Meeting Date: March 8, 2017

To: Chairperson and Members of the Planning Commission

From: Development Services Department

Presentation By: Ed Palmeri, Senior Planner

Public Hearing: Tentative Parcel Map (TM) TM-16-02 Airport Business Park – Phase 2. A request to consider the creation of 33 industrial lots and one detention pond on approximately 38 acres and adoption of a Mitigated Negative Declaration and Mitigation Monitoring Program.

Applicant: Nor Cal Pump and Well Drilling, Yuba City, CA 95993

Project Location: The project is located at the east side of Garden Highway, south of Winship Road, and west to Sutter County Airport (Assessor’s Parcel Number 58-500-005 and 53-500-006).

Project Proposal:
The project consists of the division of 38.85 acres into 33 lots for future development with uses permitted by the City’s Zoning Ordinance and a 2.78 acre detention pond. The proposed lots range in size from approximately 0.50 acre to 2.71 acres while the majority of the parcels will be roughly 1 acre. The parcel map is shown with four Phases to allow development and improvements as the market demands.

It should be noted that the Subdivision Map Act (SMA) Section 66426 (c) allows for the filing of a parcel map to create industrial lots when the parcels have access to a public street or highway, the land is zoned for industrial use, and street alignments and widths are approved.

Property Description:
The project site is located at the southeast corner of Garden Highway and Winship Road (see Attachments 1 and 2). The site is currently a walnut orchard. Access to the site is from Garden Highway along the westerly boundary and Winship Road. The property is relatively flat and drains to the southwest. There are no rock outcroppings or heritage trees on the site, nor are there any structures with the exception of a well site. The applicant has not submitted building plans, however it is anticipated the proposed parcels will be developed with industrial type uses similar to those found in the vicinity.

The site is bordered by a mix of light industrial uses on the north and existing residences within the Richland Housing complex. Property to the east is developed with Sutter County Airport. Property to the south is developed with agricultural uses and an auto dealership. Uses to the west include a car wash, automotive repair, and automotive sales.
The project is within the sphere of influence of the Sutter County Airport. A summary of applicable conditions are listed below.

The General Plan classifies Garden Highway as a Major Arterial with an 84 foot right of way. Garden Highway along the westerly project boundary is currently a two lane road with some curb and gutter on the west side of the roadway. Garden Highway adjacent to the project site has an unimproved shoulder.

**General Plan and Zoning:**

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**Land Use Classification**

There are two General Plan classifications for the project site: Business, Technology and Light Industry and Manufacturing, Processing, and Warehousing. Both land use classifications are depicted on the General Plan Diagram (see Attachment 3) and have been historically referred to as “Industrial” or “Research and Development” or “Business Park.”

**Business, Technology and Light Industry**

This land use classification provides for campus/complex development accommodating flexible space including light industrial, office, high-tech, and small-scale distribution. It is assumed that at build-out the land use will support one job or every 750 square feet of net building area at a floor area ratio (FAR) of between 0.25 FAR and 0.75 FAR

The floor area ratio (FAR) is the relationship between the total amounts of usable floor area of a building relative to the total area of the lot on which the building stands. For instance a 10,000 square foot parcel with a 0.75 FAR could have up to 7,500 square feet of usable floor area. The building could be single story or have multiple stories, but not to exceed a total useable floor area of 7,500 square feet.

**Manufacturing, Processing, and Warehousing**

This category encourages more intense manufacturing and industrial uses than the General Plan Business, Technology and Light Industry classification described above. Examples of more intense uses include agricultural product processing, warehousing, and large equipment supply and sales. It is assumed that at build-out the land use will support one job or every 750 square feet of net building area
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at an FAR of between 0.25 FAR and 1.0 FAR.

General Plan policies for the Industry and Light Industry areas are designed to encourage flexible uses of space that support job creation and “ready to go” industrial areas. The General Plan provides the following Guiding and Implementing Policies relating to industrial areas (in italics):

Guiding Policies

1. 3.9-G-1 Provide appropriately located areas for a broad range of employment generating uses to strengthen the City’s economic base and provide employment opportunities for residents.

2. 3.9-G-2 Encourage employment generating uses to locate along major transportation facilities.

3. 3.9-G-5 Protect the supply of land suitable for employment center uses by not allowing incompatible uses to locate in these areas.

4. 3.9-G-7 Achieve compatibility between employment center development and surrounding neighborhoods through buffering requirements and performance standards intended to minimize harmful effects of excessive noise, light, glare, and other adverse environmental impacts.

Implementing Policies

5. 3.9-I-1 Establish use regulations, development standards, and minimum performance requirements ... in the Zoning Ordinance consistent with the General Plan, and amend the zoning Map to be consistent with General Plan Diagram.

6. 3.9-I-7 Establish setback, landscaping and screening requirements for employment center development to provide adequate buffering adjacent to residential neighborhoods.

Zoning district classification

The property is zoned Light Industrial District/Combining District (M-1 X2). The purpose of the M-1 district is to provide suitable areas for low intensity assembly, processing or manufacturing activities product distribution, and related activities, all of which do not create nuisance or otherwise unacceptable levels of noise, dust, odor, smoke, bright light or vibration. The district is consistent with both the Business, Technology and Light Industry and the Manufacturing, Processing, and Warehousing General Plan Land Use classifications.

The property development standards as outlined in the Municipal Code Section set forth the property development standards, including minimum lot sizes, yards, setbacks, exterior lighting, fences, walls and hedges, landscaping, parking, and refuse collection all of which will be addressed at the time of development. Worth noting is that the Municipal Code establishes that new lots shall have a depth to width ratio not to exceed three times deeper than it is wide and a minimum 20,000 square foot (0.49 acre) lot area. The proposed parcels comply with all M-1 lot requirements.

Combining District

Worth noting is that the zoning for the project site and properties to the south have an overlay, in the form of a combining district (M-1 X2). The Municipal Code states that the X2 combining district applies to “The property east of Garden Highway and south and east of the easterly terminus of Winship Road to the Sutter County Airport, the recently annexed Berg industrial property and the Hembree property located on the east side of Garden Highway opposite the terminus of Lincoln Road.” The reason for the X2 District is “To provide internal circulation from the Winship Road extension through property to the
south and through the Berg property to the south and the future signalized intersection of Lincoln Road and Garden Highway. These future improvements will provide a means for an internal circulation system within this entire industrial area. By providing this road system truck traffic can enter the area conduct its business without having to return to Garden Highway till departure”

No modifications to the combining district are proposed.

**Sutter County Airport**

As previously noted the site is adjacent to the Sutter County Airport and is within the airport area of influence (see Attachment 4). The project has been reviewed by Sacramento Association of Governments (SACOG) which serves as the regions Airport Land Use Commission (ALUC). The ALUC compared the proposed plan against the adopted Sutter County Airport Comprehensive Land Use Plan (Airport CLUP) for compatibility. The entirety of the subject site lies within Safety Zone 3 of the Airport CLUP. Within Zone 3, also known as the Overflight Zone, many land uses are compatible with the Airport CLUP, however there are uses in the City’s Zoning Ordinance that are permitted in the M-1 zone district that are incompatible with the Airport CLUP. As a result, the ALUC has requested that the City consult with their agency for future land uses (see Attachment 5.)

It should be noted that Yuba City Municipal Code Title 8 Chapter 5 Article 36. Airport Influence Combining District establishes review procedures for properties that are within the Sutter County Airport CLUP Overflight Zone. The procedures include both City and ALUC determination as to compatibility of uses for properties in the Overflight Zone.

**Previous Actions and/or Policies:**

The site has not been a part of any subdivision within the past two years.

**Environmental Determination:**

The project consists of subdividing approximately 38 acres into 33 parcels and one detention basin. Pursuant to California Environmental Act (CEQA) Article 19, Section 15070 (b)(1) staff has prepared an environmental assessment including an Initial Study and Mitigated Negative Declaration (MND) and Mitigation Monitoring Program (MMP) for the project (see Attachments 6 and 7).

As part of the environmental assessment process, staff distributes the project to responsible agencies. Staff received comments from the following agencies: Central Valley Regional Water Quality Control Board, SACOG/Airport Land Use Commission, Sutter Butte Flood Control Agency, and the following Yuba City Departments: Public Works, Fire, Finance, and Water Treatment. The MND identifies several potential significant impacts and provides specific mitigation that reduces the impacts to less than significant. In addition, a Mitigation Monitoring Plan identifying mitigation measures and who is responsible for mitigation implementation was prepared for the project. The MND did not require circulation to the State of California Clearinghouse. All relevant comments were incorporated as mitigation or conditions of approval.

**Staff Comments:**

Given its location, proposed lot sizes, and access, the project will provide lots suitable for future development with a variety of uses encouraged by the General Plan and allowed or permitted by the Municipal Code.
The map proposes development of the site in four Phases, starting with Phase 1 (Lots 1 through 5) fronting Garden Highway. The applicant is reserving the right to file multiple maps on the site. Given the size of the property and absorption rate of industrial properties the maps will be filed based on market demand over time.

**Public Improvements**

Proposed public improvements for the project site include water, sanitary sewer, storm drain facilities, detention pond, roadway improvements, curb, gutter, sidewalks, signing, striping and streetlights. In addition, Winship Road will be extended approximately 500 feet with full improvements. The applicant is proposing the creation of two additional cul-de-sac roads and several easements to serve proposed lots.

It should be assumed that future industrial uses will rely on truck traffic with a variety of truck sizes traveling through-out the project. Given the wide variety of truck height and widths it is possible that street trees could interfere with the free flow of truck traffic and potentially impede truck turning movements in Phases 2, 3, and 4. With regards to interior streets in Phases 2, 3, and 4, staff recommends that standard curb and gutter be installed with no parkway or street trees. However, on-site trees will be required at the time of development.

