May, 2013, AT 12:00 P.M. IN BOOK 15 OF RECORD OF SURVEYS, AT PAGE(S) 176 AT THE REQUEST OF NORTHSTAR ENGINEERING.

FILE NO. 2013-0008464

DONNA M. JOHNSTON
COUNTY RECORDER
COUNTY OF SUTTER

BY: Gloria
DEPUTY

LEGEND

- FOUND 3/4" IRON PIPE OR 1/2" REBAR AND CAP TAGGED LS 5616 PER R2
- FOUND WELL MONUMENT WITH BRASS DISK PER R2 OR AS NOTED
- FOUND NAIL AND BRASS TAG STAMPED PLS 5616 PER R2
- SET 3/4" IRON PIPE TAGGED LS 5616
- CALCULATED POINT NOTHING FOUND OR SET
- M INDICATES MEASURED DATA THAT MATCHES RECORD DATA
- C INDICATES CALCULATED DATA THAT MATCHES RECORD DATA
- R1 RECORD DATA PER DOCUMENT NUMBER 2011-0017612
- R2 RECORD DATA PER BOOK 18, RECORD OF SURVEYS, AT PAGE 163
- R3 RECORD DATA PER DOCUMENT NUMBER 2013-0003195
- ( ) ENBRACES RECORD DATA OR CALCULATED AND/OR MEASURED DATA THAT MATCHES RECORD DATA
- (7) LOT NUMBERS PER R1 AND R2
- —x— EXISTING FENCE LINE

APN. 053-470-033 (PORTION)

RECORD OF SURVEY

FOR

REGIONAL HOUSING AUTHORITY OF SUTTER AND NEVADA COUNTIES, A PUBLIC BODY CORPORATE AND POLITIC

A PORTION OF LOTS 2, 3, AND 4 AS SHOWN ON "THE SUBDIVISION OF THE BRIGGS ORCHARD" FILED IN BOOK 5 OF SURVEYS, AT PAGE 8, SITUATE IN LOT 4 OF THE NEW HELVETIA RANCHO, LOT NO. 38, TOWNSHIP 15 NORTH, RANGE 3 EAST, MOUNT DIABLO MERIDIAN

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MAY, 2013 JOB NO. 12-264 SHEET 1 OF 1

ATTACHMENT 4

Environmental Assessment 22-07

Initial Study and Mitigated Negative Declaration for General Plan Amendment 22-03 and Rezone 22-04: Implementing Policies of the 2021-2029 Housing Element

Prepared for:

City of Yuba City
1201 Civic Center Boulevard
Yuba City, CA 95993

Prepared By:

Brian Millar & Robby Thacker, Contract Planners
and

City of Yuba City
Development Services Department
Planning Division

Updated by:

Denis Cook
Land Use Planning Consultant

February 2023

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CITY OF YUBA CITY
Development Services Department
Planning Division
1201 Civic Center Blvd. Yuba City, CA 95993 Phone (530) 822-4700

1. Introduction

1.1. Introduction

This Initial Study/Mitigated Negative Declaration (IS/MND) has been prepared to identify any potential environmental impacts from General Plan Amendment (GPA) 22-03 and Rezone (RZ) 22-04 consisting of 35 parcels ("Project") to implement the requirements of Program H-C-7 of the 2021-2029 Housing Element that was adopted March 1, 2022. This program established the lower income Regional Housing Needs Allocation (RHNA), in which the City is required to provide land for the development of at least 1,544 lower income residences. The City's vacant land inventory identified capacity to accommodate only 1,336 dwelling units, resulting in a shortfall of 208 units. This GPA and RZ is intended to add land to the available housing inventory at densities favorable to accommodating the additional 208 lower income housing units.

This General Plan Amendment and Rezoning of 35 parcels, covering 75.89 acres, implements the requirements of the 2021-2029 Housing Element by increasing minimum residential densities to 12 residences per acre for new development. The rezoning will also include an X_{29} Combining Zone District for three of the 35 parcels, totaling 14.95 acres. This will require new residential construction on these properties to be a minimum of 20 residences per acre.

More specifically:

> The Project will **amend the General Plan** Land Use Element by re-designating the 35 parcels from Medium/Low Density Residential (29 parcels), Low Density Residential (3 parcels), Office and Office Park (2 parcels), and Public Facility (1 parcel), all to a Medium/High Density Residential (HDR) General Plan Designation.
>
> The Project also **Rezones** some of those same properties to be consistent with the GPA discussed above. This includes three parcels currently in a One-Family Residential (R-1) Zone District, six parcels in a Two-Family Residence (R-2) Zone District, and three parcels in a Commercial Office (C-0) Zone District, all of which would be rezoned to a Multiple-Family (R-3) Zone District which is consistent with the HDR General Plan designation described above. Twenty-three of the properties were previously zoned R-3, so are not in need of a rezoning. Three of the 35 properties, totaling 14.95, acres will also have an X_{29} Combining Zone District added to the R-3 Zone District. The X_{29} Combining Zone District requires new residential development to be a minimum of 20 dwellings per acre (vs. a minimum of 12 dwellings per acre for the other parcels).

No physical development is proposed as part of this application, as this Project is strictly an amendment to the existing General Plan and Zoning.

This GPA/RZ is considered a project under the California Environmental Quality Act (CEQA), as the City has discretionary authority over the project. The Project requires review and recommendation by the Planning Commission of the City of Yuba City and review and approval by the City Council.

This IS/MND has been prepared in conformance with CEQA Guidelines Section 15070. The purpose of the IS/MND is to determine the potential significant impacts associated with the proposed Project. In addition, this document is intended to provide the basis for input from public agencies, organizations, and interested members of the public.

1.2. Regulatory Information

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

A. The IS shows there is no substantial evidence, in light of the whole record before the agency, that the proposed Project may have a significant effect on the environment, or

B. The IS identified potentially significant effects, but:

    a. Revisions in the Project plans or proposals made by or agreed to by the applicant before the proposed negative declaration and initial study is released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur is prepared, and

    b. There is no substantial evidence, in light of the whole record before the agency, that the proposed Project as revised may have a significant effect on the environment. If revisions are adopted by the Lead Agency into the proposed Project in accordance with the CEQA Guidelines Section 15070(b), a Mitigated Negative Declaration (MND) is prepared.

1.3. Document Format

This IS/MND contains four chapters. Chapter 1, *Introduction*, provides an overview of the proposed Project and the CEQA environmental documentation process. Chapter 2, *Project Description*, provides a detailed description of proposed Project objectives and components. Chapter 3, *Impact Analysis*, presents the CEQA checklist and environmental analysis for all impact areas, mandatory findings of significance, and feasible measures. If the proposed Project does not have the potential to significantly impact a given issue area, the relevant section provides a brief discussion of the reasons why no impacts are expected. If the proposed Project could have a potentially significant impact on a resource, the issue area discussion provides a description of potential impacts, and appropriate mitigation measures and/or permit

requirements that would reduce those impacts to a less than significant level. Chapter 4, *List of Preparers*, provides a list of key personnel involved in the preparation of the IS/MND.

1.4. Purpose of Document

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

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

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

1.5. Intended Uses of this Document

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

The Draft IS/MND and associated appendices will be available for review on the City of Yuba City website at www.yubacity.net/environmental. The Draft IS/MND and associated appendixes also will be available for review during regular business hours at the City of Yuba City Development Services Department (1201 Civic Center Boulevard, Yuba City, CA 95993). The 30-day review period will commence on February 21, 2023, and end on March 22, 2023 at the conclusion of the Planning Commission hearing.

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

City of Yuba City
Attn: Doug Libby, Deputy Development Services Director
Development Services Department
1201 Civic Center Boulevard
Yuba City, CA 95991
E-mail: developmentservices@yubacity.net
Phone: (530) 822-3231

2. Project Description

2.1. Project Title

General Plan Amendment 22-03 and Rezone 22-04 to implement Program H-C-7 of the 2021-2029 Housing Element.

2.2. Lead Agency Name and Address

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

2.3. Contact Person and Phone Number

Doug Libby, Deputy Director of Development Services
Ph: (530) 822-3231
developmentservices@yubacity.net

2.4. Project Location/Existing Use

The Project includes 35 sites all of which are within the incorporated city limits of Yuba City, have been previously disturbed, and are currently vacant or under-utilized. The parcels are located in four general areas of the City:

Butte House Road corridor – several parcels consisting of approximately 14.6 acres along the north side of Butte House Road between Tharpe Road and Romero Street.

Walton Avenue corridor – These are five infill type properties consisting of about 9.73 acres fronting along Walton Avenue on both sides of Franklin Road.

Regional Housing Authority (RHA) – Twenty-two of the properties consisting of approximately 50.34 acres are located within the properties owned and managed by the Regional Housing Authority located east of Garden Highway along Miles Avenue.

Market Street area – There are two adjoining properties, consisting of approximately 1.22 acres on Market Street just north of downtown.

2.5. Project Applicant

City of Yuba City
1201 Civic Center Boulevard
Yuba City, CA 95993
(530) 822-3231

2.6. Property Owner

Various property owners

2.7. General Plan/Specific Plan Designations

Existing: The properties are in various general plan designations:

Low-Medium Density Residential (MDR): 29 of the 35 parcels (72.32 acres). Approximately 95 percent of the area being considered are currently designated MDR, which provides for a residential density range of 6 to 14 residences per acre.

Low Density Residential (LDR): Three of the parcels (1.35 acres). Approximately 1.8 percent of the area is designated LDR, which provides for a residential density range of 2 to 8 residences per acre.

Office and Office Park (O): Two parcels (1.22 acres). Approximately 1.6 percent of the area is designated O. This designation does not provide for a residential use except when in conjunction with an office development.

Public & Semipublic (P): One parcel (1 acre). Approximately 1.3 percent of the area is designated P. This designation does not provide for residential development.

None of the properties are located within a specific plan.

Proposed:

Medium-High Density Residential (HDR). All 35 properties (75.89 acres) are proposed to be re-designated HDR. This designation provides for a residential density of 12 to 36 residences per acre.

2.8. Zoning

Existing:

One-Family Residence (R-1): Three parcels (1.35 acres). Approximately 2 percent of the area is zoned R-1.

Two-Family Residential (R-2): Six parcels (18 acres). Approximately 23.7 percent of the Project area is zoned R-2.

Multiple-Family Residence (R-3): Twenty-three parcels (54.32 acres). Almost 72 percent of the properties are zoned R-3. These properties do not need rezoning, even though the corresponding general plan designation is being modified.

Office Commercial (C-O): Three parcels (2.22 acres). Approximately 3 percent of the Project area is zoned C-O.

Proposed:

Multiple-Family (R-3): The 12 parcels (21.57 acres) currently zoned R-1, R-2, and C-O are proposed to be rezoned to an R-3 Zone District. The other 23 parcels are already zoned R-3.

and

X_{29} Combining Zone District: There are three properties (14.95 acres) proposed to have an X29 Combining Zone District added to the R-3 zoning. The X29 District will require any residential development to be built to a minimum of 20 residences/acre, as compared with the standard R-3 zoned properties within the HDR General Plan designation could be developed at a minimum of 12 residences/acre.

2.9. Project Description

General Plan Amendment (GPA) 22-03 and Rezone (RZ) 22-04, involving 35 parcels ("Project") is proposed to implement the requirements of Program H-C-7 of the 2021-2029 Housing Element that was adopted by the City Council March 1, 2022. This program established the lower income Regional Housing Needs Allocation (RHNA), in which the City is required to provide properly planned and zoned land for at least 1,544 lower income residences. The City's vacant land inventory identified capacity for existing properly planned and zoned land to accommodate only 1,336 dwelling units, resulting in a shortfall of 208 units. This GPA and RZ is intended to make available adequate land capable of accommodating the additional 208 needed lower income housing units in compliance with RHNA and State Housing law.

This General Plan Amendment and Rezoning of the 35 parcels, covering 75.89 acres, implements the 2021-2029 Housing Element by increasing the minimum residential development densities to 12 residences per acre. The rezoning will also include an X29 Combining Zone District for three of the 35 parcels, totaling 14.95 acres which will require new residential construction to be a minimum of 20 residences per acre. More specifically:

- The Project will amend the General Plan Land Use Element by re-designating the 35 parcels from Medium/Low Density Residential, (29 parcels) Low Density Residential (3 parcels), Office and Office Park (2 parcels), and Public Facility (1 parcel), all to a Medium/High Density Residential (HDR) General Plan Designation.
- This Project will rezone some of those same properties to be consistent with the GPA discussed above. This includes three parcels currently in a One-Family Residential (R-1) Zone District, six parcels in a Two-Family Residence (R-2) Zone District, and three parcels in a Commercial Office (C-0) Zone District. All are proposed to be rezoned to a Multiple-Family (R-3) Zone District which is consistent with the HDR General Plan designation described above. Twenty-three of the properties were previously zoned R-3, and a rezoning is not required. Also, three of the 35 properties, totaling 14.95, acres will have an X29 Combining Zone District added to the R-3 Zone District. The X29 Combining Zone District requires new residential development to be a minimum of 20 residences per acre (vs. a minimum of 12 dwellings per acre for the other HDR designated properties). No physical development is proposed as part of this Project.

The sites are or can be served by City water, sewer, and storm drainage systems.

Figure 1 on the following page along with Table 1 that follows provide the location and detail about the properties involved.

