Gridley Planning Commission – Regular Meeting Agenda

Wednesday, March 15th, 2023; 6:00 pm
Gridley City Hall, 685 Kentucky Street, Gridley, CA 95948

"Our purpose is to continuously enhance our community's vitality and overall quality of life. We are committed to providing high quality, cost-effective municipal services and forming productive partnerships with our residents and regional organizations. We collectively develop, share, and are guided by a clear vision, values, and meaningful objectives."

The Public is encouraged to attend and participate in person. Comments from the public on agenda items will be accepted until 4 pm on March 15th, 2023, via email to csantana@gridley.ca.us or via the payment/document drop box at Gridley City Hall and will be conveyed to the Commission for consideration.

You may view using the following link, ID, and passcode:
https://us06web.zoom.us/j/86926933172?pwd=YWJ4MHhSSVpiS3hkR21JQlgyWVREQT09
Passcode: 331677
Webinar ID: 869 2693 3172

CALL TO ORDER – Chair Espino

ROLL CALL

COMMUNITY PARTICIPATION FORUM - Members of the public may address the Planning Commission on matters not listed on the agenda. The Planning Commission may not discuss nor act on any community participation item brought forward by a member of the community. Comments are requested to be limited to three (3) minutes.

CONSENT AGENDA

1. Commission minutes dated February 22, 2023

PUBLIC HEARING

2. **Tentative Parcel Map 2-23; RZ 2-23, and Mitigated Negative Declaration;** Community Housing Improvement Program (CHIP), Applicant; Application for a proposed Tentative Subdivision Map to subdivide approximately 14.8-acres into 70 parcels, rezone from Residential Suburban/Agriculture Overlay to R-1 Single-Family Residential District and a Mitigated Negative Declaration. The General Plan land use designation is Residential and located south of Sycamore Street, west of Laurel Street and Randolph Avenue. (010-270-121)

CITY STAFF AND COMMISSION INFORMATIONAL UPDATES

ADJOURNMENT – Adjourning to the next regularly scheduled meeting on April 19th, 2023.

This agenda was posted on the public bulletin board at City Hall at or before 6:00 p.m. on March 10th, 2023. This agenda along with all attachments, if any, is available for public viewing online at www.gridley.ca.us and at the Administration Counter in City Hall, 685 Kentucky Street, Gridley, CA. This is a public meeting, and anyone may address the Planning Commission. Any documents that were provided to the Planning Commission after the Agenda packet was distributed are also available for public review during normal business hours.

Meeting facilities are accessible to persons with disabilities. By request, alternative agenda document formats are available to persons with disabilities. To arrange an alternative agenda document format or to arrange aid or services to modify or accommodate persons with a disability to participate in a public meeting, contact the City Clerk by calling 846-3631 (voice). This request should be received at least three working days prior to the meeting to accommodate your request.

Gridley Planning Commission – Regular Meeting Minutes

Wednesday, February 22nd, 2023; 6:00 pm
Gridley City Hall, 685 Kentucky Street, Gridley, CA 95948

"Our purpose is to continuously enhance our community's vitality and overall quality of life. We are committed to providing high quality, cost-effective municipal services and forming productive partnerships with our residents and regional organizations. We collectively develop, share, and are guided by a clear vision, values, and meaningful objectives."

CALL TO ORDER

Chair Espino called the meeting to order at 6:00 pm.

ROLL CALL

Commissioner Members
Present: Espino, Jamison, Holland, Adams

COMMUNITY PARTICIPATION FORUM

Sunny Dhami addressed the Commission and requested guidance on possible development of his property at 1296 HWY 99.

CONSENT AGENDA

1. Commission minutes dated November 16, 2022, and January 11, 2023

Motion to approve November 16, 2022, minutes was made by Commissioner Holland, seconded by Commissioner Jamison.

ROLL CALL VOTE:
Ayes: Wolfe, Jamison, Holland, Adams
Abstain: Espino
Motion passed, 4-1

Motion to approve January 11, 2023, minutes was made by Commissioner Adams, seconded by Commissioner Jamison.

ROLL CALL VOTE
Ayes: Espino, Wolfe, Holland, Adams, Jamison
Motion passed, 5-0

PUBLIC HEARING

2. **VAR 1-23;** Application for a variance from the development standards to allow an increase in lot coverage from 40% to 46% and to allow two existing structures to be less than the

required six feet from one another. The subject site is 8,712 square feet with a General Plan land use designation of Residential and a zoning designation Single-Family Residential District/Downtown Mixed Use (R-1/DMU) located at 400 Washington Street. (APN 010-161-007)

Planning Director, Donna Decker presented the Variance application to construct a shade structure that would increase the applicants lot coverage from 40% to 46%.

After brief Commission discussion, motion to approve Variance with the added condition that the applicant move an existing 10x12 structure back from the property line 5 ft was made by Commissioner Jamison, with no second the motion failed.

Motion to approve variance application as is with the additional accommodation to allow the 10 x 12 structure in the existing location was made by Commissioner Adams, seconded by Vice Chair Wolfe.

ROLL CALL VOTE:
Ayes: Espino, Holland, Adams, Holland
Noes: Jamision
Motion passed, 4-1

3. **Tentative Subdivision Map 2-23; RZ 1-23;**Application for a Tentative Subdivision Map to subdivide one parcel consisting of approximately 14.8-acres into seventy parcels, a rezone to amend the zoning designation from Residential Suburban (R-S) to Single-Family Residential District (R-1), rescind the existing Agriculture Overlay, and Mitigated Negative Declaration located on the south side of Sycamore Street and at the terminus of Laurel Street. (APN 010-270-121)

Item #3 was continued to a future Planning Commission Meeting.

4. **Pre-zone RZ 2-23**; Pre-zoning initiated by the City of Gridley of approximately 736-acres reflecting the approved land uses within the Sphere of Influence adopted by the 2030 General Plan located in the unincorporated area of Butte County, contiguous to the city boundary.

Decker presented the pre-zone land use designations of lands outside the City boundary to memorialize the previously adopted 2030 General Plan.

Pat Coghlan shared concerns about the accuracy of the designated land uses.

Motion to approve was made by Vice Chair Wolfe, seconded by Commissioner Adams.

ROLL CALL VOTE:
Ayes: Espino, Holland, Adams, Jamison
Motion passed, 5-0

5. **ZTA 1-23;** Amendment to Title 17, Chapter 17.22, "R-1 Single-Family Residential District" of the Gridley Municipal code. (Citywide)

Decker presented Council with Ordinance amendment amending the code related to density in the R-1 zoning district.

Pat Coghlan, Gridley resident, shared his concerns that any existing lot that does not meet the standards of these codes would be penalized. Decker stated that the City is not looking to penalize homeowners for existing conditions that put their home in noncompliance but would rather prefer to work with them on any plans needed to achieve compliance.

Motion to approve was made by Commissioner Adams, seconded by Commissioner Holland.