In order to reduce the number of driveways along Garden Highway driveways servicing Phase 1, lots in Phase 1 shall be required to have shared access ways. The number and location of the driveways, not to exceed three, shall be approved by the Public Works Department. It should be noted the applicant has indicated that because the project is immediately adjacent to Sutter County Airport the applicant would like to reserve the right to taxi an airplane from the airport onto the 60 foot wide access easement located at the easterly terminus of NAR COURT. This opportunity is reflected in the Conditions of Approval (see Attachment 8).

**Landscape Plans**

Each lot, as it is developed, is required to submit development plans including a landscape plan to be reviewed and approved by the Development Services Director. Landscape plans for lots in Phases 2, 3, and 4 will be required to submit landscape plans that include a minimum of one tree per 30 feet, or fraction thereof, of street lot frontage. Improvements along Garden Highway frontage will include a park strip with street trees.

With completion of Phase 2 the project will require installation of a detention pond (Lot A) that is located in Phase 4. The pond is immediately south of Richland Residential Complex. Staff recommends that the developer submit a landscape plan for Lot A to be reviewed and approved prior to construction of the detention facility. The plan should include a mix of evergreen trees along the northerly and easterly property line in common with the residential area to the north. Although the detention facility will be owned by the City, the developer is required to enter into a Landscape Maintenance District to maintain the landscaping.

**Masonry Wall**

Yuba City Zoning ordinance Section 8-5.5905(4) requires that a six-foot high masonry wall be constructed along common property lines when an industrial site is adjacent to a residential area. The project is immediately south of Richland Residential Complex. A solid six-foot high wall, with some
architectural relief, shall be constructed along the property line between the proposed development and the Regional Housing property. A detail of the wall shall be shown on the improvement plans with the first Phase of development. Design of the wall shall be approved by the City prior to its construction. Construction of the wall shall be prior to any building permits applied for on Lot 19 through Lot 33, inclusive.

Street Names

The applicant has provided street names, as noted on the proposed parcel map, for all new streets. Pursuant to Yuba Municipal Code (Section 8-2 1408 Street Names) approval of street names is the responsibility of the Planning Commission with review of the parcel map. Duplication of street names is not permitted within the City or County areas contiguous with the City. Also, street names should not duplicate or sounds like other names in the area.

Proposed street names include: HEER WAY, NAR COURT, and HARI WAY. Staff has determined there is no duplication of street names with other streets in the City or surrounding unincorporated areas. However, as previously discussed the applicant intends to extend Winship Road from its current terminus to the southerly project boundary and call the street extension HARI WAY. As shown on the General Plan Diagram (Figure 3-1) the extension of Winship Road is depicted with future connection to the south and provides an alternate route for truck traffic. Staff recommends that in order to avoid possible confusion for emergency vehicles or the public, the name Winship Road should be used for the proposed roadway extension.

City Council Review

Although the Planning Commission is responsible for review and action on the tentative parcel map, conditions of approval, and environmental review, City Council will enter into necessary agreements relative to recording of the final map. The procedure for approval of a final map is outlined in Title 8, Chapter 2, Article 8 of the Municipal Code. The process is summarized as follows:

- Final Map – Upon approval of the tentative map, the applicant submits a Final Map package which includes the Final Map and public improvement plans. If the applicant chooses to file the map prior to the construction of the public improvements, the City requires the execution of a Subdivision Agreement guaranteeing that the improvements will be constructed through the collection of security, such as bonds or a letter of credit.

- Council Approval – Once it is determined that the Final Map is correct and the Conditions of Approval have been met, the map is taken to the City Council for consideration and approval.

- Recodarion of the Final Map – Upon Council approval, the City Clerk certifies the action on the map and it is submitted to the Sutter County Recorder for recordation.

In addition to taking action to record a final map in industrial areas, Council reviews and acts on Development Plan Review when the project involves structures in excess of 100,000+ square feet.
Findings:

California Environmental Quality Act, Yuba City Municipal Code Section 8-2.609, and the California Subdivision Map Act require that findings be made in order to approve a tentative map. Provided below is an evaluation of the findings required to approve the tentative map. The required findings are in italics.

1. Based on the whole record there is no substantial evidence that the project will have a significant effect on the environment and that the mitigated negative declaration reflects the lead agency’s independent judgment and analysis.

Staff Analysis: Staff has completed an environmental assessment (EA 16-15) for the project. The project was circulated for comments. Based on comments received as well as documents referenced in initial study a mitigated negative declaration and mitigation monitoring program was prepared for the project. Mitigation, conditions of approval, and best management practices will reduce all identified potentially significant impacts to less than significant with incorporation of mitigation.

2. The project will not cause substantial environmental damage to fish and/or wildlife and their habitats, nor have the potential for adverse effect(s) on wildlife resources or the habitat upon which wildlife depends. A Notice of Determination will be recorded with the County Recorder and Fish and Wildlife Filing Fees will be paid to the County Recorder.

Staff Analysis: As noted above an environmental assessment (EA 16-15) has been prepared for the project. The project was circulated for comments. Based on comments received as well as documents referenced in initial study a mitigated negative declaration and mitigation monitoring program was prepared for the project. Mitigation, conditions of approval, and best management practices will reduce all identified potentially significant impacts to less than significant with incorporation of mitigation.

3. The proposed tentative map is consistent with the General Plan and the design or improvement of the proposed subdivision is consistent with the General Plan.

Staff Analysis: The proposed tentative map conforms to the General Plan and the Yuba City Zoning Regulations in all respects. Specifically, the proposed parcels comply with all zoning and development standards for the future building to be constructed on 33 lots and one detention pond.

4. The site is physically suited for the type and proposed density of development.

Staff Analysis: The project site accommodates the proposed development and all required improvements, such as parking, drive aisles, and landscaping.

5. The design of the subdivision or the proposed improvements is not likely to cause substantial environmental damage and the types of improvements are not likely to cause serious public health problems.

Staff Analysis: Division of the property into 33 parcels and 1 detention pond will not result in environmental damage or public health problems.
6. The design of the subdivision or type of improvements will not conflict with easements acquired by the public at large for access through or use of property within the proposed subdivision.

**Staff Analysis:** The proposed tentative map is designed in such a way as to preserve the existing access points for all proposed buildings on the proposed parcels. As such, the subdivision will not conflict with easements or public access.

The appropriateness of the proposed project has been examined with respect to its consistency with the General Plan and its compatibility with surrounding uses. These factors have been evaluated as described above and the environmental assessment. Staff has determined that the proposed lots are consistent with General Plan policies, Municipal Code requirements, and compatibility with surrounding uses.

**Recommended Action:**

Staff recommends that Planning Commission take the following actions:

A. Adopt the following findings for Tentative Parcel Map TM-16-02:

1. The Planning Commission has considered the Mitigated Negative Declaration and Mitigation Monitoring Program together with all comments during the comment public review period TM-16-02.

2. The Planning Commission finds on the basis of the whole record before it that there is no substantial evidence the project will have a significant effect on the environment and that the mitigated negative declaration reflects the lead agency's independent judgment and analysis.

3. The project will not cause substantial environmental damage to fish and/or wildlife and their habitats, nor have the potential for adverse effect(s) on wildlife resources or the habitat upon which wildlife depends. A Notice of Determination will be recorded with the County Recorder and Fish and Wildlife Filing Fees will be paid to the County Recorder.

4. The design or improvement associated with the proposed TM-16-02 is consistent with the Yuba City General Plan and the Yuba City Zoning Regulations.

5. The site of the proposed TM-16-02 is physically suited for the type and proposed density of development.

6. The design of TM-16-02 and the proposed improvements are not likely to cause substantial environmental damage and the types of improvements are not likely to cause serious public health problems.

7. The design of TM-16-02 and the proposed improvements will not conflict with easements acquired by the public at large for access through or use of property within the proposed subdivision.
B. The Planning Commission hereby adopts the Mitigated Negative Declaration and Mitigation Monitoring Plan, incorporated herein by reference, and approves Tentative Map TM-16-02 subject to the Mitigation Measures contained within the Mitigation Monitoring Plan and subject to the Conditions of Approval as outlined in Attachment 8.

**Attachments:**

1. Aerial Photo/Location Map
2. Proposed Tentative Parcel Map
3. General Plan Diagram
4. Sutter County Airport Safety Zones map
5. Airport Land Use Commission comment letter (December 7, 2016)
6. Mitigated Negative Declaration
7. Mitigation Monitoring Program
8. Conditions of Approval
Attachment 8

T M 16-02 Airport Business Park – Phase 2
(AMENDED MARCH 8, 2017)

Planning

1. Tentative Map TM-16-02 shall comply with the Conditions of Approval.

2. Tentative Map TM-16-02 is approved as shown in Attachment 2.

3. Approval of Tentative Map TM-16-02 shall expire two years from the date of the project approval. The map shall expire on March 9, 2019.

4. The lot design on the Parcel Map shall be designed in conformance with the approved Tentative Map as filed with Development Services Department.

5. The number of drive approaches for parcels along Garden Highway shall be limited to a maximum of three approaches on Garden Highway the locations of which are to be reviewed and approved by the Development Services Director.

6. Cross easements for ingress and egress for parcels along Garden Highway over all property not occupied by buildings shall be reserved in deeds for all underground utilities, ingress and egress, parking, drainage, landscaping, and the maintenance thereof to the benefit of parcels involved in the division or as determined by Development Services Director on a case by case basis.

7. Developer shall enter into a Maintenance Agreement with the City for Parcels 27, 28, 29, 30, 31, 32 and 33 which addresses a utility and facilities easement, maintenance of the access/utility easement, and installation of curb, gutter, and sidewalk to City standards or clearly defined pedestrian access to be reviewed and approved by the Director of Development Services. Sidewalk improvements are to conform to American Disabilities Act requirements.

8. The access easement for Parcels 27, 28, 29, 30, 31, 32, and 33 is for ingress and egress and to allow use of the easement for airplane taxi purposes.

9. Developer shall enter into a Maintenance Agreement with the City for Parcel 22 regarding maintenance of the access driveway. No parking is to be allowed on the access driveway unless sufficient width is provided.

10. Vehicle, truck, trailer, or equipment shall not park on unimproved surfaces.

11. Each parcel shall have separate sewer and water services per the City’s Municipal Code. Applicant will be required to pay sewer connection and new water service and connection fees.