Figure 1: Location Map

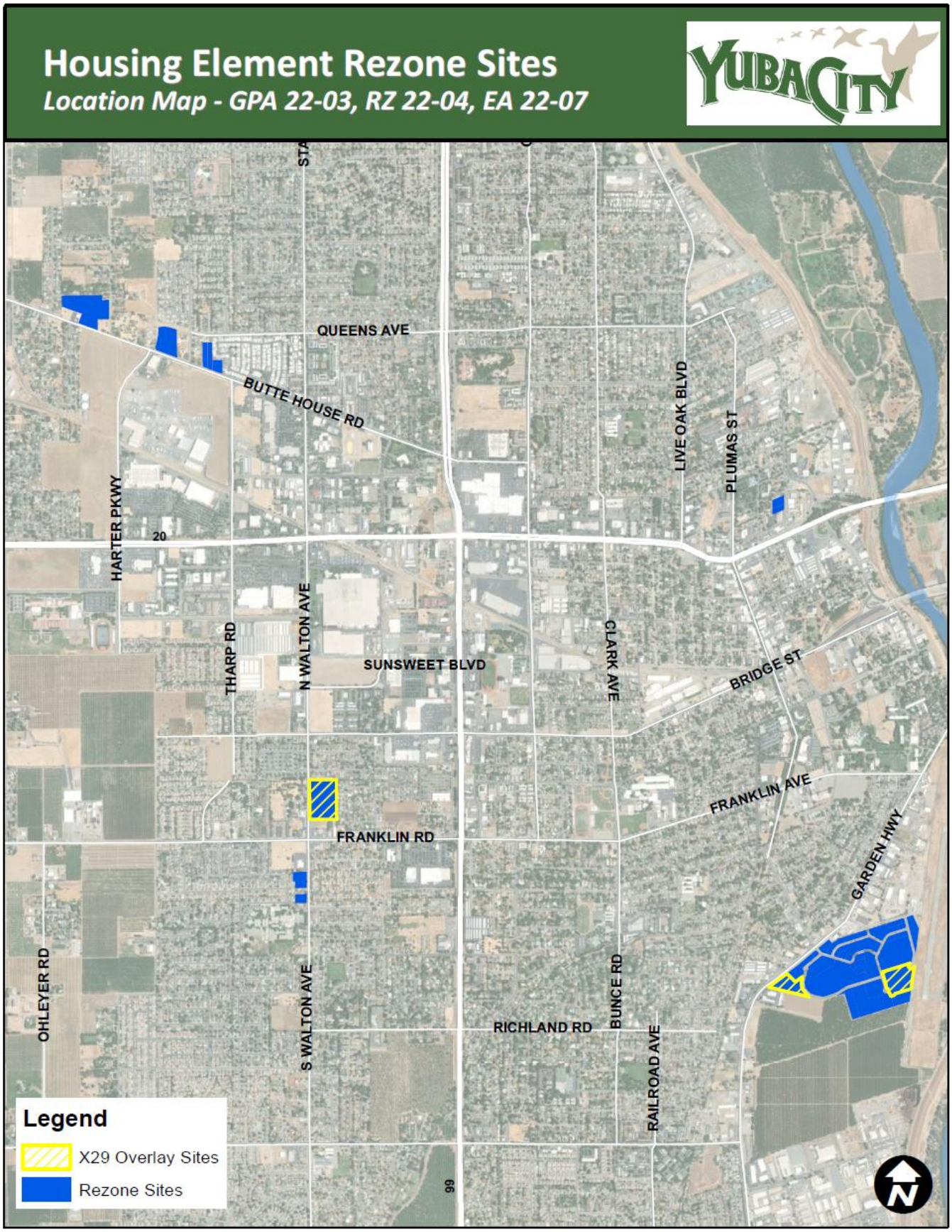


Table 2: Project Site List

Housing Element General Plan Amendment Rezone Sites

GPA 22-03, RZ 22-04, EA 22-07

Site	APN	Address	Acreage	Current Zoning	Proposed Zoning	Current General Plan Land Use Designation	Proposed General Plan Land Use Designation
1	59-020-017	1835 BUTTE HOUSE RD	0.9	R-2	R-3	Medium-Low Density Residential (MLDR)	Medium-High Density Residential (MHDR)
2	59-020-015	1851 BUTTE HOUSE RD	0.39	R-2	R-3	Medium-Low Density Residential (MLDR)	Medium-High Density Residential (MHDR)
3	61-120-004	0 BUTTE HOUSE RD	7.88	R-2 x20	R-3	Medium-Low Density Residential (MLDR)	Medium-High Density Residential (MHDR)
4	59-530-034	0 BUTTE HOUSE RD	3.98	R-3	R-3	Medium-Low Density Residential (MLDR)	Medium-High Density Residential (MHDR)
5	59-020-018	1821 BUTTE HOUSE RD	1	R-2	R-3	Medium-Low Density Residential (MLDR)	Medium-High Density Residential (MHDR)
6	59-020-016	1851 BUTTE HOUSE RD	0.45	R-2	R-3	Medium-Low Density Residential (MLDR)	Medium-High Density Residential (MHDR)
7	51-393-003	0 MARKET ST	0.48	C-O	R-3	Office and Office Park (O&OP)	Medium-High Density Residential (MHDR)
8	51-393-002	0 MARKET ST	0.74	C-O	R-3	Office and Office Park (O&OP)	Medium-High Density Residential (MHDR)
9	57-150-078	247 S WALTON AVE	0.77	R-1	R-3	Low Density Residential (LDR)	Medium-High Density Residential (MHDR)
10	57-150-004	217 S WALTON AVE	0.47	R-1	R-3	Low Density Residential (LDR)	Medium-High Density Residential (MHDR)
11	57-150-050	211 S WALTON AVE	1	C-O	R-3	Public and Semi-Public (P&SP)	Medium-High Density Residential (MHDR)
12	58-120-001	428 N WALTON AVE	7.38	R-2	R-3 X29	Medium-Low Density Residential (MLDR)	Medium-High Density Residential (MHDR)
13	57-220-065	0 WALTON AVE	0.11	R-1	R-3	Low Density Residential (LDR)	Medium-High Density Residential (MHDR)
14	53-470-088	0 MILES AVE	1.41	R-3	R-3	Medium-Low Density Residential (MLDR)	Medium-High Density Residential (MHDR)
15	53-470-079	344 SAMUEL DR	2.05	R-3	R-3	Medium-Low Density Residential (MLDR)	Medium-High Density Residential (MHDR)
16	53-470-083	0 JAMES LN	2.43	R-3	R-3	Medium-Low Density Residential (MLDR)	Medium-High Density Residential (MHDR)
17	53-470-087	0 MC KEEHAN	2.86	R-3	R-3 X29	Medium-Low Density Residential (MLDR)	Medium-High Density Residential (MHDR)
18	53-470-076	448 GARDEN HWY	0.67	R-3	R-3	Medium-Low Density Residential (MLDR)	Medium-High Density Residential (MHDR)
19	53-470-085	0 MILES AVE	0.2	R-3	R-3	Medium-Low Density Residential (MLDR)	Medium-High Density Residential (MHDR)
20	53-470-078	363 MILES AVE	3.25	R-3	R-3	Medium-Low Density Residential (MLDR)	Medium-High Density Residential (MHDR)
21	53-470-077	363 ATWOOD DR	1.55	R-3	R-3	Medium-Low Density Residential (MLDR)	Medium-High Density Residential (MHDR)
22	53-470-081	0 SAMUEL DR	1.05	R-3	R-3	Medium-Low Density Residential (MLDR)	Medium-High Density Residential (MHDR)
23	53-470-086	420 MILES AVE	8.21	R-3	R-3	Medium-Low Density Residential (MLDR)	Medium-High Density Residential (MHDR)
24	53-470-095	0 MILES AVE	0.41	R-3	R-3	Medium-Low Density Residential (MLDR)	Medium-High Density Residential (MHDR)
25	53-470-082	456 GARDEN HWY	1.91	R-3	R-3	Medium-Low Density Residential (MLDR)	Medium-High Density Residential (MHDR)
26	53-470-092	380 MC KEEHAN DR	1.88	R-3	R-3	Medium-Low Density Residential (MLDR)	Medium-High Density Residential (MHDR)
27	53-470-080	334 SAMUEL DR	0.63	R-3	R-3	Medium-Low Density Residential (MLDR)	Medium-High Density Residential (MHDR)
28	53-470-090	352 BERNARD DR	6.14	R-3	R-3	Medium-Low Density Residential (MLDR)	Medium-High Density Residential (MHDR)
29	53-470-096	479 BERNARD DR	0.3	R-3	R-3	Medium-Low Density Residential (MLDR)	Medium-High Density Residential (MHDR)
30	53-470-089	0 BERNARD DR	1.95	R-3	R-3	Medium-Low Density Residential (MLDR)	Medium-High Density Residential (MHDR)
31	53-470-093	0 MC KEEHAN DR	1.64	R-3	R-3	Medium-Low Density Residential (MLDR)	Medium-High Density Residential (MHDR)
32	53-470-084	415 MILES AVE	0.37	R-3	R-3	Medium-Low Density Residential (MLDR)	Medium-High Density Residential (MHDR)
33	53-470-094	479 BERNARD DR	5.19	R-3	R-3	Medium-Low Density Residential (MLDR)	Medium-High Density Residential (MHDR)
34	53-470-098	470 BERNARD DR	4.71	R-3	R-3 X29	Medium-Low Density Residential (MLDR)	Medium-High Density Residential (MHDR)
35	53-470-097	470 BERNARD DR	1.53	R-3	R-3	Medium-Low Density Residential (MLDR)	Medium-High Density Residential (MHDR)
	TOTAL ACREAGE		75.89				
	TOTAL X29 OVERLAY ACREAGE		14.95				

**X29District Overlay Zone requires a minimum density of 20 dwelling units per acre.*

The City of Yuba City Housing Element currently allows a density range of 12 – 36 dwelling units per acre (DUA) for the Medium/High Density Residential Zone. The Housing Element certified by the State requires that 10.4 acres of land is to be rezoned with a minimum density of 20 DUA. This proposal will include an X-Overlay zone for parcels one and two to account for that requirement.

General Property Characteristics

The proposed sites have been previously disturbed and do not contain any environmental constraints such as riparian habitat, water features, sensitive natural communities, or hazardous materials. The sites have adequate access and roadway segments as well as utility infrastructure necessary to support multi-family development. The areas surrounding the 35 sites contain urban levels of development with low density residential, commercial, office, and light industrial uses that, with proper design of the new residences, are generally compatible with a potential use of multi-family residential. There are existing water, sewer, drainage, and dry utilities to serve future development of the sites.

The 35 properties are generally located within four areas of the City:

Butte House Road corridor – There are several infill parcels consisting of approximately 14.6 acres on the north side of Butte House Road between Tharpe Road and Romero Street. This side of Butte House Road is primarily a residential area that is transitioning between homes on larger lots that were built prior to the area incorporating into the City to larger properties developing into more urban and suburban type development. Butte House Road is designated in the General Plan Circulation Element as a four-lane major arterial, designed to accommodate high traffic volumes from urban development, such as is proposed.

Walton Avenue corridor – These are five infill properties consisting of about 9.73 acres fronting along Walton Avenue on both sides of Franklin Road. This is primarily a single-family residential area with some smaller local commercial uses. The sites all front on Walton Avenue, so impacts on single-family residences are anticipated to be minimal. Walton Avenue is designated as a four-lane major arterial, having capacity to accommodate traffic from urban development. One of the properties (7.38 acres) to be rezoned to the X_{29} combining Zone District is located within this area.

Regional Housing Authority (RHA) – Twenty-two of the properties, consisting of approximately 50.34 acres, are located within the Regional Housing Authority owned and managed complex. The developed portion of the RHA properties primarily consist of multiple-family development. As such any new multiple-family development would be compatible with the existing uses. Two of the properties (7.57 acres) that will be combined with the X_{29} Zone District are within this area.

Market Street area – There are two adjoining properties, consisting of approximately 1.22 acres on Market Street just north of downtown. The vacant site is located at the northwest corner of Perkins Way and Market Street. The properties exhibit flat topography that was previously disturbed. Historical aerials indicate the site was previously used as a vehicle and material storage yard.

2.10. Surrounding Land Uses & Setting

Table 2: Bordering Uses - Butte House Road corridor properties	
North:	Low Density Single-Family Residential
South:	Vacant/Office
East:	Low Density Single-Family Residential
West:	Low Density Single-Family Residential

Table 3: Bordering Uses - Walton Avenue corridor properties	
North:	Quasi-public, Low Density Single-Family Residential
South:	Vacant commercial property and single-family residential
East:	Low Density Single-Family Residential
West:	K-8 school, single-family residential

Table 4: Bordering Uses - Regional Housing Authority properties	
North:	Light Industrial
South:	Vacant, Light industrial
East:	Airport
West:	Commercial

Table 5: Bordering Uses -Market Street properties	
North:	Office
South:	Office
East:	Light Industrial
West:	Office

2.11. Other Public Agencies Whose Approval May be Required

None.

2.12. Environmental Factors Potentially Affected

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

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

Determination: On the basis of this initial evaluation:

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

	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
	I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on the attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
	I find that, although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature

February 21, 2023
Date

Doug Libby, Deputy Director of Development Services
Printed Name/Position

2.13. Evaluation of Environmental Impacts

A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the Project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

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

Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

"Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analysis," as described below, may be cross referenced). A Mitigated Negative Declaration also requires preparation and adoption of a Mitigation Monitoring and Reporting Program (MMRP)

Earlier analysis may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. In this case, a brief discussion should identify and state where earlier analysis is available for review.

Impacts Adequately Addressed. The IS/MND should identify which effects from the above checklist were within the scope and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

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

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

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

2.14. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

All geographically relevant Native American tribes were timely notified of the Project, and consultation was not requested.

3. Environmental Checklist and Impact Evaluation

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

3.1. Aesthetics

Table 3-1: Aesthetics

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?			X	
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?			X	
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality.			X	
d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?			X	

3.1.1. Environmental Setting/Affected Environment

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

3.1.2. Federal Regulatory Setting

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

3.1.3. State Regulatory Setting

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

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

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

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

3.1.4. Impact Assessment/Environmental Consequences:

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

There are no designated scenic vistas within the vicinity of the Project sites, nor is any new physical development proposed as part of the proposed project. Future development of the housing sites could lead to the construction of several multi-story residential buildings that would have the potential of obscuring views of the horizon from adjacent public views. The aesthetics associated with new development that may result from this Project are expected to be complementary to surrounding uses as

new development must be consistent with the general design goals, policies, and objectives of the City regarding aesthetics.

The Sutter Buttes are more distant and, to some extent, can be seen over existing development from various perspectives from several of the Project parcels. If and when future development occurs, the height of the new buildings will be limited by the R-3 zoning standard of four stories not to exceed 48 feet, however any buildings within 35 feet of an R-1 zone are limited to 40 feet and if within 25 feet buildings are limited to 30 feet in height. Layout and configuration of multi-story residential buildings will determine the extent to which views of these resources would be obscured. Realistic build-out of the parcels will likely be limited to two or three-story residential buildings with surface parking and landscaping improvements throughout the site including amenity areas. This form of development would likely allow partial visibility to the Sutter Buttes to continue with respect to all candidate sites. The likely impact on the view of the Sutter Buttes will be less than significant.

The City's existing adopted design objectives are intended to achieve a cohesive design that would complement existing development both adjacent to the project boundaries, as well as within the Project area itself. These design objectives will be applied during subsequent design review entitlement processing in the form of Development Permits. These reviews will include proposed architectural styles, building massing, and materials. Potential impacts associated with this are anticipated to be less than significant.

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

The sites are not located near a designated state scenic highway. The candidate sites do not contain any scenic resources such as significant trees, rock outcroppings, or historic buildings. The vacant sites contain flat topography and lack any unique scenic resources onsite. Some sites contain some level of tree coverage however none of the sites contain unique, character defining examples that, with removal, would cause damage to a scenic resource.

While some sites contain existing structures, none of them have been determined to be historically significant nor are any of them recognized in the General Plan EIR as historically significant. Therefore, their demolition to accommodate future development envisioned with the proposed GPA/RZ is considered a less than significant impact. Properties in the general vicinity of the proposed sites are mostly developed with residential and commercial/office and light industrial uses. Moreover, there is not a designated scenic highway near the sites. Therefore, there will be a less than significant impact on scenic resources within a state scenic highway.

c) In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality.