ROLL CALL VOTE:
Ayes: Espino, Holland, Adams, Jamison
Motion passed, 5-0

CITY STAFF AND COMMISSION INFORMATIONAL UPDATES

Decker provided the Commission with an update on the Caltrans SHOP project that has affected numerous projects along Highway 99 with gaining access from the highway. She mentioned that any project done along the Highway 99 corridor will also require the developer/property owner to obtain an encroachment permit from Caltrans to create any new driveways.

ADJOURNMENT

With no further items left to discuss, Chair Espino adjourned to the next regularly scheduled meeting on March 15th, 2023.

Planning Commission Item #2
Staff Report

X	Regular
	Special
	Closed
	Emergency

Date: March 15, 2023

To: Chair and Planning Commissioners

From: Donna Decker, Planning Department

Subject: **Tentative Parcel Map 2-23; RZ 2-23 and Mitigated Negative Declaration;** Community Housing Improvement Program (CHIP), Applicant; Application for a proposed Tentative Subdivision Map to subdivide approximately 14.8-acres into 70 parcels, rezone from Residential Suburban/Agriculture Overlay to R-1 Single-Family Residential District and a Mitigated Negative Declaration. The General Plan land use designation is Residential and located south of Sycamore Street, west of Laurel Street and Randolph Avenue. (010-270-121)

Recommendation
City staff respectfully recommends the Planning Commission:

1. Recommend the City Council approve an ordinance to rezone the property from Residential Suburban/Agriculture Overlay to Single-Family Residential District (R-1); and,
3. Recommend the City Council approve a Tentative Subdivision Map 2-23;
4. Recommend the City Council adopt a resolution accepting a Mitigated Negative Declaration meeting the requirements of CEQA.

Summary
The Community Housing Improvement Program (CHIP) has purchased 14.8 acres to develop a single-family detached residential housing development consisting of seventy lots; one lot will be dedicated to a detention basin for storm water discharge.

The Community Housing Improvement Program is a private, non-profit 501 (C) (3) corporation serving Butte, Glenn, Tehama, Shasta, Colusa, Sutter, and Yuba Counties. It is a leader in affordable housing, providing both rental, owner-builder opportunities (sweat equity) assisting low-income and disadvantage residents to obtain affordable housing.

Discussion
Location
The project site is located southeast of the intersection of Sycamore Street (see **Error! Reference source not found.**). The approximately 14.8-acre site, is currently undeveloped and consists of regularly disked grasses and approximately 30 trees. Surrounding existing land uses include agricultural land and single-family residences to the east, agricultural land to the south and west, and the Biggs West Gridley Water District Canal directly to the north, with single-family residences and undeveloped land further north.

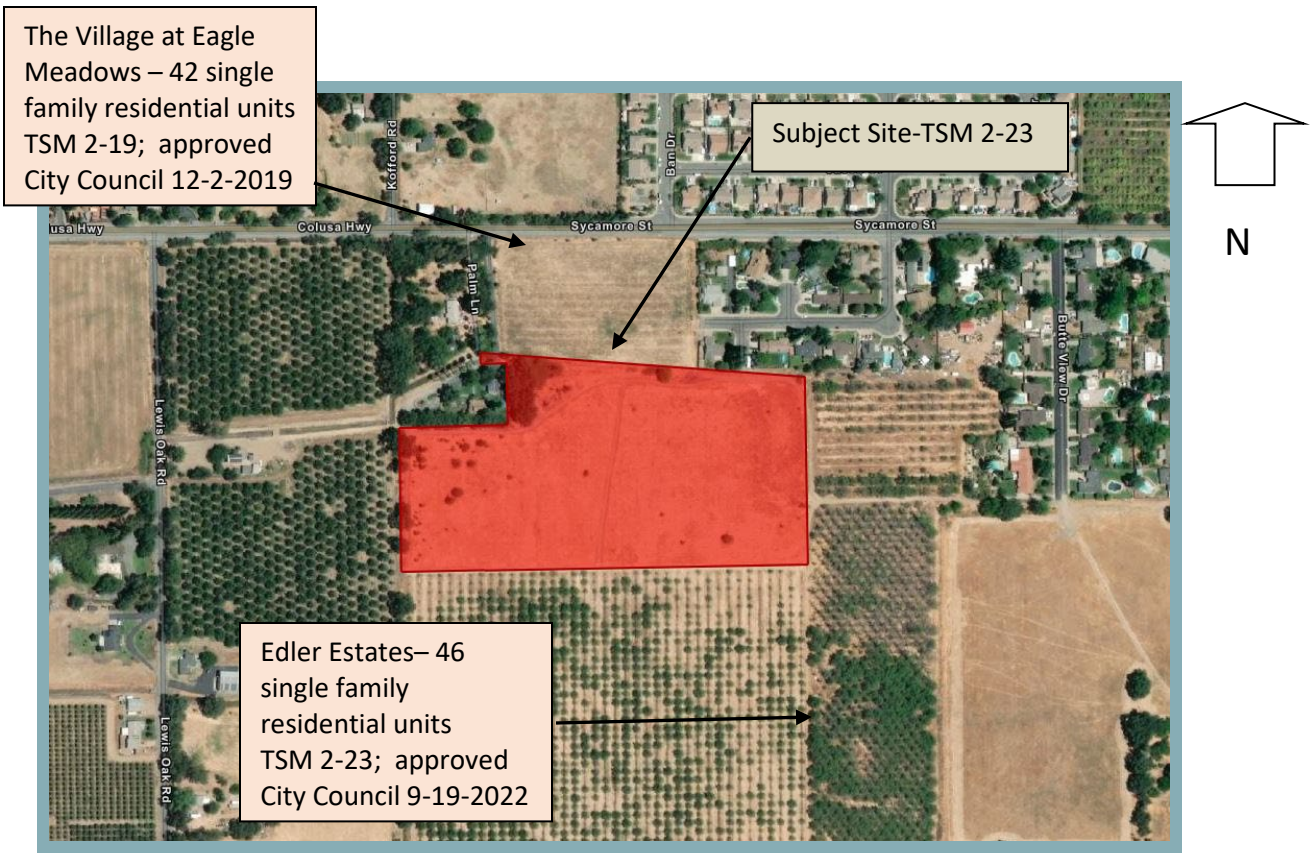


Figure 1: Location Map

General Plan:

The General Plan land use designation is Residential. On February 6, 2023, The City Council adopted Resolution No. 2023-R-005 creating a single land use designation of "Residential" to ensure consistency with zoning and density throughout the city. The proposed project will be consistent with the General Plan land use designation.

Zoning:

The proposed project will subdivide the approximately 14.8-acre site into 70 parcels; one parcel will be reserved for the detention basin for storm water discharge. The density would be 4.7 du/ac. The proposed project is requesting a rezone from Residential Suburban/Agriculture Overlay to R-1, Single-Family Residential District. The site currently has the agricultural overlay zone in order to allow the previous owner the ability to farm the land prior to developing it within the life of the previous tentative map which expired.