12. All domestic, landscape, and fire service lines shall have reduced pressure backflow preventers. The preventers shall be tested and a backflow preventer certification performed by an AWWA licensed tester shall be submitted to the Public Works Department.

13. If proposed in the future, fencing along Garden Highway shall be setback a minimum distance of 10 feet and shall be uniform in terms of design and/or color. Chain link fencing shall not be visible along Garden Highway.

Changes from the Planning Commission meeting of March 8, 2017 are shown in underlined italics and strikeout.
14. Prior to occupancy tenants shall verify with Development Services Department the use complies with Sutter County Airport Comprehensive Land Use Plan (CLUP). Specific proposed land uses not contained in the CLUP are to be submitted to the Airport Land Use Commission for determination as to consistency with the CLUP.

15. Prior to a Building Permit the developer shall submit to Development Services Department for review and approval a site plan, landscape and maintenance plan, and elevations.

16. Prior to a Building Permit on all lots with connected sidewalk the developer shall submit a landscape plan to include a minimum of two trees minimum 15 gallon in size with a one-inch dbh (diameter at breast height) to be located along the street frontage. The tree species shall be a shade type approved by the City Arborist.

17. In the detention pond area trees are to be spaced every 30 feet on the top part of the ponding basin next to the Richland Housing Complex. The trees are to be a minimum 15 gallon in size with a one-inch dbh (diameter at breast height). The tree species shall be a shade type approved by the City Arborist. The trees are to be provided with an irrigation system to be reviewed and approved by the Development Services Director.

18. Within five (5) days of Planning Commission action on the project the applicant shall pay California Department of Fish and Wildlife California Environmental Quality Act environmental filing fees and Sutter County Recording Office fees.

19. Developer shall comply with all adopted environmental mitigation measures as identified in the Mitigation Measuring and Monitoring Plan incorporated herein by reference as Attachment 7.

20. Should artifacts or unusual amounts of bone or shell be uncovered during demolition or construction activity, all work shall be stopped and a qualified archeologist shall be contacted for on-site consultation. Avoidance measures or appropriate mitigation shall be completed according to CEQA guidelines. The State Office of Historic Preservation has issued recommendations for the preparation of Archeological Resource Management Reports which shall be used for guidelines. If the bone appears to be human, California law mandates that the Sutter County Coroner and the Native American Heritage Commission be contacted.

**Engineering Division**

21. The Developer shall prepare and submit improvement plans for the construction of all public improvements including water, sanitary sewer, storm drain facilities, roadway improvements, curbs, gutters, sidewalks, parkway strips, signing, striping and streetlights.

Traffic control construction signs shall be installed/erected per City of Yuba City Standards and Details, CalTrans Standards and Details, and the Manual of Uniform Traffic Control Devices. The signs shall be maintained throughout the project duration.

All grading operations on the project shall be suspended as directed by the Feather River Air Quality Management District when sustained winds exceed 20 miles per hour or when winds carry dust beyond the property line despite implementation of all feasible dust control measures. An operational water truck shall be onsite at all times to assist in dust control. (Engineering, FRAQMD)

Onsite dirt piles or other stockpiled particulate matter shall be covered, wind breaks installed, and water and/or soil stabilizer employed to reduce wind blown dust emissions. Incorporate the use of approved non-toxic soil stabilizer according to manufacturers’ specifications to all inactive construction areas. Contractor to provide the specifications to the City Inspector. (Engineering, FRAQMD)

All transfer processes involving a free fall of soil or other particulate matter shall be operated in such a manner as to minimize the free fall distance and fugitive dust emissions.

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. (Engineering, FRAQMD) Water conservation is a priority for the City, and therefore recommends that the contractor monitor their use and obtain water from alternate sources (e.g. agricultural wells) when available.

Temporary silt fencing shall be erected during construction and permanent fencing shall be completed prior to occupancy so that transport of construction debris can be retained on-site. (Engineering, FRAQMD)

Open burning is a source of fugitive gas and particulate emissions, which 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.) shall be conducted at the project site. Vegetative wastes should be chipped or delivered to waste facilities (permitted biomass facilities), mulched, composted, or used for firewood. It is unlawful to haul waste materials offsite for disposal by open burning. (Engineering, FRAQMD)

To prevent track-out, wheel washers shall be installed where project vehicles and/or equipment exit onto paved street from unpaved roads. Vehicles and/or equipment shall be washed prior to each trip. Alternatively, a gravel bed may be installed as appropriate at vehicle/equipment site exit points to effectively remove soil buildup on tires and tracks to prevent/diminish track-out. (Engineering, FRAQMD)

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. (Engineering, FRAQMD)

Provide temporary traffic control as needed, and/or as deemed appropriate by the Public Works Department during all phases of construction to improve traffic flow and to reduce vehicle dust
emissions. Effective measures are to enforce vehicle traffic speeds at or below 15 mph and to reduce unnecessary vehicle traffic by restricting access. Provide appropriate training, onsite enforcement, and signage. (Engineering, FRAQMD)

33. 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.

34. During construction, the Contractor shall be responsible for controlling noise, odors, dust and debris to minimize impacts on surrounding properties and roadways. Contractor shall be responsible that all construction equipment is equipped with manufacturers approved muffler’s baffles. Failure to do so may result in the issuance of an order to stop work. (Engineering, FRAQMD)

35. The Developer, at his 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.

36. The Developer’s Superintendent/Representative shall be onsite when contractor is working and be available to the City’s Inspector(s) assigned to the project. The Developer shall be responsible for making sure that the contractor is working from signed improvement plans, signed special provisions, signed storm water pollution prevention plan, and the approved project agreement conditions.

37. The Developer’s Superintendent/Representative shall ensure that all private vehicles be either parked off-site or outside of construction areas. All vehicles, construction equipment, and construction material related to the project shall be organized in such a manner to provide emergency vehicle access to the entire project. (Engineering)

38. Sidewalks, within and adjacent to the construction area, shall be kept clean and remain accessible for American Disability Act compliance. (Engineering and Building)

39. Storage of construction material is not allowed in the travel way. (Engineering)

40. The Developer and/or the Developer’s Superintendent/Representative shall have a pre-construction meeting with the City prior to commencing construction of public improvements. The Developer shall notify the City of the meeting no less than two working days in advance of such meeting. Those in attendance at the meeting shall include: the City, the Developer and/or the Developer’s Superintendent/Representative, the Contractor, the Design Engineer, the Developer’s safety representative, and the Developer’s SWPPP representative.
Prior to issuance of Grading Permit

Engineering Division

41. Provide evidence that a Notice of Intent has been submitted and received by the local Water Quality Control Board for a General Construction Activity Storm Water Permit. Two copies of the project Storm Water Pollution Protection Plan shall be provided to the City.

42. Project shall comply with the City’s Stormwater Management and Discharge Control Ordinance (Title 4, Chapter 21 of the Yuba City Municipal Code).

43. Project shall comply with the City’s Grading Ordinance (Title 7, Chapter 16 of the Yuba City Municipal Code).

44. 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 residential or agricultural lands or impede the drainage from those properties. If retaining walls are required they shall be constructed of concrete or masonry block.

45. Existing and proposed grade elevations at perimeter of the proposed land development shall be shown on the tentative map per Section 8-2.604 of the Municipal Code. The Engineer of Record shall designate on the plans as to where any retaining walls are required and provide details of all proposed retaining walls. The retaining wall is required where grade differences between the proposed development and the surrounding land is greater than 6” (inches). The use of any type of wood as the retaining wall is not permitted.

46. The area of Phase 2 thru Phase 4 shall drain to a new detention pond is to be constructed on the City dedicated Parcel A, in accordance with the Drainage Master Plan.

47. The Design Engineer shall provide a Drainage Master Plan of the proposed total area for review and approval. The Plan, which shall correspond to City standards, shall include hydrology/hydraulic calculations to substantiate the size and operation of the proposed detention pond and the sizing of pipes. The Plan shall also include the anticipated annual operational and maintenance costs of the proposed drainage pond, which will be utilized to establish a fee district.

48. The applicant shall submit, with the first improvement plan check, to the City for review and approval, a detailed geotechnical investigation prepared by a Civil Engineer registered in the State of California and qualified to perform geotechnical work. The grading plan shall incorporate the recommendations of the approved geotechnical investigation. (Building)

49. The lots that are created by this parcel map 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.

50. The Developer shall be responsible for implementing the Storm Water Pollution and Prevention Plan (SWPPP) through the use of Best Management Practices (BMP). The Developer shall be responsible for maintaining the SWPPP. The SWPPP shall conform to the provisions in Section
13, "Water Pollution Control," of the Caltrans Standard Specifications for construction of streets and local roads dated 2010, the requirements in the Manuals, and the requirements of the Permits. The Developer shall be responsible to include provisions for SWPPP requirements on the contract documents for the work under the proposed development. These provisions shall direct the successful contractor to develop a SWPPP document per the directions on the Caltrans website at http://www.dot.ca.gov/hq/construc/stormwater/. The Contractor shall submit the SWPPP document within the time lines set forth on the development’s special provisions and allow 15 days for the City of Yuba City to review and approve or return the document for revisions. The developer/Contractor shall not start any work until the SWPPP document has been approved by the City of Yuba City. Should the Developer fail to ensure satisfactorily compliance with the SWPPP, the City Inspector may issue a stop work order until compliance is achieved.

**Building Division**

51. Prior to beginning construction, the applicant shall obtain a demolition permit from the City for removal of all existing structures on the site.

**Prior to approval of Improvement Plans**

**Engineering Division**

52. A Subdivision 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.

53. 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 and permit applications, and payment of fees. Prior to City approval of improvement plans the Developer shall provide evidence, to the satisfaction of the Public Works Department, that all such obligations have been met.