As noted above, the Project is not anticipated to result in degradation of the visual quality or character of the areas in which they are located. New residential development, built consistent with the City's existing adopted development standards of the R-3 Zone District and the Yuba City Design Guidelines, will be compatible in terms of character and scale of surrounding development located along the candidate site street frontages including the Butte House Road, Walton Avenue corridors and the Regional Housing Authority and Market Street properties. Further, no development is currently proposed as part of this Project and any future development is required to comply with the development standards of the R-3

Zone District and Yuba City Design Guidelines. Future development of the vacant or underutilized parcels may even improve the visual quality of the sites from public viewpoints given the infill nature of the sites and the likelihood future development would create a cohesive plan that employs best design practices of building siting, architecture, and landscaping treatments. Therefore, this GPA/RZ will not result in negative visual impacts to any of the sites from public perspectives; and any future development such as high-density residential development is not anticipated to degrade the existing visual quality of public views to the sites. Distant views to the Sutter Buttes will not be adversely impacted and would continue to be preserved resulting in a less than significant impact.

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

Existing adopted City standards are in place to minimize potential impacts with respect to the creation of new light and glare impacts. Future development of multi-family residential on the subject sites will likely include the use of a combination of public street lighting, building and pole mounted onsite private lighting fixtures, or pedestrian level lighting (bollards). Any new public street lighting will be required to be shielded. New onsite lighting associated with new development, including multi-family residential buildings and associated improvements, would be evaluated against the City's adopted development and design standards as part of the building permit process, including use of shielded lighting and limited height of light poles. Such lighting will not be allowed to create a public nuisance to surrounding properties due to light intensities. Further, multi-family residential development within the urban area is not typically a source of heavy light emittance or glare when mixed with neighboring urban uses. All multi-family development is required to establish a solid wall between it and adjacent to single-family residential uses and this will minimize light and glare from autos in parking areas and onsite lighting. Therefore, any impacts from new outdoor lighting are expected to be less than significant with respect to the proposed re-designation of the sites.

3.2. Agricultural and Forestry Resources

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model prepared (1997) by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland.

Table 3-2: Agricultural and Forestry Resources				
Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?			X	
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?			X	
c) Conflict with existing zoning for, or cause rezoning of, forestland (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?			X	

3.2.1. Environmental Setting/Affected Environment

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

3.2.2. Federal Regulatory Setting

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

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

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

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

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

3.2.3. State Regulatory Setting

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

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

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

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

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

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

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

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

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

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

3.2.4. Impact Assessment/Environmental Consequences:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

The Project properties are located within the Yuba City urbanized area, adjoining a mix of residential, commercial/office, and light industrial development. None of the candidate sites are designated prime or unique farmland or farmland of statewide importance. The proposed rezoning to a R-3 Zone District would still permit agricultural use of the sites. However, based on the small size and urban locations of the candidate sites, future agricultural use of any of the sites is unlikely. The properties have been planned for and designated by the City for urban uses, as provided in the General Plan and for which overriding considerations regarding the loss of agricultural land were previously made in the City's certification of the General Plan EIR. Therefore, the impact on agriculture land loss is considered a less than significant impact.

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

The candidate sites currently comprise four individual zoning districts and including the R-1, R-2, R-3, and C-O Zone Districts, which are not agricultural zone districts nor are the properties in agricultural use nor are they under Williamson contracts. There also are no nearby properties that are zoned for agricultural use or under a Williamson Act contract. There will therefore be no impact related to agricultural zoning or Williamson Act contracts. See discussion above under item 3.2.4.a. Therefore, any conflicts with agricultural uses or zoning are less than significant, and there is no impact on any properties under a Williamson Act contract.

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

The candidate sites are located in the Sacramento Valley in a relatively flat area for which most of the properties were formerly used for agriculture but designated years ago for urban use. There are no forests or timberlands located on the Project sites or within the vicinity. Even though the Project will redesignate and rezone the land use for more intensive residential development, this action will not impact any existing forestland zoning and the proposed Project will not cause the rezoning of any forestlands.

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

There is no forestland on any of the Project sites nor within the vicinity of the sites; therefore, there will be no impact.

e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

While the underlying soils of the properties have agriculture qualities, the area has been planned for and designated by the City for urban development as part of the General Plan, and which were previously addressed in the City's certification of the General Plan EIR. There are no nearby agricultural uses that are anticipated to be adversely impacted by this Project. The Project sites consist of lands surrounded by previously developed residential and commercial uses, or vacant lands planned for urban use. As there is no actual development proposed, the Project does not propose any changes to the existing public infrastructure such as utilities or roadways that would potentially impact any existing agricultural lands. The intended development of multiple-family residential associated with the proposed redesignation and rezoning will not cause any surrounding farmlands or forestlands to be converted. The Project will not impact roadway segments or modify infrastructure that would result in the conversion of these lands in the vicinity of the Project. There are no forestlands on any Project sites or in their vicinity. No properties within the areas are within the Williamson Act. For these reasons, there should be no significant impacts.

3.3. Air Quality

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

Table 3-3: Air Quality

Would the project?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?		X		
b) 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?			X	
c) Expose sensitive receptors to substantial pollutant concentrations?			X	
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			X	

3.3.1. Environmental Setting/Affected Environment

Yuba City is located within the Sacramento Valley Air Basin (SVAB), which consists of the northern half of the Central Valley and approximates the drainage basin for the Sacramento River and its tributaries. The

SVAB is bounded on the west by the Coast Range, on the north by the Cascade Range, on the east by the Sierra Nevada range, and on the south by the San Joaquin Valley Air Basin. The intervening terrain is flat, and approximately 70 feet above sea level. The SVAB consists of the counties of Butte, Colusa, Glenn, Sacramento, Shasta, Sutter, Tehama, Yolo, and Yuba and portions of Placer and Solano Counties.

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

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

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

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

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

Ozone (O3): is a gas that is formed when reactive organic gases (ROGs) and nitrogen oxides (NOX), both byproducts of internal combustion engine exhaust and other processes undergo slow photochemical reactions in the presence of sunlight. Ozone concentrations are generally highest during the summer months when direct sunlight, light wind, and warm temperature conditions are favorable to the formation of this pollutant.

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

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

Respirable Particulate Matter (PM10) and Fine Particulate Matter (PM2.5): consist of extremely small, suspended particles or droplets 10 microns and 2.5 microns or smaller in diameter. Some sources of suspended particulate matter, like pollen and windstorms, occur naturally. However, in populated areas, most fine suspended particulate matter is caused by road dust, diesel soot, and combustion products, abrasion of tires and brakes, and construction activities.

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

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

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

TAC impacts are assessed using a maximum individual cancer risk (MICR) that estimates the probability of a potential maximally exposed individual (MEI) contracting cancer as a result of sustained exposure to toxic air contaminants over a constant period of 24 hours per day for 70 years for residential receptor locations. The CARB and local air districts have determined that any stationary source posing an incremental cancer risk to the general population (above background risk levels) equal to or greater than 10 people out of 1 million to be excessive. For stationary sources, if the incremental risk of exposure to project-related TAC emissions meets or exceeds the threshold of 10 excess cancer cases per 1 million people, the CARB and local air district require the installation of best available control technology (BACT) or maximum available control technology (MACT) to reduce the risk threshold. To assess risk from ambient air concentrations, the CARB has conducted studies to determine the total cancer inhalation risk to individuals due to outdoor toxic pollutant levels. The CARB has conducted studies to determine the total cancer inhalation risk to individuals due to outdoor toxic pollutant levels. According to the map prepared by the CARB showing the estimated inhalation cancer risk for TACs in the State of California, Sutter County has an existing estimated risk that is between 50 and 500 cancer cases per 1 million people. A significant portion of Sutter County is within the 100 to 250 cancer cases per 1 million people range. There is a higher risk around Yuba City where the cancer risk is as high as 500 cases per 1 million people. There are only very small portions of the County where the cancer risk is between 50 and 100 cases. This represents the lifetime risk that between 50 and 500 people in 1 million may contract cancer from inhalation of toxic compounds at current ambient concentrations under a MEI scenario.

3.3.2. Federal Regulatory Setting

Clean Air Act: The federal Clean Air Act of 1970 (as amended in 1990) required the U.S. Environmental Protection Agency (EPA) to develop standards for pollutants considered harmful to public health or the environment. Two types of National Ambient Air Quality Standards (NAAQS) were established. Primary standards protect public health, while secondary standards protect public welfare, by including protection against decreased visibility, and damage to animals, crops, landscaping and vegetation, or buildings. NAAQS have been established for six “criteria” pollutants: carbon monoxide (CO), nitrogen dioxide (NO2), sulfur dioxide (SO2), ozone (O3), particulate matter (PM10 and PM2.5), and lead (Pb).

3.3.3. State Regulatory Setting

California Air Resources Board: The California Air Resources Board (CARB) is the state agency responsible for implementing the federal and state Clean Air Acts. CARB has established California Ambient Air Quality Standards (CAAQS), which include all criteria pollutants established by the NAAQS, but with additional regulations for Visibility Reducing Particles, sulfates, hydrogen sulfide (H2S), and vinyl chloride. The proposed project is located within the Sacramento Valley Air Basin, which includes Butte, Colusa, Glenn, Tehama, Shasta, Yolo, Sacramento, Yuba Sutter and portions of Placer, El Dorado and Solano counties. Air basins are classified as attainment, nonattainment, or unclassified. The FRAQMD is comprised of Sutter

and Yuba Counties. Attainment is achieved when monitored ambient air quality data is following the standards for a specified pollutant. Non-compliance with an established standard will result in a nonattainment designation and an unclassified designation indicates insufficient data is available to determine compliance for that pollutant.

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

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

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

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

3.3.4. Regional Regulatory Setting

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

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

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

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

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

Health and Safety Code Section 41503(b): Requires that control measures for the same emission sources are uniform throughout the planning area to the extent that is feasible. To meet this requirement, the NSVPA has coordinated the development of an Attainment Plan and has set up a specific rule adoption protocol. The protocol was established by the Technical Advisory Committee of the Sacramento Valley Basin-wide Air Pollution Control Council and the Sacramento Valley Air Quality Engineering and Enforcement Professionals, which allow the Districts in the Basin to act and work as a united group with the CARB as well as with industry in the rule adoption process. Section 40912 of the Health and Safety Code states that each District responsible for, or affected by, air pollutant transport shall provide for attainment and maintenance of the state and federal standards in both upwind and downwind Districts. This section also states that each downwind District's Plan shall contain sufficient measures to reduce emissions originating in each District to below levels which violate state ambient air quality standards, assuming the absence of transport contribution

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

- Implement the Fugitive Dust Control Plan.
- Construction equipment exhaust emissions shall not exceed FRAQMD Regulation III, Rule 3.0,
- Visible Emissions limitations (40 percent opacity or Ringelmann 2.0).
- The contractor shall be responsible to ensure that all construction equipment is properly tuned and maintained prior to and for the duration of onsite operation.
- Limiting idling time to 5 minutes – saves fuel and reduces emissions.
- Utilize existing power sources or clean fuel generators rather than temporary power generators.
- Develop a traffic plan to minimize traffic flow interference from construction activities. The plan may include advance public notice of routing, use of public transportation, and satellite parking areas with a shuttle service. Schedule operations affecting traffic for off-peak hours. Minimize obstruction of through-traffic lanes. Provide a flag person to guide traffic properly and ensure safety at construction sites.

- Portable engines and portable engine-driven equipment units used at the project work site, with the exception of on-road and off-road motor vehicles, may require California Air Resources Board (ARB) Portable Equipment Registration with the State or a local district permit. The owner/operator shall be responsible for arranging appropriate consultations with the ARB or the District to determine registration and permitting requirements prior to equipment operation at the site.

3.3.5. Impact Assessment/Environmental Consequences:

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

Standards set by FRQAMD, CARB, and Federal agencies will apply to the Project. Prior to the initiation of ground disturbance (such as grading) of any future development that may result from this proposed GPA and Rezone, a Fugitive Dust Control Plan will be submitted to FRAQMD as a part of standard measures required by the District. An Indirect Source Review (ISR) application will be filed with the Air District to address emissions from construction. FRAQMD's 2010 Screening Criteria for Air Quality Operational Impacts indicates that the threshold for significant daily emissions of criteria pollutants for multi-family residential projects is 25-lbs/day or a project size exceeding 160 units.

This GPA/RZ does not propose physical development on any of the 35 Project parcels. However, it is expected that the subject sites will eventually develop with multiple-family residential uses. Therefore, individual development of multi-family residential units of one or more of the proposed sites could result in a potential significant effect for criteria pollutant emissions. Because of this the mitigation measure provided below shall be implemented to reduce the potential impact of criteria pollutant emissions to a less than significant level.

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

The development of multiple-family housing proximate to other existing residential uses will not likely expose nearby sensitive receptors (adjacent residential) to substantial pollutant concentrations because multiple-family housing typically does not emit significant amounts of said pollutants. But to assure that development of housing does not create significant amounts of criteria pollutants they will be required to receive approval by FRAQMD of a Fugitive Dust Control Plan through the development process. As a result, the impacts for this section are considered less than significant.

c) Expose sensitive receptors to substantial pollutant concentrations?

The FRAQMD defines sensitive receptors as: facilities that house or attract children, the elderly, and people with illnesses, or others who are especially sensitive to the effects of air pollutants. The sensitive receptor located adjacent or within 1,000 feet to the proposed Project is Andros Karperos Middle School. The impacts would typically occur during construction of the multiple-family residences, as ongoing residential uses typically do not generate significant pollutants. According to the FRAQMD's Indirect Source Review Guidelines, "Construction activity can result in emissions of particulate matter from the diesel exhaust (diesel PM) of construction equipment." Best Management Practices (BMPs) will be addressed as a project condition of approval, and used to reduce the potential impacts to sensitive receptors from off-road diesel equipment, and can include:

- Install diesel particulate filters or implement other ARB-verifies diesel emission control strategies on all construction equipment to further reduce diesel PM emissions beyond the 45% reduction required by the Districts Best Available Mitigation Measure for Construction Phase;
- Use equipment during times when receptors are not present (e.g., when school is not in session or during non-school hours; or when office building are unoccupied);
- Establish staging areas for the construction equipment that are as distant as possible from off-site receptors;
- Establish an electricity supply to the construction site and use electric powered equipment instead of diesel-powered equipment or generators, where feasible;
- Use haul trucks with on-road engines instead of off-road engines even for on-site hauling;
- Equip nearby buildings with High Efficiency Particle Arresting (HEPA) filter systems at all mechanical air intake points to the building to reduce the levels of diesel PM that enter the buildings; and/or,
- Temporarily relocate receptors during construction.

Any development that could result from this GPA/RZ would result in the limited generation of criteria pollutants during construction and maintenance. However, due to the relatively temporary nature of construction, the criteria provided above, and the proposed mitigation measures, sensitive receptors in the vicinity of a development that could result from this GPA/RZ would not be subjected to long-term exposure to diesel particulate matter. As such any exposure of sensitive receptors to pollutant concentrations are expected to be less than significant.