The R-1, Single-Family Residential District has four legal lot sizes in order to create variation of home sizes that will serve all family types; single individuals, young families, and empty-nesters. Three of the R-1 zoning designations will be utilized:

Zoning Designation			No. of lots	Project percentage
• R-1	7,500 sf – 9,999 sf	(blue)	12	17%
• R-1C	6,000 sf -7,499 sf	(orange)	25	36%
• R-1B	3,501 sf- 5,999 sf	(green)	32	47%

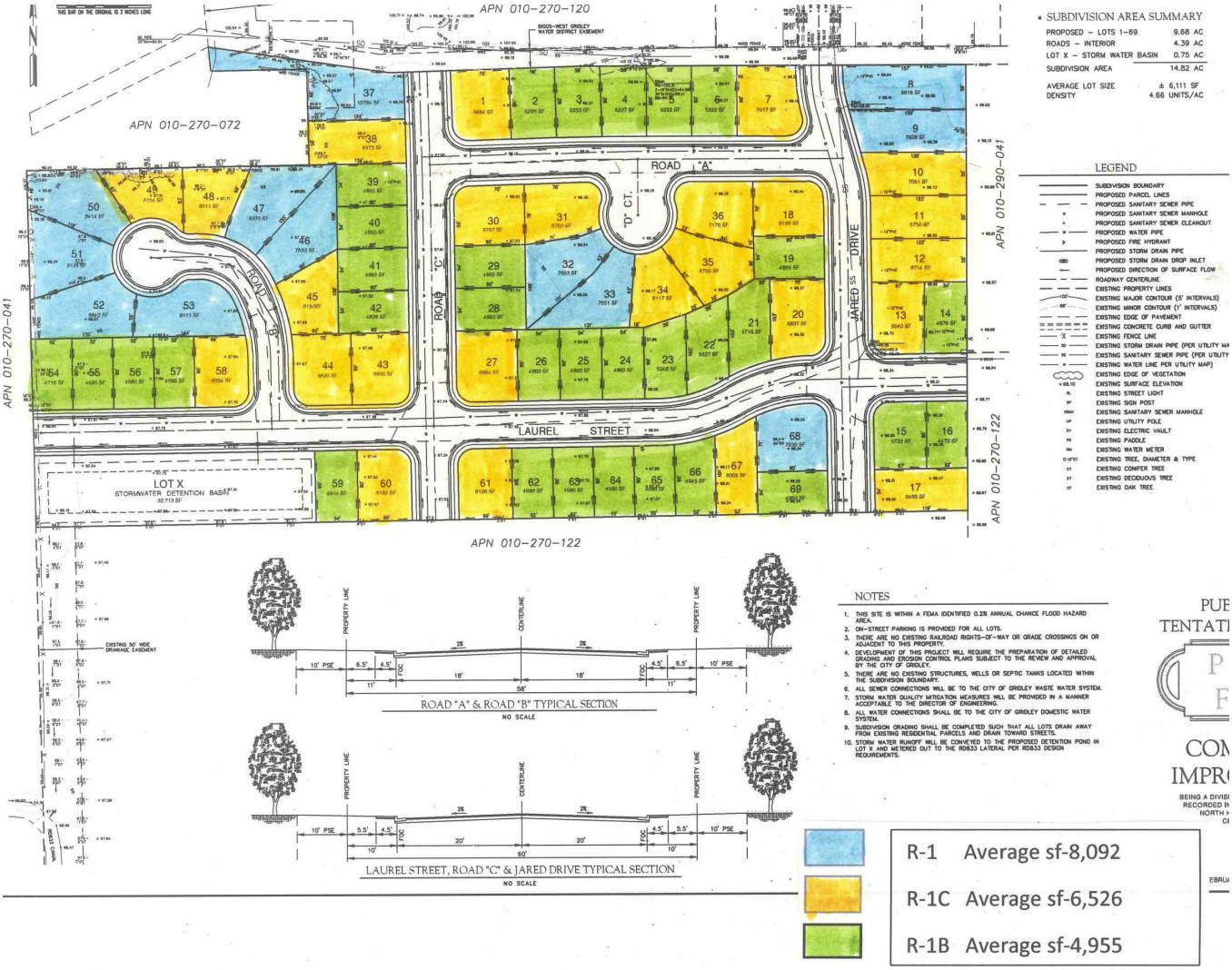


Figure 3: Proposed subdivision – lot types

The lots designated R-1 have an average of 8,092 square feet. Lot 37 was excepted from the calculation as it is irregular in size and an outlier being10,784 square feet. The lots designated as R-1C have an average of 6,526 sf range; a typical size residential lot. The lots designated R-1B have an average of 4,955 sf. This size lot is also common in subdivisions.

<u>Housing Types:</u>

The proposed housing types for the Pacific Flyway residential development are reflected in the following images within the North Biggs Estates 1 & 2 and the Stone Fox Subdivision in Orland, Exhibt C. In the past there has been ambivalence related to the quality of housing provided by CHIP. The examples depict typical products that are contructed with typical materials.

The average family purchasing a CHIP home has income generally in the 80% or below of the Butte County AMI (Average Median Income). Many buyers range from 65% to 80% with a few below 50% of the AMI.

The proposed subdivision will continue to help Gridley meet its RHNA (Regional Housing Needs Assessment) goals for its fair share of housing provided at varying levels of income and affordability.

Park/Open space

The project acreage is somewhat small to require or accommodate park land. At the time of the 2030 General Plan update, the park ratio was 3.1 acres per 1000 residents which is below the General Plan goal of 5 acres. As of July, 2021 the US Census determined a population of 7,356 residents in the city of Gridley. The park area is currently 19.8 acres resulting in a reduced ratio of 2.69 acres per 1,000 residents. Recently, the city received grant funding to begin the development of the Industrial Park Sports Complext. This site comprises 19.8 acres as well with additional walking paths around the site not included in this analysis. The combination of the existing developed public parks and the future sports complex results in a ratio of 5.38 acres per 1,000 residents exceeding the goal within the General Plan. Larger future developments will also have park area dedicated for public use which will continue to meet this goal.

Traffic concerns:

Each project brings forward a discussion of traffic concerns for existing neighborhoods and the impact they may have on the city's existing roads. The project conducted a NEPA Environmental Assessment and a CEQA Initial Study. The NEPA analysis states the following:

> Vehicle Traffic
>
> *Affected Environment*
>
> Existing roadways in the project vicinity include Jared Drive, Jay Drive, and Sycamore Street; all of which are located north of the project site. Jared Drive extends south from Jay Drive, and would be extended into the project site as part of the proposed project. Both Jared Drive and Jay Drive are two-lane dead-end roadways without a posted speed limit. Sycamore Street is generally a two-lane roadway with dedicated left- and right-turn lanes where it intersects with Jay Drive. Sycamore Street has a posted speed limit of 35 miles per hour in the project vicinity.
>
> *Environmental Consequences*
>
> According to the ITE Trip Generation Manual, the proposed project would generate approximately 651 daily vehicle trips (9.44 trips per unit x 69 units = 651.36 daily vehicle trips).1
>
> The Governor's Office of Planning and Research provides recommendations regarding vehicle miles traveled (VMT) evaluation methodology, significance thresholds, and screening thresholds for land use projects.2 The OPR screening thresholds recommendations are intended to identify when a project should not be expected to cause a significant adverse impact without conducting a detailed VMT evaluation. The OPR screening thresholds recommendations are based on project size, maps, transit availability, and provision of affordable housing. Specifically, OPR recommends the following screening thresholds criteria:

1 Institute of Transportation Engineers. *Trip Generation Manual, 10th Edition.* September 2017. (Appendix F).
2 Governor's Office of Planning and Research. *Technical Advisory on Evaluating Transportation Impacts in CEQA*. December 2018. (Appendix F).