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

55. Where an excavation for a trench and/or structure is 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.

56. Improvement plans shall be approved by the Yuba City Fire Department.

57. Provide ultimate roadway improvements along Garden Highway in accordance with the Reimbursement Agreement, approved by Council on October 18th, 2016, between the City and the Developer. If the City constructs the road frontage improvements on Garden Highway and Winship Rd as said improvements are shown on City Drawing No. 5353-D, then as outlined in the Reimbursement Agreement, the Developer shall reimburse the City for the costs of said improvements.
58. The driveways servicing Phase 1 lots shall be shared access ways. The number and location of the driveways shall be approved by the Public Works Department.

59. Winship Rd shall be constructed to a half-width of 26.5 feet from centerline of right-of-way to back of curb with parking permitted on both sides. Right-of-way shall be dedicated to a width of 32.0 feet together with a public utility easement extending to a point that is 10.5 feet behind the back of the sidewalk. Construction shall include street section, curbs, gutters, 5.0 foot attached sidewalks, and street lights except as otherwise shown on the tentative map and approved by the Public Works Department. The northern portion of the existing roadway (from centerline of right-of-way to lip) shall be slurry sealed to the satisfaction of the City Engineer.

60. Heer Way, Hari Way, and Nar Court shall be constructed to a width of 53.0 feet back of curb to back of curb with parking permitted on both sides. Right-of-way shall be dedicated to a width of 54.0 feet together with a public utility easement extending to a point that is 10.5 feet behind the back of the sidewalk. Construction shall include street section, curbs, gutters, 5.0 foot attached sidewalks, and street lights except as otherwise shown on the tentative map and approved by the Public Works Department.

61. The structural section of all road improvements shall be designed using a geotechnical investigation which provides the basement soils R-value and expansion pressure test results. The structural section shall be designed to the following standards:
   a. Use a traffic index of 7 for collector streets
   b. Use a traffic index of 10 for arterial streets

   In addition, the structural section of all road improvements shall be designed to accommodate truck route traffic, or as determined by the Public Works Director. A copy of the geotechnical investigation, including R-value, test locations and structural section calculations, shall also be submitted with the first improvement plan check.

62. 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.

63. All service laterals (water, sewer, irrigation, fire suppression), along with required meters, are to be shown on the civil improvement plans.

64. All domestic, landscape, and fire service lines shall have reduced pressure backflow preventers.

65. The fire suppression system(s) that will be servicing each property shall tie-in directly to the City water main. Hot tap fees shall apply.

66. Project shall comply with the Model Water Efficient Landscape Ordinance.

67. The Developer shall be responsible for preparation of a landscape and irrigation plan, for the area around the proposed drainage pond that is deemed acceptable by the Development Services Director.
68. The improvement plans shall show that at the time of Phase 1 improvements, that the existing electrical service line shall be undergrounded or removed.

69. The Design Engineer shall provide a Drainage Master Plan of the proposed total area for review and approval. The Plan, which shall correspond to City standards, shall include hydrology/hydraulic calculations to substantiate the size and operation of the proposed detention pond and the sizing of pipes. The Plan shall also include the anticipated annual operational and maintenance costs of the proposed drainage pond, which will be utilized to establish a fee district.

70. The pond, along with any required pumping station and its appurtenances, shall be in place, in accordance with City approved standards, and as outlined by the Drainage Master Plan or at the determination of the Director of Public Works.

71. The Design Engineer shall confirm that the subdivision configuration meets current storm water requirements.

72. A decorative solid six-foot tall masonry or solid wall, with some architectural relief, shall be constructed along the property line between the proposed development and the Regional Housing property including the northerly portion of proposed Lot 23. The wall shall provide a minimum four inch cap. A detail of the wall and type shall be shown on the improvement plans with the first phase of development. Design of the wall shall be approved by the Development Services Director prior to its construction. Construction of the wall shall be prior to any building permits applied for on Lot 19 through Lot 33.

73. Special drop inlet frames and grates shall be installed at all drop inlets and junction drop inlets throughout the development area. Cast into the curb back shall be a message “Dump No Waste – Drains to River”. If casting cannot be found that fits the City’s standard drop inlet, then designated markers, approved by the City, shall be installed to the manufacturer’s specifications on the top of curb, or at an appropriate alternative nearby location when no curb is available, at all storm drain inlets in the development area.

74. The Improvement Plans shall show provisions for the placement of centralized mail delivery units in the Public Utility Easement (P.U.E.). Developers will 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 Yuba City Public Works Department, with due consideration for street light location, traffic safety, security and consumer convenience.

75. 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 that all construction equipment is 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. “Soil shall not be treated with lime or other cementitious material without prior express permission by the Public Works Department.”

Prior to acceptance of Public Improvements

Engineering Division

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

77. Prior to paving, the Developer shall vacuum test all manholes to ensure no leakage will occur.

78. Prior to 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.

79. Where soil or geologic conditions encountered during grading operations are different from those anticipated in the geotechnical investigation, or where such conditions warrant changes to the recommendations contained in the original soil investigation, a revised soil or geologic investigation shall be submitted for approval by the Public Works Department. It shall be accompanied by an engineering and geological opinion as to the safety of the site from hazards of settlement and seismic activity.

80. 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 (AutoCad version 2007 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.
Prior to Final Map Recordation

Engineering Division

81. The Design Engineer shall provide a Drainage Master Plan of the proposed total area for review and approval. The Plan, which shall correspond to City standards, shall include hydrology/hydraulic calculations to substantiate the size and operation of the proposed detention pond and the sizing of pipes. The Plan shall also include the anticipated annual operational and maintenance costs of the proposed drainage pond, which will be utilized to establish a fee district.

82. The pond, along with any required pumping station and its appurtenances, shall be in place, in accordance with City approved standards, and as outlined by the Drainage Master Plan or at the determination of the Director of Public Works.

83. No traffic study will be required for parcel division. However, at the discretion of the Public Works Director and/or Development Services Director, a study may be required in the future based on proposed development.

84. A public utility easement shall be provided along all interior streets extending 10 feet behind the back of the sidewalk.

85. A public utility easement shall be provided along the street frontages of Garden Highway within the boundary of the map extending to a point that is 10.5 feet behind the back of the sidewalk.

86. A waterline easement, dedicated to the City, shall be provided across Lot 27 through Lot 33 so that the City can maintain the water main, the fire hydrants, the fire hydrant runs, the water service laterals (from the main to the meter), and the water meters.

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

88. The property shall petition for formation of a Zone of Benefit of the Yuba City Landscaping and Lighting Maintenance District for the purpose of maintaining the street lights, maintaining the landscaping within the private easements (lot 27 thru lot 33), maintaining the landscape around the pond, and maintaining/operating the proposed detention pond. The Engineering Division shall be reimbursed actual costs associated with the formation of the district.

Prior to Building Permit

Engineering Division

89. The Developer’s Superintendent/Representative shall submit three sets of Pacific Gas and Electric approved utility plans showing joint trench locations and distribution lines prior to issuance of first building permit for each phase of construction.

90. Cross easements over all property not occupied by buildings shall be reserved in deeds for all underground utilities, ingress and egress, parking, drainage, landscaping, and the maintenance thereof to the benefit of all parcels involved in the division.
Building Division

91. All street lighting shall be energized prior to the issuance of any building permits.

92. A building pad certificate from a licensed engineer as well as a lot grading certificate from a licensed engineer and/or surveyor shall be provided to the City.

Prior to Certificate of Occupancy

Engineering Division

93. 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.

94. The Developer shall, prior to the issuance of the first certificate of occupancy of the first building in each phase, construct a solid 6-foot high chain link fence across the right-of-way of Heer Way and Hari Way connecting with the adjoining six-foot high fences. This fencing shall be constructed in addition to the standard dead end barricade. The fence and barricade shall be maintained by the City via the landscape and lighting district.

95. Prior to the issuance of a certificate of occupancy, all reduced pressure backflow preventers shall be tested and a back flow preventer certification performed by an AWWA licensed tester shall be submitted to the Public Works Department.

Building Division

96. Prior to issuance of any issuance of any certificate of occupancy, all existing overhead utilities (of 26,000 volts or less) and proposed utilities, both onsite and along all project frontages shall be placed underground. The undergrounding shall go from the next post beyond the project frontage, across the frontage and then to the next post beyond the project boundary. This does not include surface mounted transformers, pedestal mounted terminal boxes and meter cabinets. Appropriate easements shall be obtained by the Developer to facilitate these installations.

97. A lot grading certificate from a licensed engineer or surveyor shall be provided to the City. This certification shall be performed after the placement of landscaping (unless a landscaping bond is in place).

98. Prior to issuance of any certificate of occupancy, all underground utilities, public improvements, and site improvements, including rough grading, shall be completed.
Project Location

Light Industrial District Combining District (M_2^1 X)

EA 16-15 & TM 16-02
Mr. Ed Palmeri  
Senior Planner  
City of Yuba City Development Services Department  
1201 Civic Center Blvd  
Yuba City CA 95993  

December 7, 2016  

Dear Mr. Palmeri:  

On behalf of the Airport Land Use Commission (ALUC), thank you for providing information on the proposed tentative map for the Airport Business Park. The project is located at the southeast corner of Garden Highway and Winship Road in Yuba City. The applicant seeks to create a tentative map with 37 parcels of various size. According to correspondence with you, the site is zoned Light Industrial District (M-1). Other than the proposed parcel map there are no specific development projects for the site. Attached is a copy of Yuba City code for the M-1 district with allowed and permitted uses, including a range of commercial light industrial uses, distribution and retail uses.  

The entirety of the subject site lies within Safety Zone 3 of the Sutter County Airport Comprehensive Land Use Plan (CLUP). Within Zone 3, also known as the Overflight Zone, many land uses are compatible uses within the CLUP that are allowed in the M-1 city code designation. There are also some land uses that may not be compatible with the CLUP but may fall within the M-1 zoning designation, such as chemical and allied products, petroleum refining, etc.  

In essence, because the ultimate land use is not known right now and will not be until a specific proposal is submitted, the ALUC requests that the city continue to submit any specific proposed land uses for review in the future for this site. If you have any questions regarding this review, please feel free to contact me.  