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

The proposed Project will allow high density residential development and other related, compatible uses as defined by the R-3 Zone District. It is not anticipated that any of these uses will create any objectionable odors for surrounding residents. Future proposed development will be reviewed and analyzed for potential odor emissions that would be subject to additional review and mitigation if necessary. As such, the impact of the Project creating local offensive odors would be less than significant.

3.3.6 Air Quality Mitigation Measure

AQ 1: For any development project on the Project parcels that would involve excavation, grading, or site preparation that would expose soil, the Developer shall comply with all applicable Rules of the Feather River Air Quality Management District (FRAQMD) and shall include the required FRAQMD Basic Construction Emission Control Practices on all grading or improvement plans.

AQ 2: Compliance with FRAQMD standards related to a Fugitive Dust Control Plan and permit requirements relative to the operation of facility heaters, fumigation, and boiler processes shall be adhered to pursuant to established regulations.

AQ 3: Prior to individual project entitlement approval for any future development project, each multi-family residential project shall be screened for construction emissions based on the then-current screening criteria established by the FRAQMD.

3.4. Biological Resources

Table 3-4: Biological Resources				
Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?			X	
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?			X	
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			X	
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			X	
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X

3.4.1. Environmental Setting/Affected Environment

The Project sites are located within urbanized areas of the City and are generally vacant or underutilized lands. No demotion is proposed as part of the Project, however future multiple-family development would likely require demolition of remaining structures.

Biological resources were evaluated in the General Plan EIR addressing plant communities, wildlife habitats, and special-status (i.e., rare, threatened, or endangered) species. Wildlife species associated land such as the subject property are, by and large, opportunistic species that have adapted to exploiting resources associated with anthropogenic (human-caused) activities within the local environment. The special-status plant species generated by the CNDDB, USFWS, and CNPS electronic inventories occur in habitats not present anywhere within the Project sites.

No wetland features or “other waters” of the U.S. were identified within the Project boundaries during reconnaissance-level surveys. A review of aerial photographs of areas not accessible in the field also did not identify any wetland resources. The entire urban area has historically been used for agricultural crop production, and it unlikely that seasonal wetlands would occur in these areas due to the intensive land use activities and more recent residential development.

Swainson's hawk (Buteo swainsoni) is a California Threatened species and federal species of concern found throughout the Central Valley where suitable nesting and foraging habitat is available. Swainson's hawks often nest within, or on the edge of riparian areas adjacent to suitable foraging habitat, as well as in single or stands of trees in agricultural fields. They are open-country birds that forage in large, open grasslands and agricultural fields, especially after the fields have been disked or harvested. Swainson’s hawks can forage as much as 10 miles from the nest.

3.4.2. Federal & State Regulatory Setting

Threatened and Endangered Species: State and federal “endangered species” legislation has provided California Department of Fish & Wildlife (CDFW) and United States Fish and Wildlife Service (USFWS) with a mechanism for conserving and protecting plant and animal species of limited distribution and/or low or declining populations. Species listed as threatened or endangered under provisions of the state and federal endangered species acts, candidate species for such listing, state species of special concern, and some plants listed as endangered by the California Native Plant Society are collectively referred to as “species of special status.” Permits may be required from both the CDFW and USFWS if activities associated with a proposed project will result in the “take” of a listed species. “Take” is defined by the state of California as “to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture or kill” (California Fish and Game Code, Section 86). “Take” is more broadly defined by the federal Endangered Species Act to include “harm” (16 USC, Section 1532(19), 50 CFR, Section 17.3). Furthermore, the CDFW and the USFWS are responding agencies under CEQA. Both agencies review CEQA documents in order to determine the adequacy of their treatment of endangered species issues and to make project-specific recommendations for their conservation.

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

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

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

Waters of the U.S. generally include:

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

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

The USACE regulates the filling or grading of Waters of the U.S. under the authority of Section 404 of the Clean Water Act. The extent of jurisdiction within drainage channels is defined by "ordinary high-water marks" on opposing channel banks. All activities that involve the discharge of dredge or fill material into Waters of the U.S. are subject to the permit requirements of the USACE. Such permits are typically issued on the condition that the applicant agrees to provide mitigation that result in no net loss of wetland functions or values. No permit can be issued until the Regional Water Quality Control Board (RWQCB) issues a Section 401 Water Quality Certification (or waiver of such certification) verifying that the proposed activity will meet state water quality standards.

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

3.4.3. Local Regulatory Setting

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

8.4-G-1 Protect special status species, in accordance with State regulatory requirements.

8.4-G-2 Protect and enhance the natural habitat features of the Feather River and new open space corridors within and around the urban growth area.

8.4-G-3 Preserve and enhance heritage oaks in the Planning Area.

8.4-G-4 Where appropriate, incorporate natural wildlife habitat features into public landscapes, parks, and other public facilities

8.4-I-1 Require protection of sensitive habitat area and special status species in new development site designs in the following order: 1) avoidance; 2) onsite mitigation; 3) offsite mitigation. Require

assessments of biological resources prior to approval of any development within 300 feet of any creeks, sensitive habitat areas, or areas of potential sensitive status species.

8.4-I-2 Require preservation of oak trees and other native trees that are of a significant size, by requiring site designs to incorporate these trees to the maximum extent feasible.

8.4-I-3 Require to the extent feasible, use of drought tolerant plants in landscaping for new development, including private and public projects.

3.4.4. Impact Assessment/Environmental Consequences:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

All of the proposed sites are surrounded by urban development and contain some improvements or otherwise have had prior site disturbances that have reduced suitability for these species. Some of the properties owned by the Regional Housing Authority have several large trees located on them. Prior to any specific project being constructed a biological inventory of the sites should be conducted with the results incorporated into the project. With that exception, per the General Plan EIR, there are no sensitive habitat or riparian areas located on the Project sites. A less than significant impact would occur with respect to candidate, sensitive, or special status species.

According to the Yuba City General Plan EIR, the only designated special status vegetation species within Yuba City and its Sphere of Influence is the Golden Sunburst, a flowering plant that occurs primarily in non-native grasslands and is threatened mostly by the conversion of habitat to urban uses. The habitat area for this particular species occurs at the extreme eastern boundary of the Planning Area at the confluence of the Feather and Yuba Rivers. As the Project sites do not fall within this area, there would a less than significant impact to special status species as a result of this project.

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

See section a) above.

c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

Per the General Plan EIR no wetlands or federal jurisdictional waters of the U.S. are present within the proposed Project sites or in the general vicinity, and development that could result from the proposed Project would not disturb any waterways falling under this category. No impact would occur.

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?

There are no known wildlife movement corridors associated with the Project sites nor resident wildlife populations. Further, the Project sites are located within an urban area and surrounded by existing

residential, commercial/office or light industrial development. This would be a less than significant impact.

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

Section 8.4 (Biological Resources) of the Yuba City General Plan contains guiding measures and implementing policies with regard to biological resources. The Project sites are not located within an area identified in the General Plan as being habitat for special-status species for Hartweg's Golden Sunburst. Other relevant implementing policies identified in the General Plan include the requirement for biological assessment for any proposed development within 300 feet of any creeks, sensitive habitat areas, or areas of potential sensitive status species and the preservation of oak trees and other native trees that are of a significant size by requiring development to minimize impact to these resources. The sites are not adjacent to any creeks or other sensitive habitat area and no oak trees are present. This would be a less than significant impact.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

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

3.5. Cultural Resources

Table 3-5: Cultural Resources				
Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5.			X	
b) Cause a substantial adverse change in the significance of an archeological resource pursuant to § 15064.5.				X
c) Disturb any human remains, including those interred outside of dedicated cemeteries?				X

3.5.1. Federal Regulatory Setting

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

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

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

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

3.5.2. State Regulatory Setting

CEQA requires consideration of project impacts on archaeological or historical sites deemed to be "historical resources." Under CEQA, a substantial adverse change in the significant qualities of a historical resource is considered a significant effect on the environment. For the purposes of CEQA, a "historical resource" is a resource listed in, or determined to be eligible for listing in, the California Register of Historical Resources (Title 14 CCR §15064.5[a][1]-[3]). Historical resources may include, but are not limited to, "any object, building, site, area, place, record, or manuscript which is historically or archaeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California" (PRC §5020.1[j]).

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

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

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

3.5.3. Native American Consultation

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

Senate Bill 18, which became effective March 2005, requires city and county governments to consult with California Native American tribes early in the planning process with the intent of protecting traditional tribal cultural places. The purpose of involving the tribes at the early stage of planning efforts is to allow consideration of tribal cultural places in context of broad local land use policy before project-level land use decisions are made by a local government. As such, SB 18 applies to the adoption or substantial amendment of general or specific plans. As the later adopted AB 52 provides for a similar review process for all discretionary reviews including general plan amendments and specific plan amendments, the provisions of SB 18 encompass the AB 52 review process for purposes of this document.

In response to AB 52, and SB 18 the City supplied the following Native American tribes with a Project description and map of the proposed Project area and a request for comments:

- United Auburn Indian Community of the Auburn Rancheria
- Yocha Dehe Wintun Nation
- Estom Yomeka Maidu Tribe of the Enterprise Rancheria

- Mechoopda Indian Tribe
- Pakan'yani Maidu of Strawberry Valley
- Mooretown Rancheria of Maidu Indians
- Ione Band of Miwok Indians

Additional details on tribal comments are provided in Section 3.18, Tribal Cultural Resources.

3.5.4 Impact Assessment/Environmental Consequences:

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

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

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

A review of aerial photography for the 35 properties indicate that all of the sites have been previously disturbed. Most of the properties are vacant. The exceptions are two residences on a Butte House Road corridor property and on a Walton Avenue property, and several trailers, abandoned vehicles and trash on the easterly Regional Housing Authority properties. None of these appear to have any historical significance nor did the General Plan EIR identify any of them as having historical significance. Therefore, the potential for impacts on any historical resources are less than significant.

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

According to Chapter 8.3 (Historic and Archaeological Resources) of the Yuba City General Plan, the region within which Yuba City lies is part of a valley that was formerly composed of extensive wetlands and broad, shallow lakes. Because of this location and availability of resources, it is believed that different tribes occupied the area on a year-round basis, for about ten thousand years. However, due to siltation of the area over the years, prehistoric sites have been buried at such depths that very little, if any, evidence remains at the surface. Original land clearing and a hundred years of farming have further diminished any likely archaeological sites.

As new development occurs within the Planning Area, there is the potential to uncover archeological sites. But this proposal involves only a general plan amendment and rezoning, with no physical development proposed. As such, this Project will not impact any archeological resources that may exist on any of the 35 parcels included in this review. Therefore, there will be no impact on archeological resources from this Project.

Although actual development projects may result from this action, it is not possible to know which properties and what types of projects may be proposed. As such, it is premature and speculative at this time to determine what the impacts would be. Since the City's review process of actual development proposals would likely trigger its own CEQA review, including archeological resources, a review of cultural resource impacts will be conducted at the time a development project is proposed.

c) Disturb any human remains, including those interred outside of dedicated cemeteries?

No formal cemeteries or other places of human internment are known to exist on the Project sites. Due to previous site disturbance from various uses, no evidence of human remains at the Project sites have been documented, and it is unlikely that buried human remains are present. However, there still remains the potential for previously unknown sub-surface resources to be present. But this proposal involves only a general plan amendment and rezoning, and there is no physical development proposed. As such, this Project will not directly impact any cultural resources that may exist on any of the 35 parcels included in this review. Therefore, this Project will have no impact any cultural resources.

Although actual development projects may result from this action, it is not possible to know which properties and what types of projects may be proposed. As such, it would be premature and too speculative at this time to determine what the impacts would be. Since the City's review process of actual development proposals would likely trigger its own CEQA review, including cultural resources, a review of cultural resource impacts will be conducted at the time a development project is proposed.

3.6. Energy

Table 3-6: 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 impacts due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?			X	
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			X	

3.6.1 State Regulatory Setting

California has implemented numerous energy efficiency and conservation programs that have resulted in substantial energy savings. The State has adopted comprehensive energy efficiency standards as part of its Building Standards Code, California Codes of Regulations, Title 24. In 2009, the California Building Standards Commission adopted a voluntary Green Building Standards Code, also known as CALGreen, which became mandatory in 2011. Both Title 24 and CALGreen are implemented by the City of Yuba City in conjunction with its processing of building permits.

CALGreen sets forth mandatory measures, applicable to new residential and nonresidential structures as well as additions and alterations, on water efficiency and conservation, building material conservation, interior environmental quality, and energy efficiency. California has adopted a Renewables Portfolio Standard, which requires electricity retailers in the state to generate 33% of electricity they sell from renewable energy sources (i.e., solar, wind, geothermal, hydroelectric from small generators, etc.) by the end of 2020. In 2018, SB 100 was signed into law, which increases the electricity generation requirement from renewable sources to 60% by 2030 and requires all the state's electricity to come from carbon-free resources by 2045.

3.6.2 Impact Assessment/Environmental Consequences

a) Result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?

As with air pollutant emissions, the main sources of energy consumption would be construction activities for any development that may occur as a result of this GPA/RZ and ongoing operations from that development.

Construction would involve fuel consumption and use of other non-renewable resources. Construction equipment used for such improvements typically runs on diesel fuel or gasoline. The same fuels typically are used for vehicles that transport equipment and workers to and from a construction site. However, construction-related fuel consumption would be finite, short-term, and consistent with construction activities of a similar character. This energy use would not be considered wasteful, inefficient, or unnecessary.

Electricity may be used for equipment operation during construction activities. It is expected that more electrical construction equipment would be used in the future, as it would generate fewer air pollutant and GHG emissions. This electrical consumption would be consistent with construction activities of a similar character; therefore, the use of electricity in construction activities would not be considered wasteful, inefficient, or unnecessary, especially since fossil fuel consumption would be reduced. Moreover, under California's Renewables Portfolio Standard, a greater share of electricity would be provided from renewable energy sources over time, so less fossil fuel consumption to generate electricity would occur.

The Project would allow future development to occur at a higher density than the current General Plan designations for the properties, therefore, build-out and operation of the Project sites would result in a slightly higher demand for natural gas and electricity to serve future development. However, this increase would represent a minimal increase compared to existing demand and supply. Additional long-term energy usage increases in vehicle transportation fuels would result from an increase in density of development of the sites. However, the anticipated multi-family residential development that would potentially occur in the future would result in nominal increases in fuel usage compared to a slightly lower density product.

The Project would be required to comply with CALGreen and with the building energy efficiency standards of California Code of Regulations Title 24, Part 6 in effect at the time of project approval. Compliance with these standards would reduce energy consumption associated with project operations, although reductions from compliance cannot be readily quantified, as there is no actual development proposed.

Overall, Project construction and operations would not consume energy resources in a manner considered wasteful, inefficient, or unnecessary. As such, Project impacts related to energy consumption are considered less than significant.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

All future high-density residential development that would occur as a result of the GPA and Rezone would be required to be consistent with the energy efficiency goals of CALGreen and Title 24, and similar measures (see Section 3.8, Greenhouse Gas Emissions) and all applicable state and local plans to increase energy efficiency. No physical construction is proposed as part of this Project and the future residential development that could result from the Project would not create undue energy consumption with compliance with local and State requirements. A less than significant impact would occur.