- OPR recommends that office or residential projects exceeding a level of 15 percent below existing VMT per capita may indicate a less-than-significant impact on VMT.
- OPR recommends that projects (including office, residential, retail, and mixed-use developments) proposed within 0.5-mile of an existing major transit stop or within 0.25-mile of an existing stop along a high-quality transit corridor may be presumed to have a less-than-significant impact.
- OPR recommends that 100 percent affordable residential development in infill locations be presumed to have a less-than-significant impact on VMT.
- OPR recommends that projects that generate or attract fewer than 110 trips per day generally may be assumed to cause a less-than-significant impact on VMT.

The proposed project would include the development of 69 affordable single-family residential units. Because the proposed project would be a 100 percent affordable residential development, pursuant to the above OPR recommendations, the proposed project would be presumed to not cause a significant impact related to VMT. The OPR guidelines state that adding affordable housing to infill locations generally improves jobs to housing match, in turn shortening commutes and reducing VMT and reducing impacts related to vehicle traffic. In addition, the OPR guidelines state that in areas where existing jobs-housing match is closer to optimal, low-income housing generates less VMT than market-rate housing.

Based on the above, the proposed project would not result in substantial adverse effects related to vehicle traffic.

Utilities:

The city has the capability of providing all utility services to the new development. The proposed subdivision will have water, sanitary sewer, and electric provided by the city. It will also construct an underground storm water collection system that will discharge into the detention basin prior to its being discharged into Reclamation 833 conveyance canal. Concerns have been raised if the wastewater treatment facility has adequate capacity. The City Engineer has provided the following summary:

Service Projection

To predict the amount of service connections that can be added, a value of gallons per day used must be chosen. Using existing flow data and the number of existing connections an average value of 238.47 MGD/EDU can be calculated. The industry and City standards for Low Density Residential is 250 GPD/EDU, which will be used for the purpose of this memorandum as it proves to be a conservative value.

Using the flow rate of 250 GPD/EDU and the 873,532 GPD of remaining capacity, approximately 3,490 EDUs can be added to the system.

The system has adequate capacity to serve the proposed subdivision.

Conclusion:

The purpose of the review by the Planning Commission is to consider the proposed development related to the overall planned development and expansion of the City, projects to meet housing needs, and consistency to the long-range planning documents [General Plan].

The planning process and public hearing platform affords the public an opportunity to review and

provide comment on a proposal and to allow ample time for the community to respond with comments prior to a recommendation being made by the Planning Commission and forwarded to the City Council. Staff supports the proposed project and recommends the Planning Commission forward the project to the City Council for consideration.

Public Notice
A notice was posted in the Gridley Herald 10 days in advance of the Planning Commission meeting, posted at City Hall, made available at the Administration public counter, and placed on the City website for review and mailed to adjacent property owners 300 feet from the property boundary.

Attachments –

1. Exhibit A- Draft Conditions of Approval
2. Exhibit B - Tentative Subdivsion Map
3. Exhibit C – Examples of housing types
4. Exhibit D- Raney & Associates MND

EXHIBIT A
Draft Conditions of Approval
APN: 010-270-121

Project: Tentative Subdivision Map 2-23, Rezone 2-23, Mitigated Negative Declaration as described subject to the following conditions of approval:

1. The applicant/property owner shall file a Declaration of Acceptance of the Conditions of Approval within 30 days of City Council approval for the Tentative Subdivision Map 2-23.

2. The Tentative Subdivision Map 2-23 shall expire after a three (3) year period. An extension to the approval for up to five years may be approved; an application would need to be filed 30 days in advance of the expiration of the map.

3. Use of the 14.8-acre project site is subject to all zoning regulations described in Gridley Municipal Code as applicable to "R-1 Single Family" residential zoning districts, the General Plan requirements, and all applicable requirements of the Gridley Municipal Code.

4. Physical development of the site shall conform to the design approved for Tentative Subdivision Map No. 2-23 and to all of the conditions of approval of that Tentative Subdivision Map.

5. The project shall be required to pay all applicable impact fees for the development of the project.

6. Minor changes may be approved by the Planning Director upon receipt of a substantiated request by the applicant, or their respected designee. Prior to such approval, verification shall be made by each Department that the modification is consistent with the approved application. Changes deemed to be major or significant in nature shall require a formal application for amendment.

7. In the event of the discovery or recognition of prehistoric or historic resources in the area subject to development activity, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie similar resources and a professional archaeologist shall be consulted. Further, if human remains are discovered, the coroner of the county in which the remains are discovered must be contacted to determine that no investigation of the cause of death is required. If the County Coroner determines the remains to be Native American, the coroner shall contact the Native American heritage Commission within 24 hours.

   Upon completion of the site examination, the archeologist shall submit a report to the City describing the significance of the finds and make recommendations as to its disposition. If human remains are unearthed during construction, the provisions of California Health and Safety Code Section 7050.5 shall apply. Under this section, no further disturbance of the remains shall occur until the County Coroner has made the necessary findings as to origin and disposition, pursuant to California Public Resources Code Section 5097.98. Mitigation measures, as recommended by the archaeologist and approved by the City, shall be implemented prior to recommencement of construction activity within the 50-foot

perimeter.

8. The project will implement all recommended mitigation measures identified within the Initial Study as prepared by Raney & Associates; an omission on the list of conditions does not absolve the need to implement the mitigations identified in the Initial Study.

9. Construction of the project shall comply with the requirements of the National Pollution Discharge Elimination (NPDES) Permit and obtain a WDID from the State of California in conformance with the General Construction Storm Water Permit; Storm Water Pollution Prevention Plan (SWPPP) shall be prepared prior to construction activities.

10. Upon commencement of grading and construction activities, the applicant shall implement measures to offset particulate matter and emissions from construction equipment as specified by Butte County Air Quality Management District.

11. Prior to recordation of a Final Map, the applicant shall submit for review and approval improvement plans that shall include, not limited to, details related to above and underground infrastructure; piping and service laterals, meters, drop inlets, manholes, curb, gutter, and sidewalk, roadway, pavement markings, lighting, hydrants, street signs, electrical, transformer pedestals, and any and all components as required by the City of Gridley, the City Engineer, the Utility Supervisor, and Public Works Manager. Plans shall meet all required state and local ordinances, regulations, and Public Works Development Standards. Omissions on the plans does not constitute approval for the omission. Plans shall be reviewed and approved by the City Engineer and the Gridley Municipal Services Division.