Sincerely,  

Gregory R. Chew  
Senior Planner  
SACOG/Airport Land Use Commission  
(916) 340-6227
Environmental Assessment 16-15
Initial Study and Mitigated Negative Declaration
For
Parcel Map TM 16-02 Airport Business Park - Phase 2

Prepared for:
City of Yuba City
1201 Civic Center Blvd.
Yuba City, CA 95993

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

January, 2017
Section 1. Introduction & Project Overview

Purpose and CEQA Process

This Initial Study/Mitigated Negative Declaration (IS/MND) has been prepared to identify any potential environmental impacts in the City resulting from a parcel map to create lots for future development with uses encouraged by the General Plan and zoning. The parcel map is a project under the California Environmental Quality Act (CEQA), and the City has discretionary authority over the project.

This Initial Study/Mitigated Negative Declaration (IS/MND) has been prepared in conformance with California Environmental Quality Act (CEQA) Guidelines Section 15070. The purpose of the IS/MND is to determine the potential significant impacts associated with the proposed Airport Business Park parcel map. In addition, this document is intended to provide the basis for input from public agencies, organization, and interested members of the public for the project.

Introduction

This Initial Study has been prepared to identify and assess any anticipated environmental impacts resulting from the proposed tentative parcel to create 33 lots and a 2.78 acre detention pond on 38.55 acres. Other than the creation of lots and public improvements, there are no specific development plans for the site. The site will be developed in the future with uses permitted in the Light Industrial District Combining District (M-1 X2). The project site, identified as Assessor’s Parcel Numbers 53-500-005 and 53-500-006, encompasses an area on the east side of Garden Highway, south of Winship Road, and west of Sutter County Airport.

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, these impacts shall be reduced to less than significant, a mitigated negative declaration shall be prepared.

In reviewing the site specific information provided 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.

**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 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 parcel map would be avoided or mitigated.

The IS/MND and associated appendixes are available for review during regular business hours at the City of Yuba City Development Services Department, 1201 Civic Center Boulevard, Yuba City, California 95993 or by contacting the City.

Comments on the IS/MND must be submitted in writing during the comment period, which will commence on January 30, 2017. Written comments on the Draft IS/MND should be sent to the above address by 5:00 p.m. on March 1, 2017.
Notice of Declaration

1. **PROJECT TITLE:**
   
   Parcel Map TM 16-02 Airport Business Park Phase - 2

2. **LEAD AGENCY NAME & ADDRESS:**
   
   City of Yuba City
   Development Services Department, Planning Division
   1201 Civic Center Blvd.
   Yuba City, CA 95993

3. **CONTACT PERSON & PHONE NUMBER:**
   
   Ed Palmeri, Senior Planner
   (530) 822-4606
   epalmeri@yubacity.net

4. **PROJECT LOCATION:**
   
   The proposed project is located on approximately 38.85 acres on the east side of Garden Highway, south of Winship Road, and west to Sutter County Airport.

5. **ASSESSORS PARCEL NUMBER:**
   
   The subject property is identified as Assessor’s Parcel Numbers (APN) 53-500-005 and 53-500-006.
6. **PROJECT APPLICANT:**

Nor Cal Pump and Well Drilling  
1325 Barry Road  
Yuba City, CA 95993

7. **PROPERTY OWNER:**

Nar Heer Etal.  
1425 Barry Road  
Yuba City, CA 95993

8. **GENERAL PLAN AND SPECIFIC PLAN DESIGNATION:**

Business, Technology and Light Industry and Manufacturing, Processing & Warehousing

9. **ZONE DISTRICT:**

Light Industrial District Combining District (M-1 X₂)

10. **PROJECT DESCRIPTION:**

The project site is located at the southeast corner of Garden Highway and Winship Road. The site is currently a productive walnut orchard. Access to the site is from Garden Highway along the westerly boundary and Winship Road. The property is relatively flat and drains to the southwest. There are no rock outcroppings or heritage trees on the site. There are no structures on the property with the exception of a well site. The applicant has not submitted construction drawings, however it is anticipated the proposed parcels will be developed with industrial type uses similar to existing properties in the vicinity.

The project consists of the division of 38.85 acres into 33 lots for future development with uses allowed and permitted in the zoning district and a detention pond (2.78 acres). The proposed lots range in size from 0.39 acre to 2.71 acres; most parcels will be approximately 1.0 acre. Proposed public improvements for the project site include water, sanitary sewer, storm drain facilities, roadway improvements, curb, gutter, sidewalk parkway strips, signing, striping and streetlights. In addition, existing Winship Road will be extended approximately 500 feet with full improvements. Applicant is proposing the creation of two additional cul-de-sac roads and several easements to serve proposed lots. A solid wall will be constructed along the northerly property line adjacent to a residential area.

The area will drain to a new detention pond to be constructed on the Developer’s property. Winship Road is fully improved on the north side and Garden Highway is improved on the west side. All of existing streets bordering this project will be completed with curb, gutter and sidewalk. All City services are available in the streets fronting the
proposed lots.

The General Plan classifies Garden Highway as a Major Arterial with an 84 foot right of way. Garden Highway along the westerly project boundary is currently a two lane with some curb and gutter on the west side of the roadway. Garden Highway adjacent to the project site has an unimproved shoulder. The project will provide ultimate roadway improvements along Garden Highway in accordance with the Reimbursement Agreement, approved by Council on October 18, 2016, between the City and the Developer.

The project will provide street design and layout to allow future roadway connectivity to the area south of the project site. This will allow for flow of traffic throughout an area designated and zoned for industrial development. A solid masonry wall will be provided along the northerly property line adjacent to the Richland Housing complex.

Other than public improvements required with the map there are no development plans submitted with this project.

11. SURROUNDING LAND USES & SETTING:

The site is bordered by a mix of light industrial and commercial uses on the north and existing residences within Richland Housing complex. Property to the east is developed with Sutter County Airport. Property to the south is developed with agricultural uses and a car sales lot. Uses to the west include a car wash, automotive repair and automotive sales.

The project is located immediately west of the Sutter County Airport and is within the sphere of influence of the Sutter County Airport. The project has been reviewed by SACOG/Airport Land Use Commission. The entirety of the subject site lies within Safety Zone 3 of the Sutter County Airport Comprehensive Land Use Plan (CLUP). Within Zone 3, also known as the Overflight Zone, many land uses are compatible uses with the CLUP that are allowed in the M-1.

12. OTHER PUBLIC AGENCIES WHOSE APPROVAL IS REQUIRED (e.g. permits, financing approval, or participation agreement):

- Feather River Air Quality Maintenance District (FRAQMD) (fugitive dust control plan)
- Regional Water Quality Control Board North Central Region 2 (for grading over 1 acre in size)
- City of Yuba City Building Department (building, electrical, and plumbing permits)
- City of Yuba City Public Works Department (roadways and other public improvements)
Section 2. Environmental Checklist and Impact Evaluation

Environmental Factors Potentially Affected:
The environmental factors checked below would be potentially affected by this project, involving at least one impact that is "Less than Significant with Mitigation Incorporated," as indicated by the checklist on the following pages.

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

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.

Written comments may be submitted to the Planning Division prior to the Planning Commission hearing, or at the Planning Commission hearing prior to the close of the public hearing.

Submit comments to:

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

Initial Study Prepared by:

____________________________________
Ed Palmeri, Senior Planner, City of Yuba City
The public hearing for this item is scheduled for March 8, 2017, at 6:00 P.M. before the Planning Commission and will be held in the City Council Chambers located at 1201 Civic Center Blvd., Yuba City, California.

Evaluation of Environmental Impacts:

1) A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) 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.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.

4) “Negative Declaration: Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures and briefly explain how they reduce the effect to a less than significant level (mitigation measures from “Earlier Analysis,” as described in (5) below, may be cross referenced).

5) 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. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

   a) Earlier Analysis Used. Identify and state where they are available for review.
   b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
   c) Mitigation Measures. For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures that were incorporated or refined from the earlier document and the extent to which they addressed site-specific conditions for the project.
6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

Section 3. Environmental Checklist and Impact Evaluation

The following section presents the initial study checklist recommended by the California Environmental Quality Act (CEQA) to determine potential impacts of a project. Explanations of all answers are provided following each question and mitigation is recommended, as necessary.

### I. Aesthetics

<table>
<thead>
<tr>
<th>Would the project:</th>
<th>Potentially Significant Impact</th>
<th>Potentially Significant Unless Mitigation Incorporated</th>
<th>Less Than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Have a substantial adverse effect on a scenic vista?</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>c) Substantially degrade the existing visual character or quality of the site and its surroundings?</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
</tbody>
</table>

Response to Questions:

a,c) There are no officially designated scenic vistas in Yuba City; the project would therefore have no adverse effect on an official scenic vista. However, future development of the site with commercial or light-industrial uses could block partial views of the Sutter Buttes from future commercial and light-industrial uses to the south. Property to the east is developed with Sutter County Airport. Since this is not a scenic corridor, and placing commercial and light-industrial structures of similar height to those in the surrounding area is not unexpected, the impact is considered less than significant.

b) The 38 acre project site is a productive walnut orchard. There are no structures on the site. The transformation from orchard land to commercial, light-industrial uses that will result from this subdivision is considered to be a substantial and permanent change in
the existing visual character of the site. However, the site is a flat orchard field with no unusual characteristics. Therefore the change is not viewed as a substantial degradation of the existing visual character or quality of the site and its surroundings.

d) The proposed commercial, light-industrial park will have street improvements, including street lighting. The surrounding area is developed with a mix of commercial, light-industrial, residential, and airport uses, all of which have lighting for typical outdoor lighting associated with each use. Lighting associated with future development of the site is similar to the existing and is not considered significant.