3.7. Geology and Soils

Table 3-7: Geology and Soils

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area, or based on other substantial evidence of a known fault?			X	
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?			X	
iv) Landslides?				X
b) Result in substantial soil erosion or the loss of topsoil?			X	
c) Be located on a geological unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?			X	
d) Be located on expansive soil, as defined in Table 18-1-B of the California Building Code (1994) creating substantial direct or indirect risks to life or property?				X
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 waste water?			X	
f) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?				X

3.7.1. Environmental Setting/Affected Environment

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

Seismic Hazards: Earthquakes are due to a sudden slip of plates along a fault. Seismic shaking is typically the greatest cause of losses to structures during earthquakes. Earthquakes can cause structural damage, injury, and loss of life, as well as damage to infrastructure networks such as water, power, gas, communication, and transportation lines. Other damage-causing effects of earthquakes include surface rupture, fissuring, settlement, and permanent horizontal and vertical shifting of the ground. Secondary impacts can include landslides, seiches, liquefaction, and dam failure.

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

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

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

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

Liquefaction during an earthquake requires strong shaking and is not likely to occur in the city due to the relatively low occurrence of seismic activity in the area; however, the clean sandy layers paralleling the

Sacramento River, Feather River, and Bear River have lower soil densities and high overall water table are potentially a higher risk area if major seismic activity were to occur. Areas of bedrock, including the Sutter Buttes have high density compacted soils and contain no liquefaction potential, although localized areas of valley fill alluvium can have moderate to high liquefaction potential.

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

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

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

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

Soils: The Natural Resources Conservation Service (NRCS, formerly the Soil Conservation Service) has mapped over 40 individual soil units in the county. The predominant soil series in the county are the Capay, Clear Lake, Conejo, Oswald, and Olashes soils, which account for over 60 percent of the total land area. The remaining soil units each account for smaller percentages the total land area. The Capay and Clear Lake soils are generally present in the western and southern parts of the county. The Conejo soils occur in the eastern part closer to the incorporated areas of the county. Oswald and Olashes soils are located in the central portion of the county extending north to south, with scattered areas along the southeastern edge of the county. Soil descriptions for the principal soil units in the county are provided below. These descriptions, which were developed by the NRCS, are for native, undisturbed soils and are primarily associated with agricultural suitability. Soil characteristics may vary considerably from the mapped locations and descriptions due to development and other uses. Geotechnical studies are required to identify actual engineering properties of soils at specific locations to determine whether there are specific soil characteristics that could affect foundations, drainage, infrastructure, or other structural features.

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

3.7.2. Federal Regulatory Setting

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

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

3.7.3. State Regulatory Setting

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

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

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

3.7.4 Impact Assessment/Environmental Consequences:

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area, or based on other substantial evidence of a known fault?

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

ii) Strong seismic ground shaking?

In the event of a major regional earthquake, fault rupture or seismic ground shaking could potentially injure people and cause collapse or structural damage to existing and proposed structures. Ground shaking could potentially expose people and property to seismic-related hazards, including localized liquefaction and ground failure. However, all new residential structures including new multi-family residential construction will be required to adhere to current California Building Code standards. These standards require adequate design, construction, and maintenance of structures to prevent exposure of

people and structures to major geologic hazards. General Plan Implementing Policies 9.2-I-1 through 9.2-I-8 and City adopted Building Codes reduce the potential impacts to a less than significant level.

iii) Seismic-related ground failure, including liquefaction?

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

iv) Landslides?

According to the Environmental Impact Report prepared for the General Plan, due to the flat topography, erosion, landslides, and mudflows are not considered to be a significant risk in the City limits or within the City's Sphere of Influence, nor at or adjacent to the Project sites due to the flat terrain. There are no circumstances surrounding the Project site that would likely result in a risk of property damage or loss of life due to a landslide event. There would no impact.

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

Per Chapter 9.2 (Seismic and Geologic Hazards) of the Yuba City General Plan, potential erosion within the City is considered minimal as land within the region is general flat, with moderate annual precipitation averages (between 15 -21 inches), and generally low wind velocities. Future development of the Project sites resulting from the proposed GPA/RZ would result in the need for mass grading and site disturbance across the majority of the parcels for the installation of infrastructure, creation of building pads, and proper site drainage. Even though the area is relatively flat, during site grading a large storm could result in the loss of topsoil into the City drainage system. However, as part of any future construction of the candidate sites, the applicant will be subject to the National Pollutant Discharge Elimination System. This triggers the preparation of a Stormwater Pollution Prevention Plan (SWPPP) that includes Best Management Practices designed to prevent sediment and pollutants from contacting stormwaters moving offsite into receiving waters during the construction process. With these standards being met, as applied through standard City conditions of approval that will be attached to any future project specific approval, the impacts would be less than significant.

c) Be located on a geological unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

There have not been any identified geological soil units considered to be unstable, or that would become unstable from development that may result of this Project. Even though the Project does not propose any physical development, future development that could result from the Project would be required to submit a geotechnical report as part of the building permit process to verify suitable site conditions for construction of multi-family dwellings and associated structures (amenity building, storage, detached garages, carports). This potential impact is therefore considered to be less than significant.

d) Be located on expansive soil, as defined in Table 18-1-B of the California Building Code creating substantial risks to life or property?

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

e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

Future multiple-family development resulting from this GPA/RZ will be required to connect to the City's wastewater collection system per the established permitting system in place. No septic systems will be utilized. Impacts with respect to this item are considered to be less than significant.

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Although there have been prior ground disturbances for agriculture and other uses, it is possible that paleontological resources exist on any of these 35 parcels. This Project involves only a general plan amendment and rezoning, and there is no physical development proposed. As such, this Project will not directly result in the disturbance of any potential paleontological resource sites that may exist. Therefore, there will be no impacts on paleontological resources from this Project.

Although actual development projects may result from this action, it is not possible to know which properties and what types of projects may be proposed. As such, it would be premature and too speculative at this time to determine what the impacts would be. Since the City's review process of actual development proposals would likely trigger its own CEQA review, including paleontological resources, a review of tribal paleontological resource impacts will be conducted at the time a development project is proposed.

3.8. Greenhouse Gas Emissions

Table 3.8: Greenhouse Gas Emissions

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

3.8.1. Federal Regulatory Setting

The United States Environmental Protection Agency (USEPA) Mandatory Reporting Rule (40 CFR Part 98), which became effective December 29, 2009, requires that all facilities that emit more than 25,000 metric tons CO2-equivalent per year beginning in 2010, report their emissions on an annual basis. On May 13, 2010, the USEPA issued a final rule that established an approach to addressing GHG emissions from stationary sources under the Clean Air Act (CAA) permitting programs. The final rule set thresholds for

GHG emissions that define when permits under the New Source Review Prevention of Significant Deterioration and title V Operating Permit programs are required for new and existing industrial facilities.

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

3.8.2. State & Local Regulatory Setting

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

- Local Control: The Efficiency Plan allows the City to identify strategies to reduce resource consumption, costs, and GHG emissions in all economic sectors in a way that maintains local control over the issues and fits the character of the community. It also may position the City for funding to implement programs tied to climate goals.
- Energy and Resource Efficiency: The Efficiency Plan identifies opportunities for the City to increase energy efficiency and lower GHG emissions in a manner that is most feasible within the community. Reducing energy consumption through increasing the efficiency of energy technologies, reducing energy use, and using renewable sources of energy are effective ways to reduce GHG emissions. Energy efficiency also provides opportunities for cost-savings.
- Improved Public Health: Many of the GHG reduction strategies identified in the Efficiency Plan also have local public health benefits. Benefits include local air quality improvements; creating a more active community through implementing resource-efficient living practices; and reducing health risks, such as heat stroke, that would be otherwise elevated by climate change impacts such as increased extreme heat days.

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

3.8.3. Impact Assessment/Environmental Consequences:

a) Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

See response below.

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

Gases that trap heat in the atmosphere are referred to as greenhouse gases (GHGs) because they capture heat radiated from the sun as it is reflected back into the atmosphere, similar to a greenhouse. The

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

The construction of multiple-family residences or other uses that could result from this GPA/RZ would create GHG emissions due to the use of motorized construction equipment. Once completed, vehicle traffic generated by auto use will contribute GHG gases. This project involves only a general plan amendment and rezoning. No physical development proposed. As such, this Project will not directly result in the generation of any GHG emissions. As such there will be no impact from increased GHG emissions.

Although actual development projects may result from this action, it is not possible to know which properties and what types and sizes of projects may be proposed. As such, it is premature and speculative at this time to determine what the impacts would be. Since the City's review process of actual development proposals would likely trigger its own CEQA review, including GHG emissions, a review of GHG impacts will be conducted at the time a development project is proposed.

3.9. Hazards and Hazardous Materials

Table 3-9: Hazards and Hazardous Materials				
Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X	
d) Be located on a site, which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment?				X
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?			X	
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?			X	

3.9.1. Federal Regulatory Setting

U.S. Environmental Protection Agency (USEPA): The USEPA was established in 1970 to consolidate in one agency a variety of federal research, monitoring, standard setting, and enforcement activities to ensure environmental protection. USEPA's mission is to protect human health and to safeguard the natural environment — air, water, and land — upon which life depends. USEPA works to develop and enforce regulations that implement environmental laws enacted by Congress, is responsible for researching and setting national standards for a variety of environmental programs, and delegates to states and tribes the responsibility for issuing permits and for monitoring and enforcing compliance. Where national standards are not met, USEPA can issue sanctions and take other steps to assist the states and tribes in reaching the desired levels of environmental quality.

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

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

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

Countermeasure (SPCC) Plans: A facility is subject to SPCC regulations if a single oil storage tank has a capacity greater than 660 gallons, or the total above ground oil storage capacity exceeds 1,320 gallons, or the underground oil storage capacity exceeds 42,000 gallons, and if, due to its location, the facility could reasonably be expected to discharge oil into or upon the "Navigable Waters" of the United States.

Other federal regulations overseen by the U.S. EPA relevant to hazardous materials and environmental contamination include Title 40, CFR, Chapter 1, Subchapter D – Water Programs and Subchapter I – Solid Wastes. Title 40, CFR, Chapter 1, Subchapter D, Parts 116 and 117 designate hazardous substances under the Federal Water Pollution Control Act: Title 40, CFR, Part 116 sets forth a determination of the reportable quantity for each substance that is designated as hazardous. Title 40, CFR, Part 117 applies to quantities of designated substances equal to or greater than the reportable quantities that may be discharged into waters of the United States.

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

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

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

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

3.9.2. State Regulatory Setting

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

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

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

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

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

Hazardous Waste Management Program: The Hazardous Waste Management Program (HWMP) regulates hazardous waste through its permitting, enforcement, and Unified Program activities in

accordance with California Health and Safety Code Section 25135 et seq. The main focus of HWMP is to ensure the safe storage, treatment, transportation, and disposal of hazardous wastes.

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

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

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

3.9.3. Local Regulatory Setting

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

3.9.4. Impact Assessment/Environmental Consequences:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

The Project will allow for increased density of multiple-family residential uses and other uses that could develop on the proposed candidate sites. There will be standard hazardous materials such as gasoline and diesel fuels in use during the development, that may result from this Project. However, existing regulations are in place on several levels (Federal, State, and local) which directly address potential threats associated with this item. Assuming Federal, state, and local regulations are complied with, this potential impact is considered to be less than significant.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

The presence of hazardous materials anticipated with development that could result from this GPA/RZ are primarily related to construction and grading equipment which includes solvents, oil, and fuel. However, regulations are in place on several levels (Federal, State, and local) which directly address potential threats associated with these materials. Assuming Federal, state, and local regulations are complied with, this potential impact is considered less than significant.

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

Some proposed sites are located within a quarter mile of a school (Andros Karperos Middle School). The proposed Project is a General Plan Amendment and Rezone that will allow higher density residential development to occur on the Project sites, though no specific development project is currently proposed. It is anticipated that future residential development would use household items that could contain hazardous chemicals including, but not limited to, motor oil and/ or diesel fuel, solvents, paint and paint waste, cleaning supplies, car batteries, and pesticides could adversely impact the school. However, the amount of materials used or stored associated with multiple-family construction (primarily fuel, oil and lubricants for equipment use) would be small. Since the use of such materials would be extremely limited and expected to be used according to manufacturers' instructions, the impact on nearby schools will be less than significant.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment?

The sites are not on any listings of sites that are contaminated by hazardous wastes, including any wastes that may relate to historic agricultural use. No impact is anticipated.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

The Reginal Housing Authority owned properties are located within the boundary of the Sutter County Airport Compatibility Land Use Plan (Sutter County Airport CLUP). The Sutter County Airport CLUP provides polices regulating land uses near the airport. Regarding building height, any multiple-family residential development that may result from this GPA/RZ will be subject to the R-3 Zone District four story, 48-foot height limit which is below the several imaginary cones that limit height around the airport. It may be possible in future years, however, that the trees planted to landscape the property could grow into one of those zones. This should not be significant as the trees can be topped if needed.

There are also three safety zones around the airport that limit uses, the Clear Zone, the Approach and Departure Zone, and the Overflight Zone. The RHA portion of the Project is outside of the Clear Zone, which is the area within 200 feet of the end of the runway. It is also outside of the Approach and Departure Zone which is the area extending in a cone pattern beyond the 200-foot Clear Zone for 2,000 feet. The Project is within the Overflight Zone, which is the area overflown by aircraft during normal traffic pattern procedures but outside of the Clear Zone and Approach and Departure Zone. The Overflight Zone limits the type of acceptable uses, but multiple-family residences are considered to be compatible in the Overflight Zone.

The proposed GPA/RZ is in conformance with the Sutter Airport CLUP and therefore is not a potential for significant impacts on future residents of the multi-family residences nor to airport operations.

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

The Yuba City Fire Department and Police Department currently provided emergency services to the Project sites. The Project would result in a residential density increase that may result from the potential construction of multiple-family residences. Neither agency has expressed concern over impacts the Project may have on any emergency response plans. As such there would be a less than significant impact.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

The Project sites are located in planned urban areas that are surrounded by a variety of land uses, including residential, commercial/office, and light industrial uses. There are no wildlands on the subject sites or in the immediate vicinity that would result in a potential risk of wildfire. There would be a less than significant impact.

3.10. Hydrology and Water Quality

Table 3-10: 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 groundwater quality?			X	
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			X	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would:			X	
i) result in substantial erosion or siltation on- or off-site?			X	
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?			X	
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?			X	
iv) Impede or redirect flood flows?			X	
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?			X	
e) Conflict with, or obstruct implementation of, a water quality control plan or sustainable groundwater management plan?			X	

3.10.1. Federal Regulatory Setting

Clean Water Act: The Clean Water Act (CWA) is intended to restore and maintain the chemical, physical, and biological integrity of the nation's waters (33 CFR 1251). The regulations implementing the CWA protect waters of the U.S. including streams and wetlands (33 CFR 328.3). The CWA requires states to set standards to protect, maintain, and restore water quality by regulating point source and some non-point source discharges. Under Section 402 of the CWA, the National Pollutant Discharge Elimination System (NPDES) permit process was established to regulate these discharges.