12. Prior to recordation of the final map, the applicant shall coordinate with the Butte County Assessor's Office and Tax Collector to segregate any assessments against the properties and pay any delinquent, current, and future taxes and/or assessments against the properties as required.

13. Dedicate and improve as required the maximum portion up to 30-feet in width of the north one-half street section of Laurel Street from Randolph Ave to the westerly limits of the proposed subdivision to the requirements of the City Engineer meeting the Public Works Standards. Payment of a fair-share obligation shall be determined by the City Engineer in lieu of actual construction of the roadway.

14. Enter into an agreement for fair share costs for the construction of the south half of Laurel Street to be assessed at a future date as required for the construction thereof.

15. Dedicate and improve the 50-foot width local residential street right-of-way for the interior subdivision streets to the satisfaction of the City Engineer.

16. Dedicate a 10-foot public services easement adjacent to all public right-of-way frontages.

17. Prior to approval of a Final Map all of the following requirements shall be completed:

18. A registered engineer shall prepare and submit the following information to Gridley Department of Public Works for review and approval:

a. Calculations identifying the estimated rate of peak stormwater runoff from the gross area of the undivided site and abutting streets - as they exist at the time of approval of the tentative subdivision map- during currently adopted design storm event. The calculations shall be prepared in a manner consistent with the Gridley Public Works Construction Standards, and with standard engineering practice. The Drainage Analysis shall be on the prescribed and adopted format used by the city.

b. Construction details, plans and profiles, typical sections, specifications, and maintenance plans for any proposed stormwater detention facilities to be constructed to serve the parcels created by this subdivision.

c. The developer/developer engineer shall provide material submittals that have been reviewed and approved by engineer of record prior to submittal being submitted specification sheets for all materials to be used in the construction of all underground and all materials within the right of way.

d. Prior to any construction, the developer and team shall schedule a pre-construction site meeting to discuss the project.

e. The developer shall provide a construction schedule to the City Engineer prior to commencement of construction.

f. An assessment against the development and individual parcels shall be established to fund the on-going maintenance costs associated with any approved stormwater detention facilities, lighting, landscape, and drainage components as determined by the City Engineer.

g. Dedication of the area for the detention facilities, if required shall be made to the City of Gridley as a condition of recordation of the Final Map.

h. The design of surface detention facilities, if required, shall minimize use of the facility by mosquitoes· for breeding by incorporating some or all of the features recommended by the Butte County Mosquito and Vector Control
District.

i. All drainage improvements shall be constructed in conformance with the Gridley Public Works Construction Standards, the City of Gridley Master Drainage Plan, and the details shown on approved construction plans. The developer shall have a registered engineer prepare and submit construction details, plans and profiles, typical sections, specifications, and cost estimates to the Department of Public Works for review and approval prior to the recordation of the Final Map.

j. Developer's engineer of record shall determine whether State of California Variances are

required and shall prepare all documents for review and approval to the City Engineer.

k. No work or construction shall commence prior to the approval of all improvement plans, grading plans, rough grading, import or other activities.

l. A geotechnical report is required to be prepared. If ground water is discovered, a groundwater discharge plan (Dewatering) shall be prepared, submitted and reviewed and approved by the City Engineer. All state and local permits for dewatering shall be obtained prior to commencement of work. The contractor is advised that groundwater levels vary depending on the irrigation season.

m. Construction shall ensure that compaction testing shall be done within roadways with a map depicting where tests were done and submitted to the City Engineer. The Engineer of Record shall ensure, by statement, that the results comply with all requirements of the geotechnical report.

n. A traffic control plan shall be submitted for review and approval by the City Engineer prepared by a traffic engineer, registered civil engineer, or a certified American Traffic Safety Services Association person.

19. Telephone, cable television, and gas service shall be provided to all parcels in accordance with the Gridley Public Works Construction Standards, the Gridley Municipal Code, and the requirements of the agencies providing these services, without exception.

20. If any existing utilities must be relocated as a result of this subdivision, the agencies that own the facilities may require the developer to pay the cost of such relocations.

21. The lots shall be graded in conformance with the Gridley Public Works Construction Standards and the Gridley Municipal Code. The developer shall submit grading details, plans and specifications prepared by a registered engineer to the Department of Public Works for review and approval prior to the start of any work.

22. The Applicant shall hold harmless the City, its Council Members, its Planning Commission, officers, agents, employees, and representatives from liability for any award, damages, costs and fees incurred by the City and/or awarded to the plaintiff in an action challenging the validity of this tentative subdivision map or any environmental or other documentation related to approval of this tentative subdivision map.

23. Provide Landscape Plan for street landscaping for review and approval by the Planning Department. A street tree master plan shall be developed for the subdivision for review and approval.

24. Show all existing public facilities within 100-feet beyond the site boundary.

25. Show proposed building setbacks for each parcel or provide a typical set back detail for interior lots and corner lots.

26. All overhead utilities shall be underground within subdivision.

27. Meet requirements of Reclamation District 833. The proposed development shall mitigate the increased stormwater runoff such that RD 833 facilities and properties served by the district aren't impacted due to the increased stormwater. The water surface elevation within the district canals, and any existing flooding duration within the district shall not be increased.

    Reclamation District 833 shall review and approve the storm drainage design with costs being reimbursed by the developer to the district. RD 833 will bill the developer independent of the city of Gridley.

    Fencing along the west boundary contiguous to the RD 833 lands whether owned in fee or by easement shall be reviewed and approved by the city Planning Department.

28. The developer shall coordinate with West Biggs Gridley Water District to cross over the underground pipe in two locations prior to a grading permit being issued along the north boundary.

29. The applicant may enter into a Subdivision Agreement in order to record the Final Map prior to all improvements constructed. The agreement is a document approved by Council resolution.

30. The applicant may request a grading permit and pay all applicable fees as reviewed and approved by the City Engineer. No permit shall be issued until the plans have been approved by the city, RD 833, and West Biggs Gridley Water District, and state variances received.

31. The applicant/developer may develop the subdivision in phases at the review and approval of the city.

32. All costs related for plan review, design, and improvement plan approval by city staff and/or consultants will be the responsibility of the applicant/developer at actual cost.

33. Segregate any assessments against the properties.

34. Pay any delinquent taxes and/or assessments against the properties.

35. Note on a separate document to be recorded simultaneously with the Subdivision Map, the requirement for payment of school impact fees, as levied by the Gridley Unified School District in accordance with State legislation at the currently adopted rate per square foot of building area.

36. Install street name signs, traffic control signs, pavement markings and barricades in conformance with the Gridley Public Works Construction Standards.

37. If surface detention facilities are proposed, the design shall minimize use of the facility by mosquitoes for breeding by incorporating some or all of the features recommended by the Butte County Mosquito and Vector Control District.

38. The developer shall install fire hydrants in conformance with the requirements of the Uniform Fire Code as interpreted by the local division of the California Division of Forestry, the City of

Gridley's contract Fire Department. The number of hydrants installed, as well as the exact location and size of each hydrant and the size of the water main serving each hydrant, shall be as specified in the Code.