II. AGRICULTURAL RESOURCES

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

<table>
<thead>
<tr>
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<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>b) Conflict with existing zoning for agricultural use or a Williamson Act contract?</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>d) Result in the loss of forest land or conversion of forest land to non-forest use?</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>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:</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
</tbody>
</table>
Response to Questions:

a) The property is located on land that has a soil quality that currently is planted with a walnut orchard. However, the site is well within the boundaries of the urban area, surrounded by non-agricultural uses. Further, the City of Yuba City and Sutter County General Plans identify this area for urban development, as compared to the vast majority of Sutter County for which agricultural land is protected from urban growth. Therefore, this parcel map, and resulting development of this property will not create a significant impact regarding the loss of agricultural land.

b-c) The property is currently zoned M-1 X₂ for non-agricultural development; it is not zoned for agricultural uses nor is it under a Williamson Act contract. This is an urban infill project so no lands are designated or zoned for agricultural use near this property. Therefore this project will not result in the conversion of other agricultural properties to non-agricultural uses.

d) The project site is currently a productive walnut orchard with no forest land.

e) Although the site is currently planted with a walnut orchard the property is zoned M-1 and is classified in the General Plan Diagram as Business, Technology and Light Industry and Manufacturing, Processing & Warehousing. The site is in an urbanized area that is developing with commercial and industrial uses. Therefore, continued agricultural use of the site is problematic.

III. AIR QUALITY

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

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<tr>
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</tr>
</thead>
<tbody>
<tr>
<td>a) Conflict with or obstruct implementation of the applicable air quality plan?</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>b) Violate any air quality standards or contribute substantially to an existing or projected air quality violation?</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
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</tbody>
</table>
The Feather River Air Quality Management District (FRAQMD) is the local agency charged with administering local, state, and federal air quality management programs for Yuba and Sutter Counties. The FRAQMD’s jurisdiction is located in Northern California in the Northern Sacramento Valley Air Basin. The major pollutants of concern in the Northern Sacramento Valley are ozone (O₃) and particulate matter (PM). According to the Northern Sacramento Valley Planning Area (NSVPA) 2015 Triennial Air Quality Attainment Plan, Sutter County, in which the City of Yuba City is located, was designated as a nonattainment-transitional district that does not exceed the state ozone standards more than three times at any monitoring location in a single calendar year (Sacramento Valley Air Quality Engineering and Enforcement Professionals [SVAQEEP] 2015).

**Response to Questions:**

a-e) The State of California and the federal government have established ambient air quality standards for numerous pollutants, which are referred to as Criteria Pollutants. These standards are categorized as primary standards, designed to safeguard public health, or as secondary standards, intended to protect crops and to mitigate such effects as visibility reduction, soiling, nuisance, and other forms of damage. Air quality is also regulated through emissions limits for individual sources of criteria pollutants, i.e., ozone (O₃), carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), suspended particulate matter (PM-10 and PM-2.5), and lead (Pb).

Pursuant to the California Clean Air Act of 1998, California has adopted air quality standards for the criteria air pollutants that are generally more stringent than the federal standards, particularly for ozone and PM-10 (particulate matter, less than 10 microns in diameter). Also, the State has adopted ambient air quality standards for some pollutants for which there are no corresponding national standards.

Under the California Clean Air Act and amendments to the Federal Clean Air Act, the United States Environmental Protection Agency (EPA) and the State Air Resources Board are required to classify Air Basins, or portions thereof, as either “attainment” or “non-attainment” for each criteria air pollutant, based on whether or not the national and state standards have been met. Yuba City is located in the Northern Sacramento Valley Air Basin (NSVAB). The NSVAB consists of the northern half of the Central Valley. Air quality monitoring has been conducted in the NSVAB for the last fifteen years and the monitoring results have shown that the principal pollutants of the NSVAB, including

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<tbody>
<tr>
<td>d) Expose sensitive receptors to substantial pollutant concentrations?</td>
<td>X</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>e) Create objectionable odors affecting a substantial number of people?</td>
<td>X</td>
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</tbody>
</table>
Yuba City, are ozone and particulate matter.

The Feather River Air Quality Management District (FRAQMD) was created in 1991 to administer local, state, and federal air quality management programs for Yuba and Sutter Counties. They reviewed this project and determined that due to its small size it does not trigger any specific air quality concerns. However, in order to reduce any possible impacts even further, the FRAQMD requires through its permitting process, the following mitigations are required to be met, which reduces the impacts to a less than significant level:

**Mitigation Measures 3.1**

Construction Phase Requirements

1. Implement a Fugitive Dust Control Plan that will, at a minimum, include the following elements:

   All grading operations on the project shall be suspended as directed by the Feather River Air Quality Management District when sustained winds exceed 20 miles per hour or when winds carry dust beyond the property line despite implementation of all feasible dust control measures. An operational water truck shall be onsite at all times to assist in dust control.

   Onsite dirt piles or other stockpiled particulate matter shall be covered, wind breaks installed, and water and/or soil stabilizer employed to reduce windblown dust emissions. Incorporate the use of approved non-toxic soil stabilizer according to manufacturers’ specifications to all inactive construction areas. Contractor is required to provide the specifications to the City Inspector.

   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. Water conservation is a priority for the City, and therefore recommends that the contractor monitor their use and obtain water from alternate sources (e.g. agricultural wells) when available.

   Temporary silt fencing shall be erected during construction and permanent fencing shall be completed prior to occupancy so that transport of construction debris can be retained on-site.

   An operational water truck should be onsite at all times. Apply water to control dust as needed to prevent visible emissions violations and offsite dust impacts.
All transfer process involving a free fall of soil or other particulate matter shall be operated in such a manner as to minimize the free fall distance and fugitive dust emissions.

Apply approved chemical soil stabilizers according to the manufacturer’s specifications to all inactive construction areas (previously graded areas that remain inactive for 96 hours), including unpaved roads and employee/equipment parking areas.

To prevent track-out, wheel washers should be installed where project vehicles and/or equipment exit onto paved streets from unpaved roads. Vehicles and/or equipment shall be washed prior to each trip. Alternatively, a gravel bed may be installed as appropriate at vehicle/equipment site exit points to effectively remove soil buildup on tires and tracks to prevent/diminish track-out.

Paved streets shall be swept frequently (a water sweeper with reclaimed water and a wet broom is recommended) if soil material has been carried onto adjacent paved, public thoroughfares from the project site.

As deemed appropriate by the Public Works Department and/or Caltrans, provide temporary traffic control as needed during all phases of construction to improve traffic flow and to reduce vehicle dust emissions.

Reduce traffic speeds on all unpaved surfaces to 15 mph or less and reduce unnecessary vehicle traffic by restricting access. Provide appropriate training, onsite enforcement, and signage.

By seeding and watering, reestablish ground cover on the construction site as soon as possible and prior to final occupancy.

No open burning of vegetative waste or other legal or illegal burn materials may be conducted at the project site. It is unlawful to haul materials offsite for disposal by open burning.

2. Construction equipment exhaust emissions shall not exceed FRAQMD Regulation III, Rule 3.0, Visible Emissions Limitations (40 percent opacity or Ringlemann 2.0). Operators of vehicles and equipment found to exceed opacity limits shall take action to repair the equipment within 72 hours or to remove the equipment from service. Failure to comply may result in a Notice of Violation.

3. The primary contractor shall be responsible to ensure that all construction equipment is properly tuned and maintained prior to and for the duration of onsite operation.

4. Minimize idling time to 5 minutes.
5. Use existing power sources or clean fuel generators rather than temporary generators.

6. Develop a traffic plan to minimize traffic flow interference from construction activities.

IV. BIOLOGICAL RESOURCES

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<tr>
<td>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?</td>
<td>X</td>
<td></td>
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</tr>
<tr>
<td>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?</td>
<td>X</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?</td>
<td>X</td>
<td></td>
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<tr>
<td>d) Interfere substantially with the movement of any native resident or migratory fish or wildlife corridors, or impede the use of native wildlife nursery sites?</td>
<td>X</td>
<td></td>
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<tr>
<td>e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?</td>
<td>X</td>
<td></td>
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<tr>
<td>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?</td>
<td>X</td>
<td></td>
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</tbody>
</table>

**Response to Questions:**

a) There have been no special status species identified on the site or within the vicinity of the project site. 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 Hartweg’s 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 particular species occurs at the extreme eastern boundary of the City’s Planning Area at the confluence of the Feather and Yuba Rivers. This property does not fall within this area, and no adverse impacts to special status species will occur.
b) As identified in the Yuba City General Plan EIR, there are no riparian habitats or any other sensitive natural communities within the vicinity of the project.

c) There are no federally protected wetlands within the vicinity of the property.

d) Because the project is surrounded by urban development, the proposed project will not interfere substantially with the movement of any native resident or migratory fish or wildlife corridors, or impede the use of native wildlife nursery sites.

e) The project will have no impact on unique biological resources in that the site is a productive walnut orchard. There are no heritage trees or trees of unique species type on the site.

f) There are no adopted Habitat Conservation Plans, Natural Community Conservation Plans, or any other approved local, regional, or state habitat conservation plans within the project vicinity.

V. CULTURAL RESOURCES

<table>
<thead>
<tr>
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<tbody>
<tr>
<td>a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>b) Cause a substantial adverse change in the significance of an archeological resource pursuant to §15064.5?</td>
<td></td>
<td>X</td>
<td></td>
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<tr>
<td>c) Directly or indirectly destroy unique paleontological resources or site or unique geologic features?</td>
<td></td>
<td></td>
<td>X</td>
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<tr>
<td>d) Disturb any human remains, including those interred outside of formal cemeteries?</td>
<td></td>
<td>X</td>
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</tbody>
</table>

Response to Questions:

a) The proposed project will not cause a substantial adverse change in a historical resource, as there are no structures on the site.

b-d) There are no known archaeological resources located on the site. As part of the construction of the existing subdivision that the project is located, the site was completely graded. Prior to that the property was an orchard and had been tilled for many years. Because of the past ground disturbance, it is very unlikely that any paleontological or archeological artifacts exist in the area. However, the following
mitigation will be placed on the project to reduce environmental impacts to less than significant:

**Mitigation Measure 5.1**

1. Should artifacts or unusual amounts of bone or shell be uncovered during demolition or construction activity, all work shall be stopped and a qualified archeologist shall be contacted for on-site consultation. Avoidance measures or appropriate mitigation shall be completed according to CEQA guidelines. The State Office of Historic Preservation has issued recommendations for the preparation of Archeological Resource Management Reports which shall be used for guidelines. If the bone appears to be human, California law mandates that the Sutter County Coroner and the Native American Heritage Commission be contacted.