Federal Emergency Management Agency (FEMA) Flood Zones: The National Flood Insurance Act (1968) makes available federally subsidized flood insurance to owners of flood-prone properties. To facilitate identifying areas with flood potential, Federal Emergency Management Agency (FEMA) has developed

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

3.10.2. State Regulatory Setting

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

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

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

- The total number of wells completed in California between 1977 and 2010 is approximately 432,469 and ranges from a high of 108,346 wells for the Sacramento River Hydrologic Region to a low of 4,069 wells for the North Lahontan Hydrologic Region.
- Based on the June 2014 California Statewide Groundwater Elevation Monitoring (CASGEM) basin prioritization for California's 515 groundwater basins, 43 basins are identified as high priority, 84 basins as medium priority, 27 basins as low priority, and the remaining 361 basins as very low priority.
- The 127 basins designated as high or medium priority account for 96 percent of the average annual statewide groundwater use and 88 percent of the 2010 population overlying the groundwater basin area.
- Depth-to-groundwater contours were developed for the unconfined aquifer system in the Central Valley. In the Sacramento Valley, the spring 2010 groundwater depths range from less than 10 feet below ground surface (bgs) to approximately 50 feet bgs, with local areas showing maximum depths of as much as 160 feet bgs.

- The most prevalent groundwater contaminants affecting California's community drinking water wells are arsenic, nitrate, gross alpha activity, and perchlorate.

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

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

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

3.10.3. Local Regulatory Setting

The City requires demonstration of a viable water supply, storm water treatment planning and drainage controls as part of all new development.

3.10.4. Impact Assessment/Environmental Consequences:

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

Due to the increase in density from lower density residential uses or planned office uses to high density residential development that would result from the Project, it is anticipated that once properties are developed there will be an increase in water consumption. Most of the City's public water supply comes from the Feather River. The water is pumped from the river to the Water Treatment Plant located in northern Yuba City. Due to recent drought conditions, the plant also sometimes utilizes a well in addition

to surface water supplies. The Project will have no impact on the quality of City water, as the expected uses stemming from the GPA/RZ will be connected to the City's wastewater disposal system which are not expected to violate any waste discharge standards.

Even though the area is relatively flat, during site grading a large storm could result in the loss of topsoil into the City drainage system. However, as part of future development of the Project sites, the developers will be subject to the National Pollutant Discharge Elimination System. This triggers the preparation of a Stormwater Pollution Prevention Plan (SWPPP) that includes City adopted Best Management Practices designed to prevent sediment and pollutants from contacting stormwaters moving offsite into receiving waters during the construction process. Assuming all necessary permits are acquired, impacts on water quality are anticipated to be less than significant.

b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

While water consumption will increase from residential development that could result from the Project, very little, if any, groundwater will be utilized as the City primarily utilizes surface water in its system, resulting in a less than significant impact.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site in a manner that would:

i) result in 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?

iv) Impede or redirect flood flows?

No physical development is proposed on the sites as part of this Project. However, future multiple-family development that may result from this action will likely require the extension or enhancement of existing stormwater drainage infrastructure to convey storm water runoff from the sites into the City's storm water drainage system. Future development will be required to meet City standards for underground utility infrastructure.

According to the Federal Emergency Management Agency, the Project sites are outside of the 100- year flood plain. These areas are classified as such because of the extensive series of levees and dams along the Feather River, which protects the City from potential flooding. The west Feather River levee has been improved in recent years due to work completed by the Sutter Buttes Flood Control Agency (SBFCA). Levee improvements have established 200-year flood protection for all sites being considered by this Project. Drainage system improvements form development that may occur as a result of this GPA/RZ will provide stormwater relief to this area. Therefore, development that may result from this GPA/RZ will not result in placement of structures in a floodway or result in redirection of flood flows. Assuming all required standards are met there is not expected to be any significant impacts from additional storm water drainage from the Project.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

The City is not in proximity to the ocean or any large lakes, such that a seiche or tsunami is unlikely to happen in or near the City. Mudflows and landslides are unlikely to happen due to the relatively flat topography within the Project area. Thus, it is unlikely that the Project sites would be subject to inundation by a seiche, tsunami, mudflow, or landslide. Additionally, the anticipated multi-family residential development planned for the sites would not contain, store, or otherwise involve any large amounts of potential pollutants. Therefore, the increased risk from the release of pollutants is less than a significant impact.

e) Conflict with, or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

As previously stated, most of the City's public water supply comes from the Feather River. The water is pumped from the river to the City's Water Treatment Plant located in northern Yuba City. The plant also sometimes utilizes a well in addition to surface water supplies due to recent drought conditions. Since the Project sites will only receive water through the City system, it is unlikely that the Project could impact the water quality in the City system. There would be a less than significant impact.

3.11. Land Use and Planning

Table 3-11: Land Use and Planning

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

3.11.1. Environmental Setting/Affected Environment

The Project includes 35 parcels located generally in four areas within the City. The sites are infill parcels that are intended for urban development per the Yuba City General Plan. The sites are surrounded by a variety of uses including single-family residential, commercial, and light industrial uses.

3.11.2. Federal Regulatory Setting

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

3.11.3. Local Regulatory Setting

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

3.11.4. Impact Assessment/Environmental Consequences:

a) Physically divide an established community?

The Project will not physically divide an established community. The sites are located throughout the City, and are surrounded by a variety of existing uses, including single-family residential, commercial, office, and light industrial. The Project amends land use designations for all 35 parcels to Medium/High Density Residential to allow for high density residential development. Infill development with multi-family residential structures and associated improvements will not divide the community. The development of the sites will improve public roadways and pedestrian connections and will facilitate a higher degree of connectivity within the community. The planned uses are compatible with the surrounding land uses, roadway network, and existing infrastructure serving the sites. Generally speaking, multi-family residential is a compatible land use with adjacent residential and commercial development with appropriate site design considerations implemented with a specific development proposal. The sites would have direct access to public roads and would not require a connection to an existing single-family neighborhood that would impact traffic on a roadway currently experiencing low traffic volumes. The sites are sized to accommodate multi-family development including necessary site improvements such as private driveways, pedestrian connectivity, onsite parking spaces, landscaping, and recreational amenities such as clubhouses, pools, or play equipment. Building orientations of multi-family buildings can also be designed to minimize intrusion to adjacent uses such as height reduction, locating buildings closer to public street frontage, landscape buffering, placement of solid waste enclosures, balconies, and lighting considerations. Additional City review and permitting will be required for any subsequent development proposals for the Project sites to ensure design compatibility with the existing neighboring uses. There would be a less than significant impact.

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?

The proposed GPA/RZ is consistent with the guiding goals and policies contained within the City of Yuba City General Plan. The Project supports and forwards the following highlighted goals contained within the General Plan:

3.4-I-5: Provide a variety of housing in all neighborhoods and reserve sites, where appropriate, for housing types that ensures that Yuba City remains an inclusive, affordable community.

2.5-G-7: Enhance aspects of the community that help economic development and draw residents to Yuba City, including small-town ambience, educational, cultural, environmental, and recreational resources, and affordable housing.

3.4-I-7: Promote infill development that maintains the scale and character of established neighborhoods.

3.5-G-6: Encourage and provide incentives for infill development, including affordable housing for low and very low-income residents, within existing residential areas at a density not less than

surrounding development, subject to appropriate standards to ensure compatibility with adjacent uses.

The Project will allow for future development of multi-family housing within the urbanized area of the City on underutilized or vacant infill sites. The sites are appropriately located along major transportation corridors within the City that provide an appropriate transition area from low density residential development to higher intensity uses such as multiple-family residential.

The proposed GPA/RZ will amend the current land use designations to allow higher density residential development thar enables the City to meet the lower income unit requirements as required by Program H-C-7 contained within the adopted the 2021-2029 Housing Element. No development is proposed as part of this Project as it is strictly an amendment to the existing General Plan land use designations and zoning of the sites. The proposed HDR designation and R-3 zoning is compatible with the surrounding residential, commercial, and office uses, and the subject parcels are appropriately situated along major roadways (Butte House Road, Walton Avenue and Garden Highway) that will support the anticipated traffic, pedestrian connectivity, and other infrastructure requirements associated with multiple-family development. While no physical development is proposed as part of this Project, it will result in the long-term construction of additional housing units within the City on the identified sites as envisioned by the General Plan for long term buildout of infill sites. The Project would therefore not conflict with the City's adopted land use plan or zoning requirements and any related mitigation related to land use, making this impact less than significant.

3.12. Mineral Resources

Table 3-12: Mineral Resources

Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?				X

3.12.1. Federal Regulatory Setting

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

3.12.2. State Regulatory Setting

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

- Production and conservation of minerals is encouraged;

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

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

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

- MRZ-1. Areas where available geologic information indicates that there is minimal likelihood of significant resources.
- MRZ-2. Areas underlain by mineral deposits where geologic data indicate that significant mineral deposits are located or likely to be located.
- MRZ-3. Areas where mineral deposits are found but the significance of the deposits cannot be evaluated without further exploration.
- MRZ-4. Areas where there is not enough information to assess the zone. These are areas that have unknown mineral resource significance.

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

3.12.3. Impact Assessment/Environmental Consequences:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

The 35 properties contain no known mineral resources and there is little opportunity for mineral resource extraction. The Yuba City General Plan does not recognize any mineral resource zones within the Project properties, and no mineral extraction facilities currently exist within the City. Additionally, the site is surrounded by uses that are generally considered incompatible with mineral extraction facilities. There would be no impact.

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?

See a) above.

3.13. Noise

Table 3.13: 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?			X	
b) Generation of excessive ground borne vibration or ground borne noise levels?			X	
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?			X	

3.13.1. Environmental Setting/Affected Environment for Noise

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

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

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

Noise exposure is a measure of noise over a period of time. Noise level is a measure of noise at a given instant in time. Community noise varies continuously over a period of time with respect to the contributing sound sources of the community noise environment. Community noise is primarily the product of many distant noise sources, which constitute a relatively stable background noise exposure, with the individual contributors unidentifiable. The background noise level changes throughout a typical day, but does so gradually, corresponding with the addition and subtraction of distant noise sources such

as traffic and atmospheric conditions. What makes community noise constantly variable throughout a day, besides the slowly changing background noise, is the addition of short duration single event noise sources (e.g., aircraft flyovers, motor vehicles, sirens), which are readily identifiable to the individual receptor. These successive additions of sound to the community noise environment vary the community noise level from instant to instant, requiring the measurement of noise exposure over a period of time to legitimately characterize a community noise environment and evaluate cumulative noise impacts.

3.12.2. Environmental Setting/Affected Environment for Groundbourne Vibration

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

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

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

3.12.3. Federal Regulatory Setting

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

3.12.4. State Regulatory Setting

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

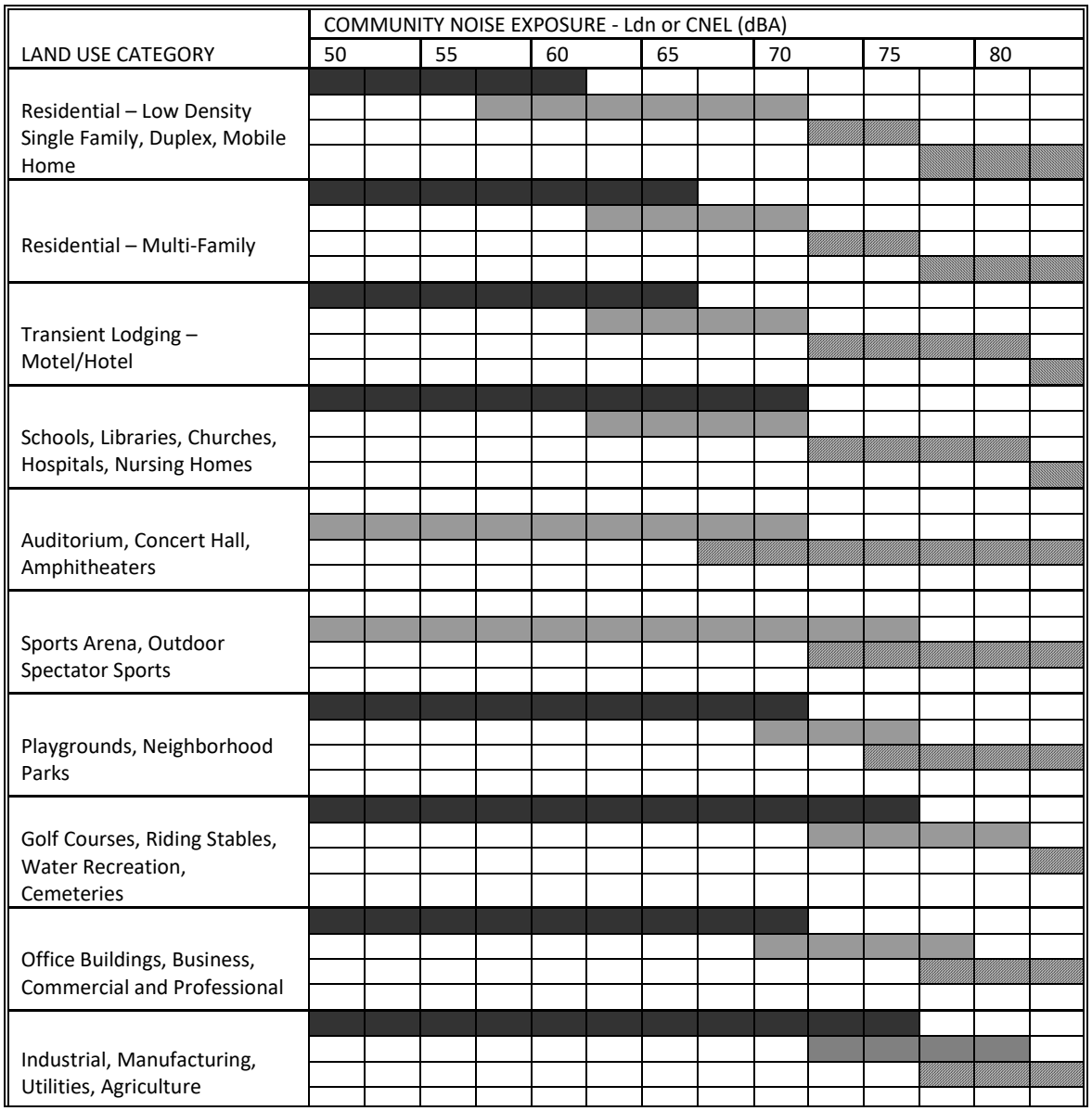
Title 24 – Sound Transmission Control: Title 24 of the California Code of Regulations (CCR) codifies Sound Transmission Control requirements, which establishes uniform minimum noise insulation performance standards for new hotels, motels, dormitories, apartment houses, and dwellings other than detached

single-family dwellings. Specifically, Title 24 states that interior noise levels attributable to exterior sources shall not exceed 45 dBA CNEL in any habitable room of new dwellings Title 24, Part 2 requires an acoustical report that demonstrates the achievements of the required 45 dBA CNEL. Dwellings are designed so that interior noise levels will meet this standard for at least ten years from the time of building permit application.