39. All residential structures shall provide a fire sprinkler system that meets or exceeds the requirements of the Fire Code.

40. All residential units are required to provide an operable solar system sized to the expected demand. Plans showing the proposed solar design and technical data sheets shall be submitted to the Electric Department for review and approval prior to submitting to Butte County for a building permit.

41. If any existing utilities must be relocated as a result of this subdivision, the agencies that own the facilities may require the developer to pay the cost of such relocations.

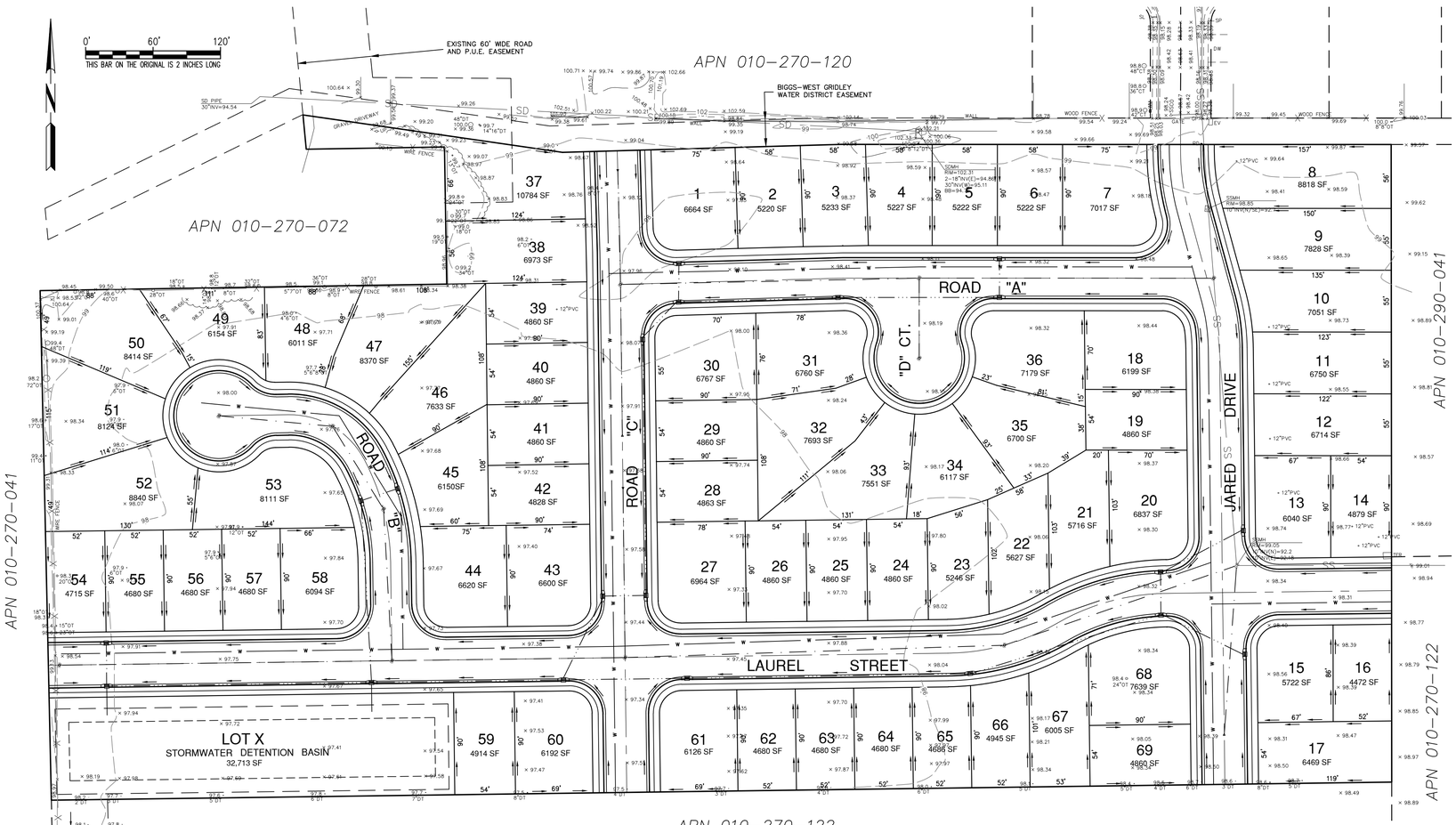
42. The applicant/developer is responsible for paying all costs for a third-party inspector during the construction of any or all phases of development.

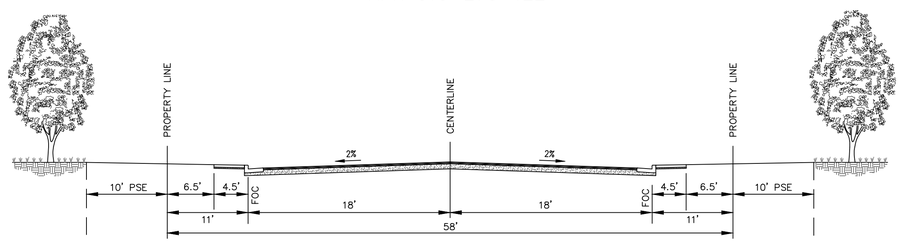
43. Fencing of the rear yards for the project shall occur at the time of housing construction and shall be the responsibility of the developer. Fencing throughout the project shall be consistent from lot to lot as reviewed and approved by the Planning Department. Fencing adjacent to the RD 833 canal shall be 7 feet in height and provide a minimum of 36" concrete stemwall.

44. Form an assessment district to cover on-going maintenance costs of facilities within the subdivision including landscaping areas and the drainage detention basin.

45. Construction practices shall conform to the standards adopted by the Butte County Air Quality Management District, which requires that 1) fugitive dust emissions related to construction of public improvements for the subdivision be controlled at all times, 2) all clearing, grading, earth moving or excavation activities must cease during periods of wind exceeding 15 miles per hour averaged over one hour, and 3) large off-road diesel equipment used for grading at the site must be maintained in good operating conditions.

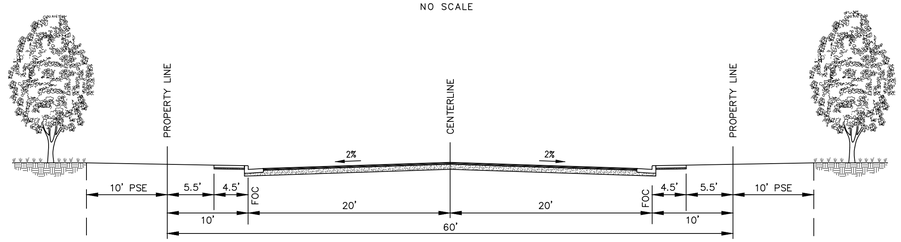
46. Note on a document to be recorded concurrently with the Final Map that agricultural spraying and keeping of livestock may occur on surrounding properties and that such agricultural uses are permitted by the zoning of those properties and will not be abated unless the zoning changes.