## VI. GEOLOGY AND SOILS

<table>
<thead>
<tr>
<th>Would the project:</th>
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<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:</td>
<td></td>
<td></td>
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<td>X</td>
</tr>
<tr>
<td>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.</td>
<td></td>
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<td>X</td>
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<tr>
<td>ii) Strong seismic ground shaking?</td>
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<td>X</td>
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<tr>
<td>iii) Seismic-related ground failure, including liquefaction?</td>
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<td>X</td>
</tr>
<tr>
<td>iv) Landslides?</td>
<td></td>
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<td></td>
<td>X</td>
</tr>
<tr>
<td>b) Result in substantial soil erosion or the loss of topsoil?</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>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?</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?</td>
<td></td>
<td></td>
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<td>X</td>
</tr>
</tbody>
</table>
Response to Questions:

a-c) No active earthquake faults are known to exist in Sutter County, although active faults in the region could produce motion in Yuba City. However, potentially active faults do exist in the Sutter Buttes but those faults are considered small and have not exhibited activity in recent history (last 200 years).

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. All new structures are required to adhere to current California Uniform Building Code (CUBC) 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-5 reduce impacts to less than significant.

According to the Environmental Impact Report prepared for the City's General Plan, due to the area's flat topography, erosion, landslides, and mudflows are not considered to be a significant risk in the City limits or within the Urban Growth Boundary.

d) The extreme southwest corner of the Yuba City Growth Boundary is the only known area with expansive soils. The project site is not located within this area and therefore will not be impacted by the presence of expansive soils.

e) The project will not require the use of septic tanks or alternative waste water disposal systems.

VII. GREENHOUSE GAS EMISSIONS

<table>
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<tr>
<th>Would the project:</th>
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</tr>
</thead>
<tbody>
<tr>
<td>a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?</td>
<td></td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
</tbody>
</table>
Response to Questions:

a-b) 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 earth’s climate caused by natural fluctuations and the impact of human activities that alter the composition of the global atmosphere. Both natural processes and human activities emit GHGs. Global Climate Change is a change in the average weather on earth that can be measured by wind patterns, storms, precipitation and temperature. Although there is disagreement as to the speed of global warming and the extent of the impacts attributable to human activities, the vast majority of the scientific community now agrees that there is a direct link between increased emission of GHGs and long term global temperature. Potential global warming impacts in California may include, but are not limited to, loss in snow pack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years. Secondary effects are likely to include a global rise in sea level, impacts to agriculture, changes in disease vectors, and changes in habitat and biodiversity. GHG impacts are considered to be exclusively cumulative impacts; there are no non-cumulative GHG emission impacts from a climate change perspective (CAPCOA, 2008).

The proposed project would not include construction and operational activities. Construction activities would include site preparation, grading, building construction, architectural coatings, and paving activities. Operation would include commuters, utility use, and activities consistent with school uses.

The project would generate what would be considered a significant amount of GHG if project-related GHG emissions were high enough to be considered a major source by CARB. However, due to the small size of this project, it would not be classified as a major source of greenhouse gas emissions by CARB (the lower reporting limit being 25,000 metric tons/year of CO2e). Therefore this impact would be considered less than significant.

VIII. HAZARDS AND HAZARDOUS MATERIALS

<table>
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<tr>
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</tr>
</thead>
<tbody>
<tr>
<td>a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?</td>
<td></td>
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<td>X</td>
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</tbody>
</table>
### Would the project:

<table>
<thead>
<tr>
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<tbody>
<tr>
<td>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?</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?</td>
<td></td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>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?</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>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?</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?</td>
<td></td>
<td></td>
<td>X</td>
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<tr>
<td>h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?</td>
<td></td>
<td></td>
<td>X</td>
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</table>

### Response to Questions:

a-c) The only hazardous materials associated with this project are those materials associated with construction activities such as solvents, oil and fuel. Provided that proper use and storage is utilized for these materials in accordance with adopted laws, the proposed project will not create a significant hazard to the public or the environment through the routine transport, use, or disposal of these hazardous materials.

d) The site is not listed on any listings of sites that are contaminated by hazardous wastes.

e) The project is located immediately west of the Sutter County Airport and is within the sphere of influence of the Sutter County Airport. The project has been reviewed by SACOG/Airport Land Use Commission. The entirety of the subject site lies within Safety
Zone 3 of the Sutter County Airport Comprehensive Land Use Plan (CLUP). Within Zone 3, also known as the Overflight Zone, many land uses are compatible uses with the CLUP that are allowed in the Light Industrial District (M-1).

f) There are no private airstrips located within City limits or the City’s Urban Growth Boundary.

g) The proposed project will not impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan. Police and Fire Departments expressed no concern over the project’s impacts on any emergency response plans.

h) The site is in an urbanized area developed with commercial, industrial, productive agricultural uses. There are no wildlands in the area.

**IX. HYDROLOGY AND WATER QUALITY**

<table>
<thead>
<tr>
<th>Would the project:</th>
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</tr>
</thead>
<tbody>
<tr>
<td>a) Violate any water quality standards or waste discharge requirements?</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table (i.e., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>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 which would result in substantial erosion or siltation onsite or offsite?</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding onsite or offsite?</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted water?</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Would the project:</td>
<td>Potentially Significant Impact</td>
<td>Potentially Significant Unless Mitigation Incorporated</td>
<td>Less Than Significant Impact</td>
<td>No Impact</td>
</tr>
<tr>
<td>---------------------------------------------------------------------------------</td>
<td>-------------------------------</td>
<td>------------------------------------------------------</td>
<td>-----------------------------</td>
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</tr>
<tr>
<td>f) Otherwise substantially degrade water quality?</td>
<td></td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?</td>
<td></td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>j) Expose people or structures to inundation by seiche, tsunami, or mudflow?</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
</tbody>
</table>

**Response to Questions:**

a) The proposed project will not violate any water quality or wastewater discharge requirements. Any runoff associated with construction is addressed in part 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 Best Management Practices for new construction. The project will implement the following mitigation measures to reduce construction-related impacts to a less-than significant level:

b) The project will be served by the City water system, which primarily uses surface water. The City has concluded that it has adequate surface water entitlements from the Feather River as well as treatment/distribution capacity to accommodate any need associated with the project. The project will be required to pay all applicable fees prior to hooking up to City water. The reduced groundwater recharge that could result from the additional impermeable surfaces associated with this project will not be significant due to the small size of the project.

c) The project will drain into an established drainage system that serves the area and is eventually pumped into the Feather River. Drainage within the project site flows into a large retention pond located in the eastern portion of the proposed subdivision (Parcel A shown on page 5 of this environmental assessment). Therefore the proposed project will not substantially alter the existing drainage pattern of the site or the area. As noted above, all construction must involve use of Best Management Practices and site improvements to collect storm water runoff from the site and help reduce any off-site drainage from occurring other than into the City’s.

d) The existing drainage system was designed and improved to accommodate storm water
drainage from the entire area, including this property. Therefore, the proposed project will not create or contribute runoff water that would exceed the capacity of the existing storm water drainage system or provide substantial additional sources of polluted water. The drainage facilities within this area were designed with the assumption that this property would be developed with impermeable surfaces.

e) The proposed project will not substantially degrade water quality. As noted under item a) above, site development will be required to adhere to the General Plan Implementing Policies cited to ensure that water quality degradation does not occur.

f-h) According to the Federal Emergency Management Agency, the City is considered to be outside of the 100-year flood plain. It is classified as such because of an extensive series of levees and dams along the Feather and Yuba Rivers which protect the city from potential flooding. Local drainage improvements, principally the Gilsizer Slough, Live Oak Canal, and detention ponds provide storm water relief within the urban area. The project is proposing a 2.78 acre on-site detention pond designed to meter water into the existing storm drainage system at a rate which will not exceed existing capacities.

i) There are 10 dams located outside Sutter County that could cause significant flooding should failure occur, among which there are six dams that are located on the Feather River and Yuba River. Failure of any one of these dams could cause significant flooding in Yuba City. These dams are under the jurisdiction of the California Department of Water Resources (DWR), Yuba County Water Agency, Pacific Gas & Electric, and the Corps of Engineers. However, all new development must be in compliance with General Plan policies to conduct hydrologic studies before construction and to provide information to property owners about the availability of flood insurance, as detailed in Policy 9.3-I-3 and 9.3-I-5. These policies would minimize the effects of prospective growth from flooding hazards and the impact would be less than significant.

j) A seiche is the periodic oscillation of a body of water resulting from seismic shaking. The City is not close to any big lakes so seiche is unlikely to happen to the City. A tsunami is a very large ocean wave caused by an underwater earthquake or volcanic eruption. 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 are shallow water-saturated landslides that travel rapidly down slopes carrying rocks, brush, and other debris. Landslides are unlikely to happen due to the relatively flat topography within the project area. Thus, it is unlikely that the project site would be subject to inundation by a seiche, tsunami, or mudflow. Therefore, there is no impact.

Mitigation Measures 9.1

Temporary silt fencing shall be erected during construction so that transport of construction debris can be retained on-site.
To prevent track-out, wheel washers shall be installed where project vehicles and/or equipment exit onto paved street from unpaved roads. Vehicles and/or equipment shall be washed prior to each trip. Alternatively, a gravel bed may be installed as appropriate at vehicle/equipment site exit points to effectively remove soil buildup on tires and tracks to prevent/diminish track-out.

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.