3.12.5. Local Regulatory Setting

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

Figure 2: Noise Exposure



	Normally Acceptable: Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.
	Conditionally Acceptable: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features are included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.
	Normally Unacceptable: New construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirement must be made and needed noise insulation features included in the design.
	Clearly Unacceptable: New construction or development generally should not be undertaken.
Source: State of California, Governor's Office of Planning and Research, 2003. General Plan Guidelines.	

3.12.6. Impact Assessment/Environmental Consequences:

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?

No physical development is proposed as part of this proposed project. However, the Project will allow for multiple-family residential development to occur on the Project sites that will result in site disturbance. It is anticipated that there will be site grading and construction of new residential buildings, parking lots, landscaping, and clubhouse/amenity spaces. Construction would involve temporary noise sources that are anticipated to last for a short period that could impact the nearby single-family residences or other sensitive receptors located near Project sites. The noise source would include typical grading and paving equipment and miscellaneous equipment.

During construction, which would be required to occur during daylight hours, Monday through Friday, noise from construction activities would contribute to the noise environment in the immediate project vicinity. Activities involved in construction could generate maximum noise levels, as indicated in Table 3, ranging from 79 to 91 dBA at a distance of 50 feet, without feasible noise control (e.g., mufflers) and ranging from 75 to 80 dBA at a distance of 50 feet, with feasible noise control.

Table 6: Noise Levels of Typical Construction

Type of Equipment (1)	dBA at 50 ft.	
	Without Feasible Noise Control (2)	With Feasible Noise Control
Dozer or Tractor	80	75
Excavator	88	80
Scraper	88	80
Front End Loader	79	75
Backhoe	85	75
Grader	85	75
Truck	91	75

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

Due to the short-term nature of construction noise and compliance with City noise standards will ensure that noise generated by Project related construction would not result in a significant impact.

b) Generation of excessive ground borne vibration or ground borne noise levels?

Construction activity can result in varying degrees of ground vibration, depending on the equipment and methods employed. Operation of construction equipment causes ground vibrations that spread through the ground and diminish in strength with distance. Table 7 describes the typical construction equipment vibration levels.

Table 7: Typical Construction Vibration Levels	
Equipment (1)	**VdB at 25 ft2**
Small Bulldozer	58
Vibratory Roller	94
Jackhammer	79
Loaded Trucks	86
(1) US Environmental Protection Agency. "Noise from Construction Equipment and Operations, Building Equipment and Home Appliances." Figure IV.H-4. 1971.	

The Project will allow for future multiple-family development on the Project sites. However, no construction is proposed as part of this Project. The construction noise associated with the development of multi-family residential uses that could result from this action is anticipated to be similar to the construction of a low-density residential subdivision. Vibration levels of construction equipment in Table 7 are at a distance of 25 feet from the equipment. As noted above, construction activities are limited to daylight hours. Infrequent construction-related vibrations would be short-term and temporary, and operation of heavy-duty construction equipment would be intermittent throughout the day during construction. Therefore, with the relatively short duration of grading activities associated with the Project, the temporary impact to any uses in the vicinity of the Project would be less than significant.

c) 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?

A portion of the Project, some of the properties owned by the Regional Housing Authority, are located within boundary of the Sutter County Airport Compatibility Land Use Plan (Sutter County Airport CLUP) and therefore subject to Sutter County Airport CLUP policies regarding its noise restrictions. The Sutter County Airport Land Use Compatibility Guidelines for Noise provide that multiple-family uses outside of the 65 db (CNEL) are compatible with airport noise. Per the Sutter County Airport CLUP the properties are outside of the airport's 65 db (CNEL) noise level. Because the sites are compatible with Sutter County Airport noise, the impact from airport noise is less than significant.

All of the other sites are outside the boundaries of the Sutter County Airport CLUP. There are no private airports or airfields located within Yuba City. The closest private airstrip is the Vanderford Ranch Company Airport, located approximately six miles southwest of the City, well beyond any safety or hazard zones. Therefore, there would be a less than significant impact from airport noise.

3.14. Population and Housing

Table 3-14: 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)?			X	
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?			X	

3.14.1. Environmental Setting/Affected Environment

The proposed Project sites are located within the urbanized area of the City and are surrounded by other types of urban uses. The Yuba City General Plan and the implementing zoning regulate the uses and development standards for these properties.

3.14.2. Federal Regulatory Setting

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

3.14.3. State Regulatory Setting

California law (Government Code Section 65580, et seq.) requires cities and counties to include a housing element as a part of their general plan to address housing conditions and needs in the community. Housing Elements are prepared approximately every five years (eight following implementations of Senate Bill [SB] 375), following timetables set forth in the law. The Housing Element must identify and analyze existing and projected housing needs and "make adequate provision for the existing and projected needs of all economic segments of the community," among other requirements. The City adopted its current Housing Element in 2022.

3.14.4. Regional Regulatory Setting

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

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

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

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

3.14.5. Local Regulatory Setting

The City's adopted Housing Element regulates Citywide housing goals and objectives.

3.14.6. Impact Assessment/Environmental Consequences:

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)?

The Project sites are located within areas that are designated for various types of land uses and are intended by the General Plan to be built out within an urban environment supporting a mix of land uses, including residential development. The adopted Housing Element calls for creation of new housing opportunities to meet projected residential growth in the City as part of the City's Regional Housing Need Allocation. This Project helps to achieve this regional housing goal through designation of 35 parcels for high-density residential development, including densities projected to be over 12 residences/acre, or in some cases, over 20 residences per acre. Assuming that development of the sites complies with City development standards and criteria, as required by law, and utilize the existing roadway and utility infrastructure, the impact from unplanned growth would be considered a less than significant impact.

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

The proposed project will not result in any immediate displacement of substantial numbers of existing people or housing. If approved, development of the proposed sites could involve removal of several existing residences; however, new multiple-family development will significantly increase the density of the site and provide a larger net increase in dwelling units, potentially including lower income units consistent with Program H-C-7 of the Housing Element. Future development could also potentially be designed to retain the existing dwellings on the site, therefore not displacing any residents. As such, only a minimal amount of housing, if any, would be removed, and replaced with ultimately more housing units than exist today. Thus, the impact on the housing supply is considered a less than significant impact.

3.15. Public Services

Table 3-15: Public Services				
Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i) Fire protection?			X	
ii) Police protection?			X	
iii) Schools?			X	
iv) Parks?			X	
v) Other public facilities?			X	

3.15.1. Environmental Setting/Affected Environment

Law enforcement serving the various new uses is provided by the Yuba City Police Department. Fire protection is provided by the Yuba City Fire Department. Nearby parks and other urban facilities that may be utilized by new residents are also provided by the Yuba City Recreation Department.

3.15.2. Federal Regulatory Setting

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

3.15.3. State Regulatory Setting

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

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

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

3.15.4. Local Regulatory Setting

The General Plan addresses the need for new development to be able to be serviced by the City with all essential services, including Police and Fire, before new development can be approved.

3.15.5. Impact Assessment/Environmental Consequences:

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

Fire Protection: The Fire Department reviewed the proposal and did not express concerns. Since all new housing development pays development impact fees intended to offset the cost of additional fire facilities and equipment costs resulting from this growth, the impacts on fire services are considered a less than significant impact.

Police Protection: The Police Department reviewed the proposal sites and did not express concerns. Since all new housing will pay development impact fees intended to offset the cost of additional police facilities and equipment resulting from this growth, the impacts on police services are considered a less than significant impact.

Schools: New residences will pay the Yuba City Unified School District adopted school impact fee that is intended to provide the new resident's fair share for expanded or new educational facilities needed to accommodate this new growth. Therefore, the impact on schools is considered a less than significant impact.

Parks: The City charges a park impact fee for each new residence that is utilized to purchase parkland and construct and equip new City parks. Further, many multiple-family developments provide on-site recreational facilities, further reducing impacts on the public park system. Therefore, the impact on parks from this Project is considered a less than significant impact.

Other Public Facilities: The Project will be connected to City water and wastewater systems. Each new residential connection to those systems is required to pay connection fees that are utilized for expansion of the respective treatment plants. The City also collects development impact fees for County services that are provided to the new residences, such as the library system and justice system.

Accordingly, the Project will have a less than significant impact with regard to the provision of public services.

3.16. Recreation

Table 3-16: Recreation				
Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			X	
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			X	

3.16.1. Environmental Setting/Affected Environment

Yuba City has 22 City-owned parks and recreational areas, managed by the City's Parks and Recreation Department. This consists of 4 community parks, 15 neighborhood parks, and 3 passive or mini-parks.

3.16.2. Federal Regulatory Setting

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

3.16.3. State Regulatory Setting

State Public Park Preservation Act: The primary instrument for protecting and preserving parkland is the Public Park Preservation Act of 1971. Under the PRC section 5400-5409, cities and counties may not acquire any real property that is in use as a public park for any non-park use unless compensation or land, or both, are provided to replace the parkland acquired. This provides no net loss of parkland and facilities.
Quimby Act: California Government Code Section 66477, referred to as the Quimby Act, permits local jurisdictions to require the dedication of land and/or the payment of in-lieu fees solely for park and recreation purposes. The required dedication and/or fee are based upon the residential density and housing type, land cost, and other factors. Land dedicated and fees collected pursuant to the Quimby Act may be used for developing new or rehabilitating existing park or recreational facilities.

3.16.4. Local Regulatory Setting

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

3.16.5. Impact Assessment/Environmental Consequences:

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

The Project sites are located throughout the City and are often located in near proximity to existing parks. While no physical development is proposed as part of this Project, the proposed General Plan Amendment and Rezone would potentially result in a higher local population density than previously analyzed by the General Plan. This population increase would result in higher use of neighborhood and regional parks or other recreational facilities in the vicinity of the Project sites. The City's development impact fee program requires collection of fees for new residential development and allocates fees to the acquisition and planned development and maintenance of open space/park areas in the City. Further, multiple-family residential development often provides on-site recreational/open space amenities for residents which may partially offset usage of public recreational facilities. Given this system, this potential impact is considered to be less than significant.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?

The Project does not propose physical development of the sites as the Project is strictly an amendment to the existing General Plan land use designations and rezoning to accommodate high density residential development. But multiple-family residential development that could result from this Project often provides on-site recreational/open space amenities for residents which may partially offset usage of public recreational facilities. It would, however, be too speculative to anticipate where and what those recreation facilities may be. Instead, the City individual project review process will make that evaluation on an individual project basis. Given this system, which is already in place, this potential impact from this Project is considered to be less than significant.

3.17. Transportation

Table 3-17: Transportation				
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?			X	
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3 subdivision (b)?			X	
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	
d) Result in inadequate emergency access?			X	

3.17.1. Federal Regulatory Setting

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

Several federal regulations govern transportation issues. They include:

- Title 49, CFR, Sections 171-177 (49 CFR 171-177), governs the transportation of hazardous materials, the types of materials defined as hazardous, and the marking of the transportation vehicles.
- Title 49 CFR 350-399, and Appendices A-G, Federal Motor Carrier Safety Regulations, address safety considerations for the transport of goods, materials, and substances over public highways.
- Title 49 CFR 397.9, the Hazardous Materials Transportation Act of 1974, directs the U.S. Department of Transportation to establish criteria and regulations for the safe transportation of hazardous materials.
- Federal Aviation Administration: The Federal Aviation Administration (FAA) regulates aviation at regional, public, and private airports. The FAA regulates objects affecting navigable airspace.

3.17.2. State Regulatory Setting

State of California Transportation Department Transportation Concept Reports: Each District of the State of California Transportation Department (Caltrans) prepares a Transportation Concept Report (TCR) for every state highway or portion thereof in its jurisdiction. The TCR usually represents the first step in

Caltrans' long-range corridor planning process. The purpose of the TCR is to determine how a highway will be developed and managed so that it delivers the targeted LOS and quality of operations that are feasible to attain over a 20-year period, otherwise known as the "route concept" or beyond 20 years, for what is known as the "ultimate concept".

3.17.3. Local Regulatory Setting

The City's General Plan Circulation Element contains a wide range of policies regulating new residential development, including provision of adequate roadways and circulation systems, provided at developer expense, to ensure safe and adequate vehicular, bicycle and pedestrian access is available.

3.17.4. Impact Assessment/Environmental Consequences:

a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

The Project does not include a specific development proposal so it will not directly result in any construction or occupation of any residential units and the resultant generation of vehicle trips.

Therefore, there will be a less than significant impact with regard to conflicts with a program, plan, or policy addressing the circulation system from the proposed General Plan Amendment and Rezone. However, future development of the Project sites will result in construction of multiple-family residences that will result in vehicle trips being generated. When development is proposed the densities could range from 12 to 36 residences per acre. As compared to the existing general plan designations of these properties of which 23 of the 35 parcels are already zoned R-3, and others are zoned for offices, duplexes, etc. the vehicle traffic would likely increase at buildout, but the amount would be too speculative to estimate. But considering that the roadways serving the 35 sites are (1) planned for urban growth, and (2) front on major arterials and major transportation corridors (Butte House Road, Walton Avenue, and Garden Highway), and (3) that all of these roadways are within the General Plan policy Level of Service (LOS) D or better, this GPA/RZ is consistent with General Plan policies.

Regarding conflicts with City adopted programs, street standards for auto, bicycle, pedestrian, and bus activities, future development would be reviewed for compliance with City Standards and conditioned to construct required improvements and/or payment of applicable traffic mitigation fees or fair share of public improvements. The projects would include new driveways connecting to public streets and an internal circulation network that would be reviewed for design adequacy based on the anticipated traffic and parking demands of the specific project design. Additionally, the projects would be reviewed and required to improve public street frontages and other facilities such as pedestrian infrastructure, public transportation improvements, and traffic signals as part of the entitlement review. This review would ensure site design is adequate to serve the projects and handle the anticipated traffic volumes produced from the development. Further, future residential development projects will be conditioned to contribute their fair share to the cost of circulation improvements via the existing citywide traffic impact fees that would be assessed. As such, the proposed re-designation and rezone of the Project sites does not create a conflict with City programs, ordinances, or policies addressing the circulation system.

b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3 subdivision (b)?

This CEQA section describes specific considerations for evaluating a project's transportation impacts in terms of Vehicle Miles Traveled (VMT). SACOG, in "Technical Advisory: On Evaluating Transportation

Impacts in CEQA" provides two criteria for which if the project meets either of them, the traffic impacts are considered less than significant. One criterion is that the project generates less than 110 vehicle trips per day is considered to be less than a significant impact. Although the Project will not directly generate any vehicle trips, multiple-family development that could result will exceed this criterion, so it is not considered any further in this review. The second criterion is that if a project, on a per capita or per employee basis, the VMT will be at least 15 percent below that of existing development is a reasonable threshold for determining significance. SACOG also has released a draft document (SB 743 regional screening maps) that provides mapping data indicating the average miles traveled for different areas within and around Yuba City. The range of the categories are:

Less than 50% of regional average.
50-85% of regional average.
85-100% of the regional average.
115-150% of the regional average.
More than 150% of the regional average.