ROAD "A" & ROAD "B" TYPICAL SECTION

NO SCALE

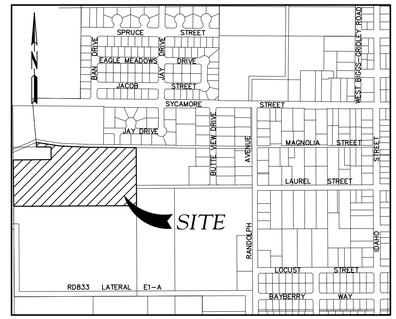


LAUREL STREET, ROAD "C" & JARED DRIVE TYPICAL SECTION

NO SCALE

SUBDIVISION AREA SUMMARY

PROPOSED – LOTS 1–69	9.68 AC
ROADS – INTERIOR	4.39 AC
LOT X – STORM WATER BASIN	0.75 AC
SUBDIVISION AREA	14.82 AC
AVERAGE LOT SIZE	± 6,111 SF
DENSITY	4.66 UNITS/AC



LOCATION MAP

NO SCALE

LEGEND

- SUBDIVISION BOUNDARY
- PROPOSED PARCEL LINES
- PROPOSED SANITARY SEWER PIPE
- PROPOSED SANITARY SEWER MANHOLE
- PROPOSED SANITARY SEWER CLEANOUT
- PROPOSED WATER PIPE
- PROPOSED FIRE HYDRANT
- PROPOSED STORM DRAIN PIPE
- PROPOSED STORM DRAIN DROP INLET
- PROPOSED DIRECTION OF SURFACE FLOW
- ROADWAY CENTERLINE
- EXISTING PROPERTY LINES
- EXISTING MAJOR CONTOUR (5' INTERVALS)
- EXISTING MINOR CONTOUR (1' INTERVALS)
- EXISTING EDGE OF PAVEMENT
- EXISTING CONCRETE CURB AND GUTTER
- EXISTING FENCE LINE
- EXISTING STORM DRAIN PIPE (PER UTILITY MAP)
- EXISTING SANITARY SEWER PIPE (PER UTILITY MAP)
- EXISTING WATER LINE PER UTILITY MAP)
- EXISTING EDGE OF VEGETATION
- × 98.10 EXISTING SURFACE ELEVATION
- SL EXISTING STREET LIGHT
- SP EXISTING SIGN POST
- SSMH EXISTING SANITARY SEWER MANHOLE
- UP EXISTING UTILITY POLE
- EV EXISTING ELECTRIC VAULT
- PD EXISTING PADDLE
- WM EXISTING WATER METER
- O 12"OT EXISTING TREE, DIAMETER & TYPE
- CT EXISTING CONIFER TREE
- DT EXISTING DECIDUOUS TREE
- OT EXISTING OAK TREE

NOTES

1. THIS SITE IS WITHIN A FEMA IDENTIFIED 0.2% ANNUAL CHANCE FLOOD HAZARD AREA.
2. ON-STREET PARKING IS PROVIDED FOR ALL LOTS.
3. THERE ARE NO EXISTING RAILROAD RIGHTS-OF-WAY OR GRADE CROSSINGS ON OR ADJACENT TO THIS PROPERTY.
4. DEVELOPMENT OF THIS PROJECT WILL REQUIRE THE PREPARATION OF DETAILED GRADING AND EROSION CONTROL PLANS SUBJECT TO THE REVIEW AND APPROVAL BY THE CITY OF GRIDLEY.
5. THERE ARE NO EXISTING STRUCTURES, WELLS OR SEPTIC TANKS LOCATED WITHIN THE SUBDIVISION BOUNDARY.
6. ALL SEWER CONNECTIONS WILL BE TO THE CITY OF GRIDLEY WASTE WATER SYSTEM.
7. STORM WATER QUALITY MITIGATION MEASURES WILL BE PROVIDED IN A MANNER ACCEPTABLE TO THE DIRECTOR OF ENGINEERING.
8. ALL WATER CONNECTIONS SHALL BE TO THE CITY OF GRIDLEY DOMESTIC WATER SYSTEM.
9. SUBDIVISION GRADING SHALL BE COMPLETED SUCH THAT ALL LOTS DRAIN AWAY FROM EXISTING RESIDENTIAL PARCELS AND DRAIN TOWARD STREETS.
10. STORM WATER RUNOFF WILL BE CONVEYED TO THE PROPOSED DETENTION POND IN LOT X AND METERED OUT TO THE RD833 LATERAL PER RD833 DESIGN REQUIREMENTS.

- OWNER:
  COMMUNITY HOUSING IMPROVEMENT PROGRAM
  1001 WILLOW STREET
  CHICO, CA 95928
  530-891-6931
- APPLICANT:
  COMMUNITY HOUSING IMPROVEMENT PROGRAM
  1001 WILLOW STREET
  CHICO, CA 95928
  530-891-6931
- ENGINEER:
  ROLLS, ANDERSON & ROLLS
  ATTN: JEFFREY RABO
  PE 87152
  115 YELLOWSTONE DRIVE
  CHICO, CA 95973
  530-895-1422
- ASSESSORS' PARCEL NUMBER:
  010-270-121
- EXISTING ZONING:
  R-S / AO
- PROPOSED ZONING:
  SFR (SINGLE FAMILY RESIDENTIAL)
- EXISTING LAND USE:
  VACANT / GRAZING
- PROPOSED LAND USE:
  SINGLE FAMILY RESIDENTIAL
- UTILITY SERVICE:
  A. SEWER – CITY OF GRIDLEY
  B. STORM DRAIN – CITY OF GRIDLEY
  C. WATER – CITY OF GRIDLEY
  D. ELECTRIC – GRIDLEY-BIGGS ELECTRIC
  E. TELEPHONE – AT&T
  F. CABLE T.V. – COMCAST

PUBLIC STREET SUBDIVISION
TENTATIVE SUBDIVISION MAP (2023-__)

PACIFIC FLYWAY

FOR

COMMUNITY HOUSING IMPROVEMENT PROGRAM

BEING A DIVISION OF LOT 1 AS SHOWN ON THE MAP OF GRIDLEY COLONY NO. 9 RECORDED IN BOOK 6 OF MAPS, AT PAGE 58, ALSO BEING A PORTION OF THE NORTH HALF OF SECTION 2, TOWNSHIP 17N., RANGE 2 EAST, M.D.M.
CITY OF GRIDLEY, BUTTE COUNTY, CALIFORNIA

RAR
ROLLS ANDERSON & ROLLS
CIVIL ENGINEERS
115 YELLOWSTONE DRIVE • CHICO, CALIFORNIA 95973-5811
TELEPHONE 530-895-1422

FEBRUARY, 2023 22122 SHEET 1 OF 1

North Biggs Estates 1 & 2

Stone Fox Subdivision – Corning

City of Gridley
Planning Services

Pacific Flyway Subdivision Project

Initial Study/Mitigated Negative Declaration

February 2023

Prepared by

RANEY PLANNING & MANAGEMENT, INC. 20 years
1501 Sports Drive, Suite A, ▪ Sacramento ▪ CA ▪ 95834
Office 916.372.6100 ▪ Fax 916.419.6108