### X. LAND USE AND PLANNING

<table>
<thead>
<tr>
<th>Would the project:</th>
<th>Potentially Significant Impact</th>
<th>Potentially Significant Unless Mitigation Incorporated</th>
<th>Less Than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Physically divide an established community?</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>c) Conflict with any applicable habitat conservation plan or natural community conservation plan?</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
</tbody>
</table>

**Response to Questions:**

a) The project, by its nature, will not physically divide an established community. Instead, it is an infill project that will provide parcels for a mix of commercial and light industrial uses in an area developed with similar uses.

b) The City General Plan Diagram designates the site as Business, Technology & Light Industry and Manufacturing, Processing and Warehousing. Zoning for the property is Light Industrial/Combining District (M-1 X2) which is consistent with the General Plan designation. Both the plan and zoning encourage a mix of uses including commercial, office, light-manufacturing, and warehousing. The project will create lots, access, and infrastructure that support the allowed and permitted uses.

c) There are currently no adopted habitat conservation plans or natural community conservations plans within City limits or the Urban Growth Boundary.
XI. MINERAL RESOURCES

<table>
<thead>
<tr>
<th>Would the project:</th>
<th>Potentially Significant Impact</th>
<th>Potentially Significant Unless Mitigation Incorporation</th>
<th>Less Than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>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?</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>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?</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
</tbody>
</table>

Response to Questions:

a-b) The proposed project is not expected to impact mineral resources. The project site has no known mineral resource value nor is there opportunity for mineral resource extraction.

XII. NOISE

<table>
<thead>
<tr>
<th>Would the project result in:</th>
<th>Potentially Significant Impact</th>
<th>Potentially Significant Unless Mitigation Incorporation</th>
<th>Less Than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>b) Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
</tbody>
</table>
Response to Questions:

a-d) The project does not propose any development other than public improvements. Future development will consist of uses consistent with the General Plan and City of Yuba City Ordinance Title 8 Planning and Zoning. An EIR for the General Plan contemplated development of the site with commercial and light-industrial uses. In addition, a solid wall to mitigate noise and light impacts will be constructed in that portion of the project adjacent to residential units in the Richland Housing complex.

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 home construction activities. Construction-related noise impacts will be less than significant because adherence to City Noise 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.

e) The project is located immediately west of the Sutter County Airport and is within the sphere of influence of the Sutter County Airport. It should be noted the airport traffic consists primarily of light aircraft with a low noise signature. With exception of the most easterly portion of the site the entirety of the subject site lies outside of the 65 CNEL noise contour (CLUP Figure 7 AIRPORT NOISE CONTOURS). Many land uses allowed in the M-1 are compatible uses with the Sutter County Airport Land Use Compatibility Guidelines For Noise.

f) There are no private airstrips in Yuba City.

XIII. POPULATION AND HOUSING

<table>
<thead>
<tr>
<th>Would the project:</th>
<th>Potentially Significant Impact</th>
<th>Potentially Significant Unless Mitigation Incorporated</th>
<th>Less Than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?</td>
<td></td>
<td></td>
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<td>X</td>
</tr>
<tr>
<td>c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
</tbody>
</table>
Response to Questions

a) The proposed project will not induce substantial population growth in an area, since the area is already designated by the General Plan for commercial and light-industrial development. City services have already been extended throughout the area, including this property, to serve neighboring urban uses. Further, the surrounding properties are already built-out with a mix of commercial and light-industrial uses.

b-c) There are no structures on the site; therefore, the project will not cause any existing housing to be removed that will necessitate the construction of replacement housing elsewhere.

XIV. PUBLIC SERVICES

<table>
<thead>
<tr>
<th>Would the project:</th>
<th>Potentially Significant Impact</th>
<th>Potentially Significant Unless Mitigation Incorporated</th>
<th>Less Than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>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:</td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>i) Fire protection?</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ii) Police protection?</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>iii) Schools?</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>iv) Parks?</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>v) Other public facilities?</td>
<td>X</td>
<td></td>
<td></td>
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</tr>
</tbody>
</table>

Response to Questions:

a i-ii) The project site is located in the City and is served by Yuba City Police and Fire Departments as well as other City departments. Both Yuba City Police Department and Fire Department received project plans and indicated the project would not significantly impact their ability to respond or provide service to the project. Other providing for additional jobs the project will not result in any additional need for police or fire protection. The City development impact fees mitigate the incremental change.

a iii) This project will not result in any additional direct need for educational services.

a iv-v) This project will not result in any direct additional need for parks or other public
facilities.

**XV. Recreation**

<table>
<thead>
<tr>
<th>Would the project:</th>
<th>Potentially Significant Impact</th>
<th>Potentially Significant Unless Mitigation Incorporated</th>
<th>Less Than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) 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?</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
</tbody>
</table>

**Response to Questions:**

a-b) The project consists of the creation of 33 lots for future development with commercial and light-industrial uses; therefore, as a result of this division of land there will be no increase in the use or need for construction of additional recreational facilities.

**XVI. Transportation/Traffic**

<table>
<thead>
<tr>
<th>Would the project:</th>
<th>Potentially Significant Impact</th>
<th>Potentially Significant Unless Mitigation Incorporated</th>
<th>Less Than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks?</td>
<td>Potentially</td>
<td>Potentially</td>
<td>Less Than</td>
<td>No Impact</td>
</tr>
</tbody>
</table>
**Would the project:**

<table>
<thead>
<tr>
<th>Would the project:</th>
<th>Significant Impact</th>
<th>Significant Unless Mitigation Incorporated</th>
<th>Significant Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?</td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>e) Result in inadequate emergency access?</td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?</td>
<td></td>
<td></td>
<td>X</td>
</tr>
</tbody>
</table>

**Response to Questions:**

a.b) The project will result in creation of 33 lots for future development with commercial and light-industrial uses. Interior streets and access easements will be constructed to City standards. There will be an incremental increase in traffic on Garden Highway. However, the General Plan EIR has examined traffic in the area resulting from the project. Several of the streets, including Winship Road are designed to connect with future street patterns south of the project to assist in relieving truck traffic onto Garden Highway. Garden Highway is within the City’s policy of being at level of service D or better, and this increase in traffic will not significantly affect that status.

c) The project site is within the Sutter County Airport CLUP. All future uses are reviewed by the Development Services Department for compatibility with allowed CLUP uses.

d) Streets within the project area are designed to accommodate truck traffic and do not contain sharp curves or dangerous intersections. In that the site is in an urbanized area it is anticipated there will be no conflict with incompatible uses such as farm equipment.

e) The Fire Department and Police Departments have reviewed the project plans and did not express concerns about emergency access to the property.

f) Improvements include sidewalks throughout the project. Bus service is provided along Garden Highway and will not be impacted by the project. There are no changes proposed that would adversely impact bus, pedestrian, or bicycle movements.

**XVIII. TRIBAL CULTURAL RESOURCES**
<table>
<thead>
<tr>
<th>Would the project:</th>
<th>Potentially Significant Impact</th>
<th>Potentially Significant Unless Mitigation Incorporated</th>
<th>Less Than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>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</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>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 Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
</tbody>
</table>

**Response to Questions:**

a i-ii) The proposed project site is not identified as eligible for inclusion in the California Register of Historic Resources or included in a local register of historical resources as defined in subdivision (k) of Section 5020.1. The project has been circulated for tribal consultation pursuant to AB 52 protocol. No tribal comments were received for the proposed project.

Yuba City General Plan, 2004 Environmental Impact Report (SCH #2001072105) did not identify the site as having tribal cultural significance. There is a possibility that an unidentified site of cultural importance may be found on the project site given its proximity to the Feather River. Therefore, the City is requiring implementation of mitigation in the event that artifacts or unusual amounts of bone or shell are discovered on the site (see Mitigation Measure 5.1)

**XVII. UTILITIES AND SERVICE SYSTEMS**
<table>
<thead>
<tr>
<th>Would the project:</th>
<th>Potentially Significant Impact</th>
<th>Potentially Significant Unless Mitigation Incorporated</th>
<th>Less Than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project’s projected demand in addition to the provider’s existing commitments?</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>f) Be served by a landfill with sufficient permitted capacity to accommodate the project’s solid waste disposal needs?</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>g) Comply with federal, state, and local statutes and regulations related to solid waste?</td>
<td></td>
<td></td>
<td>X</td>
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</tr>
</tbody>
</table>

Response to Questions:

a-e) The proposed subdivision has been evaluated by the City’s utility departments who have concluded that the City has adequate water entitlements and treatment/distribution capacity in its plants to serve the proposed project. The project applicant will be required to pay all applicable connection fees prior to hooking up to City utilities.

f-g) Yuba-Sutter Disposal, Inc. provides solid waste disposal for the area. There is adequate collection and landfill capacity to accommodate the proposed office/industrial use.
<table>
<thead>
<tr>
<th>Does the Project:</th>
<th>Potentially Significant Impact</th>
<th>Potentially Significant Unless Mitigation Incorporated</th>
<th>Less Than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important example of the major periods of California history or prehistory?</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>b) Have impacts that are individually limited, but cumulatively considerable? (&quot;Cumulatively considerable&quot; 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)</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>c) Have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
</tbody>
</table>

Response to Questions:

a) The project site is in an urbanized area with little biological value. The proposed project will not 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.

b) The project does not create a situation with limited individual impacts. The project site is identified in the 2004 General Plan for commercial and industrial use and was therefore analyzed as part of the 2004 General Plan EIR for which specific mitigation and overrides were adopted.

c) The proposed project would create no adverse impacts, either directly or indirectly, to residents in the project area.

Documents Referenced in the Initial Study and/or Incorporated by Reference
The following documents were used to determine the potential for impacts from the proposed project. Compliance with federal, state and local laws is assumed in all projects.


Yuba City General Plan, 2004.

Yuba City Ordinance Title 8. PLANNING AND ZONING.

Sutter County Airport Comprehensive Land Use Plan (April 1994).

Feather River Air Quality Management District (FRAQMD) CEQA Significance Thresholds.

Yuba Sutter Transit Route Map.


California Department of Toxic Substances Control – 2013 database.


Federal Emergency Management Agency (FEMA), Flood Insurance Rate Maps.

City of Yuba City Water Master Plan.

City of Yuba City Wastewater Master Plan.