Per the SACOG maps for all of the various Project sites, the estimated average vehicle distance traveled is in the 50-85% range of the norm. In other words, per the SACOG regional screening maps this Project is located in an area that meets the 15 percent vehicle trip reduction criteria. Thus, the transportation impacts for VMT from development of the various sites are consistent with CEQA Guidelines Section 15063.4(b) and therefore considered a less than significant impact.

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

The Project sites are primarily located on Butte House Road, Walton Avenue, and Garden Highway, all of which are major arterials designed to accommodate significant amounts of traffic. Both the Public Works Department and the Police Department have reviewed the Project and did not express concerns. The Project does not propose any physical development at this time; however, it has been determined that the existing arterial streets fronting the Project sites or are very nearby will adequately support high-density residential development on each of the Project sites. There are no dangerous curves in the vicinity of any of the sites, and it is anticipated there will be no conflict with uses such as farm equipment. This is considered to be a less than significant impact.

d) *Result in inadequate emergency access?*

The Fire Department and Police Departments have reviewed the proposed General Plan Amendment and Rezone and did not express concerns about emergency access to the properties with the intended increase in residential density. Roadways will be built to City standards, ensuring emergency vehicle access is available. As such, impacts on emergency access are considered to be less than significant.

3.18. Tribal Cultural Resources

Table 3-18: Tribal Cultural Resources				
Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project cause of substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or				X
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.				X

3.18.1 Environmental Setting/Affected Environment

This section describes the affected environment and regulatory setting for Tribal Cultural Resources (TCRs). The following analysis of the potential environmental impacts related to TCRs is derived primarily from the Environmental Impact Report for the City of Yuba City General Plan (2004) and consultation record with California Native American tribes under Assembly Bill 52 and Senate Bill 18.

3.18.2. Federal Regulatory Setting

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

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

- That are associated with events that have made a significant contribution to the broad patterns of our history; or
- That are associated with the lives of persons significant in our past; or

- That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- That have yielded, or may be likely to yield, information important to prehistory or history.

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

3.18.3. State Regulatory Setting

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

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

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

1) Sites, features, places, cultural landscapes (geographically defined in terms of the size and scope), sacred places, and objects with cultural value to a California Native American tribe that are either of the following:

    a. included or determined to be eligible for inclusion in the California Register of Historical Resources; and/or

    b. included in a local register of historical resources as defined in subdivision (k) of Section 5020.1; and/or

    c. a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.

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

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

Senate Bill 18: Effective March 2005, this law requires city and county governments to consult with California Native American tribes early in the planning process with the intent of protecting traditional tribal cultural places. The purpose of involving the tribes at the early stage of planning efforts is to allow

consideration of tribal cultural places in context of broad local land use policy before project-level land use decisions are made by a local government. As such, SB 18 applies to the adoption or substantial amendment of general or specific plans. As AB 52 provides for a similar review process for all discretionary reviews including general plan amendments and specific plan amendments, the provisions of SB 18 fall within the SB 52 review process for purposes of this document.

3.18.4. Cultural Setting

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

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

Trade provided other valuable resources that were not normally available in the Nisenan environment. The Valley Nisenan received black acorns, pine nuts, manzanita berries, skins, bows, and bow wood from the Hill Nisenan to their east, in exchange for fish, roots, grasses, shells, beads, salt, and feathers (Wilson and Towne 1978). To obtain, process, and utilize these material resources, the Nisenan had an array of tools to assist them. Wooden digging sticks, poles for shaking acorns loose, and baskets of primarily willow and redbud were used to gather vegetal resources. Stone mortars and pestles were used to process many of the vegetal foods; baskets, heated stones, and wooden stirring sticks were used for cooking. Basalt and obsidian were primary stone materials used for making knives, arrow and spear points, clubs, arrow straighteners, and scrapers. (Wilson and Towne 1978.)

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

3.18.5. Summary of Native American Consultation

In response to AB 52 and SB 18 the City supplied the following Native American tribes with a project description and map of the proposed Project areas and a request for comments:

- United Auburn Indian Community of the Auburn Rancheria
- Yocha Dehe Wintun Nation
- Estom Yomeka Maidu Tribe of the Enterprise Rancheria
- Mechoopda Indian Tribe
- Pakan'yani Maidu of Strawberry Valley
- Mooretown Rancheria of Maidu Indians
- Ione Band of Miwok Indians

3.18.6. Thresholds of Significance

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

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

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

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

3.18.7. Impact Assessment/Environmental Consequences:

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

i) 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).

There are no listings on the California Register of Historical Resources (as defined in Section 21074) within the proposed Project areas. It is not known if there remain sites within the 35 parcels that are part of this Project, but this proposal involves only a general plan amendment and rezoning, and there is no physical development proposed. As such, this Project will not directly result in the disturbance of any potential tribal cultural resource sites. Therefore, there will be impacts on Tribal cultural resources from this Project.

Although actual development projects may result from this action, it is not possible to know which properties and what types of projects may be proposed. As such, it is premature and speculative at this time to determine what the impacts would be. Since the City's review process of actual development proposals would likely trigger its own CEQA review, including tribal cultural resources, a review of tribal cultural resource impacts will be conducted at the time a development project is proposed.

ii) 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.

Of the tribes that were contacted by the City, the United Auburn Indian Community responded verifying that no actual construction was permitted under this Project, but if and when any construction did occur, they may request consultation. Of particular concern to the Native American community was the properties owned by the Regional Housing Authority near the Feather River, as that is considered to be a sensitive area. As discussed in Part i) above, the City has a process in place to notify the Tribes of any potential construction activities. If and when a development project is proposed on these properties, this process will be triggered (either by the City discretionary review process or the use of federal or state money, or both).

3.19. Utilities and Service Systems

Table 3-19: 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 or wastewater treatment or storm drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			X	
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?			X	
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 projected demand in addition to the existing commitments?			X	
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?			X	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			X	

3.19.1. Environmental Setting/Affected Environment

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

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

Reuse and Recycling: Solid waste generated in Yuba City is collected by Recology Yuba-Sutter. Recology offers residential, commercial, industrial, electronic, and hazardous waste collection, processing, recycling, and disposal, as well as construction and demolition waste processing, diversion, and transfer to a disposal facility. The City's municipal solid waste is delivered to the Ostrom Road Landfill; a State-permitted solid waste facility that provides a full range of transfer and diversion services. As of June 2021, the Recology Ostrom Road Landfill Remaining Site Net Airspace is 33,764,000 cy; and has a remaining capacity of 21,297,000 tons; and remaining landfill service life is 53 years.

3.19.2. Federal Regulatory Setting

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

3.19.3. State Regulatory Setting

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

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

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

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

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

issuance of waste discharge requirements (WDRs). WDRs for discharges to surface waters also serve as NPDES permits.

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

3.19.4. Local Regulatory Setting

The City's General Plan Public Utilities Element, along with various infrastructure Master Plans, address provision of water and wastewater services within the City.

3.19.5. Impact Assessment/Environmental Consequences:

a) Require or result in the relocation or construction of new or expanded water or wastewater treatment or storm drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

The demand for treated water from developments that may occur as a result of this GPA/RZ is not anticipated by the Public Works Department to exceed the capacity of the water treatment plant and distribution system. In addition, City policies provide for adequate water treatment, storage, and distribution infrastructure for new development. Additionally, new development will pay service connection fees for wastewater and potable water to offset potential impacts to these systems. Finally, existing in-place utility systems of Pacific Gas and Electric Company for electric power and natural gas and telecommunications (AT&T), are sufficient to serve the proposed project because the Project sites are located adjacent to existing in-place infrastructure. As a result, the impact is considered to be less than significant.

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?

Water supplies have been determined by the City Public Works Department to be adequate to serve the Project sites in multiple dry year conditions. The City's Urban Water Management Plan identifies adequate supplies to meet anticipated existing and planned demand for multiple years. This potential impact is considered to be less-than-significant impact.

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 projected demand in addition to the existing commitments?

The City's Wastewater Treatment Plan has been identified by the City as having adequate capacity to treat wastewater generated by the proposed project. This impact is anticipated to be less than significant.

The additional impermeable surface that will be created by future development associated with the General Plan Amendment and Rezone will generate additional storm water drainage, but not likely more than existing general Plan designations for these properties, since the percentage of impermeable surface generated by either will likely be similar. Future development will be subject to appropriate storm water drainage system impact fees which cover the Project's fair share of the impact on the storm water collection system. This impact would be considered less than significant.

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?

As of June 25, 2021, the Recology Ostrom Road Landfill Remaining Site Net Airspace is 33,764,000 cy; Remaining Net Refuse Capacity is 21,297,000 tons; and Remaining Landfill Service Life is 53 years. The impact would be considered less than significant.

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Transportation and disposal of all waste due to future development of the subject sites would be facilitated in accordance with all applicable federal, state, and local statutes and regulations. There would be a less than significant impact.

3.20. Wildfire

Table 3-20: Wildfire

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, 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?			X	
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?			X	
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?			X	
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?			X	

3.20.1. Environmental Setting/Affected Environment

Wildland fires are an annual hazard in Sutter County and, to a lesser degree due to urbanized development, Yuba City. Wildland fires burn natural vegetation on undeveloped lands and include rangeland, brush, and grass fires. Long, hot, and dry summers with temperatures often exceeding 100°F add to the County's fire hazard. Human activities are the major causes of wildland fires, while lightning causes the remaining wildland fires.

The California Department of Forestry and Fire Protection's Fire and Resource Assessment Program identifies fire threat based on a combination of two factors: 1) fire frequency, or the likelihood of a given area burning, and 2) potential fire behavior (hazard). These two factors are combined in determining the

following Fire Hazard Severity Zones: Moderate, High, Very High, Extreme. These zones apply to areas designated as State Responsibility Areas – areas in which the State has primary firefighting responsibility. The project site is not within a State Responsibility Area and therefore has not been placed in a Fire Hazard Severity Zone.

3.20.2. Impact Assessment/ Environmental Consequences

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

As discussed in Section 3.17 of this Initial Study, future construction associated with the proposed sites is not expected to substantially obstruct emergency vehicles or any evacuations that may occur in the area. Project operations likewise would not obstruct any roadways. Impacts related to emergency response or evacuations would be less than significant.

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?

The Project sites are not within a State Responsibility Area and therefore have not been placed in a Fire Hazard Severity Zone. But as noted in Section 3.11 of this Initial Study, the Project sites are within a planned urbanized area, and the urbanized area is surrounded by irrigated agricultural land, which typically is not subject to wildland fire. Impacts of the revised project related to wildland fire hazards are anticipated to be less than significant.

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?

No physical development is proposed as part of this Project. Future development that may result will require the installation of expanded or new roadways, and the utilization of existing utilities adjacent to or near the sites. The installation of these facilities is not expected to exacerbate the wildfire risk on any of the Project sites, as explained in b) above. Impacts of the Project would be less than significant.

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

As noted in Section 3.7 of this document, the Project sites are located in a topographically flat area. There are no streams or other channels that cross the sites. As such, it is not expected that people or structures would be exposed to significant risks from changes resulting from fires in steeper areas, including downslope or downstream flooding or landslides. Impacts related to these issues would be less than significant.

3.21. Mandatory Findings of Significance

Table 3-21: Mandatory Findings of Significance				
Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important example of the major periods of California history or prehistory?			X	
b) Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)			X	
c) Have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?		X		

3.21.1. Impact Assessment/Environmental Consequences:

a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number, or restrict the range of a rare or endangered plant or animal or eliminate important example of the major periods of California history or prehistory?

The Project sites are located on previously disturbed areas or have been previously developed with urban uses. All are within the urbanized area. As such there is little plant or animal habitat value as the sites have been disturbed by historical agricultural operations, residential, and commercial uses. There are no wetlands or similar habitat on the Project sites. Therefore, the future anticipated development of the 35 sites will not significantly degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number, or restrict the range of a rare or endangered plant or animal or eliminate an important example of the major periods of California history or prehistory.

Mitigation is also included addressing potential accidental discovery of Tribal Cultural Resources and for greenhouse gas emissions. With these mitigations, impacts are expected to be less than significant.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)

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

Development associated with the Project will generate new traffic with each individual site development. As the Project sites are located on or near major transportation corridors that are within General Plan policy levels of service, traffic from the future multi-family developments will not adversely impact the level of service on streets and intersections in this vicinity. New construction will be required to pay transportation impact fees that offset any impacts the Project may have on City streets. Therefore, there are no significant cumulative traffic impacts.

Pertaining to potential cumulative impacts associated with GHG emissions, the site grading process shall comply with the GHG Reduction Measures provided in the adopted Yuba City Resource Efficiency Plan. The additional paving area may create some minor air quality and greenhouse gas, noise, and hazardous material cumulative impacts, however those impacts have been found to be considered less than significant for the Project sites. Additionally, formal development proposals of each of the sites will require additional greenhouse gas screening or modeling to determine any project specific mitigation that may be necessary.

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

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

4. Section References and/or Incorporated by Reference

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

Fehr & Peers, Inc. September 2020. SB 743 Implementation Guidelines for City of Yuba City.

Governor's Office of Planning and Research, November 2017. Technical Advisory on Evaluating Transportation Impacts in CEQA.

Sacramento Area Council of Governments. Hex Maps. Work VMT-2020 MTP/SCS (Adopted).

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

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

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

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

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

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

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

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

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

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

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

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

Sutter County General Plan.

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

Yuba Sutter Transit Route Map.

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

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

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

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

City of Yuba City Wastewater Master Plan.

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

Attachment 1:

MITIGATION MEASURES AND MONITORING PLAN

Implementation of the 2021-2029 Housing Element:

Initial Study and Mitigated Negative Declaration EA 22-07
For General Plan Amendment 22-03 and Rezoning 22-04

City of Yuba City

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Impact	Mitigation Measure	Implementing Party	Monitoring Party	Timing
3.3 Air Quality	AQ 1: For any development project on the Project parcels that would involve excavation, grading, or site preparation that would expose soil, the Developer shall comply with all applicable Rules of the Feather River Air Quality Management District (FRAQMD) and shall include the required FRAQMD Basic Construction Emission Control Practices on all grading or improvement plans. AQ 2: Compliance with FRAQMD standards related to a Fugitive Dust Control Plan and permit requirements relative to the operation of facility heaters, fumigation, and boiler processes shall be adhered to pursuant to established regulations. AQ 3: Prior to individual project entitlement approval for any future development project, each multi-family residential project shall be screened for construction emissions based on the then-current screening criteria established by the FRAQMD.	Developer	Development Services Department	Prior to issuance of any grading or building permits