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Appendices

Appendix A – Air Quality and Greenhouse Gas Emissions – CalEEMod Results
Appendix B – Soils Investigation Report
Appendix C – Phase I Environmental Site Assessment

INITIAL STUDY

A. BACKGROUND

1. Project Title: Pacific Flyway Subdivision

2. Lead Agency Name and Address: City of Gridley
Planning Services
685 Kentucky Street
Gridley, CA 95948

3. Contact Person and Phone Number: Donna Decker
Planning Director
(530) 846-5695

4. Project Location: Southeast of the intersection of Colusa Highway/Sycamore Street and Lewis Oak Road
Gridley, CA 95948
Accessor's Parcel Number (APN): 010-270-121

5. Project Applicant Name and Address: Community Housing Improvement Program
1001 Willow Street
Chico, CA 95928

6. Existing General Plan Designation: Residential

7. Existing Zoning Designation: Residential Suburban (R-S) and Agricultural Overlay (A-O)

8. Proposed Zoning Designation: Single-Family Residential (R-1)

9. Required Approvals from Other Public Agencies: None

10. Surrounding Land Uses and Setting:

The 14.82-acre project site, identified by Assessor's Parcel Number (APN) 010-270-121, is located southeast of the intersection of Colusa Highway/Sycamore Street and Lewis Oak Road in the City of Gridley, California. The project site is undeveloped and consists of regularly disked grasses and approximately 30 trees. Surrounding existing land uses include agricultural land and single-family residences to the east, agricultural land to the south and west, and the partially piped Biggs West Gridley Water District Canal directly to the north, with single-family residences and undeveloped land further north. The City of Gridley General Plan designates the project site as Residential and the site is zoned as Residential Suburban (R-S) and Agricultural Overlay (A-O).

11. Project Description Summary:

    The Pacific Flyway Subdivision (proposed project) would include subdivision of the project site into 70 lots and subsequent development of 69 affordable single-family residential units, as well as a stormwater detention basin. All on-site trees are anticipated to be removed. The proposed project would also include development of an internal roadway network. Primary site access would be provided by an extension of Jared Drive from the north, and the development of Laurel Street, which would bisect the site from east to west. The proposed project would require City approval of a Rezone from R-S to Single-Family Residential (R-1) and to remove the A-O zoning designation, as well as a Tentative Subdivision Map and Design Review.

12. Status of Native American Consultation Pursuant to Public Resources Code Section 21080.3.1:

    In compliance with Assembly Bill (AB) 52 (Public Resources Code [PRC] Section 21080.3.1), a project notification letter was distributed to the chairpersons of the following tribes on January 20, 2023: Berry Creek Rancheria of Maidu Indians, Estom Yumeka Maidu Tribe of the Enterprise Rancheria, Greenville Rancheria of Maidu Indians, KonKow Valley Band of Maidu, Mechoopda Indian Tribe, Mooretown Rancheria of Maidu Indians, Tsi Akim Maidu, United Auburn Indian Community of the Auburn Rancheria, and Nevada City Ranchera Nisenan Tribe. Responses from interested tribes have not been received to date.

B. SOURCES

The following documents are referenced information sources used for the purposes of this Initial Study/Mitigated Negative Declaration (IS/MND):

1. ASTM International. *ASTM E1527, Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process.* 2013.
2. Bennett Engineering Services. *Memorandum: Wastewater Treatment Plant Capacity Analysis*. January 20, 2021.
3. Bennett Engineering Services. *Technical Memorandum: 2021 Estimated Water System Capacity*. October 6, 2021.
4. Broadbent & Associates, Inc. *Phase I Environmental Site Assessment, CHIP Gridley Parcel*. July 6, 2022.
5. Butte County. *Chapter 3 – Fees, Article XVIII – Development Impact Fees for Library Facilities Countywide.* Available at: https://library.municode.com/ca/butte_county/codes/code_of_ordinances?nodeId=CH3FE_ARTXVIIIDEIMFELIFAOU. Accessed February 2023.
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8. CalEPA. *Cortese List Data Resources*. Available at: https://calepa.ca.gov/sitecleanup/corteselist/. Accessed February 2023.
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12. California Department of Conservation. *California Earthquake Hazards Zone Application.* Available at: https://maps.conservation.ca.gov/cgs/EQZApp/app/. Accessed February 2023.
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16. California Department of Forestry and Fire Protection. *Butte County, Very High Fire Hazard Severity Zones in LRA*. May 2008. Available at: https://osfm.fire.ca.gov/divisions/community-wildfire-preparedness-and-mitigation/wildfire-preparedness/fire-hazard-severity-zones/fire-hazard-severity-zones-map/. Accessed February 2023.
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20. City of Gridley. *City of Gridley 2030 General Plan Environmental Impact Report.* November 2009.
21. City of Gridley. *Public Works Construction Standards.* Revised December 19, 2016.
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28. Sacramento Metropolitan Air Quality Management District. *Guide to Air Quality Assessment, Chapter 4: Operational Criteria Air Pollutant and Precursor Emissions*. June 2020.

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31. U.S. Census Bureau. *Gridley city, California*. Available at: https://www.census.gov/quickfacts/gridleycitycalifornia. Accessed December 2022.
32. U.S. Fish & Wildlife Service. *National Wetlands Inventory*. Available at: https://fwsprimary.wim.usgs.gov/wetlands/apps/wetlands-mapper/. Accessed December 2022.

C. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Less Than Significant with Mitigation Incorporated" or as indicated by the checklist on the following pages.

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

D. DETERMINATION

On the basis of this initial study:

☐ 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 applicant. 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" on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature	Date
Donna Decker, Planning Director	City of Gridley
Printed Name	For

E. INTRODUCTION

This IS/MND provides an environmental analysis pursuant to the California Environmental Quality Act (CEQA) for the proposed project. The applicant has submitted this application to the City of Gridley, which is the Lead Agency for the purposes of CEQA review. The IS/MND contains an analysis of the environmental effects of construction and operation of the proposed project.

In 2009, the City of Gridley adopted the City of Gridley 2030 General Plan and the City of Gridley 2030 General Plan Environmental Impact Report (EIR). The General Plan EIR is a program EIR, prepared pursuant to Section 15168 of the CEQA Guidelines (Title 14, California Code of Regulations [CCR], Sections 15000 et seq.). The General Plan EIR analyzed full implementation of the City of Gridley 2030 General Plan and identified measures to mitigate the significant adverse project and cumulative impacts associated with the General Plan. Applicable portions of the General Plan and General Plan EIR are incorporated by reference, as necessary, as part of this IS/MND.

The impact discussions for each section of this IS/MND have been largely based on information in the City of Gridley 2030 General Plan and City of Gridley 2030 General Plan EIR, as well as technical studies prepared for the proposed project.

The mitigation measures prescribed for environmental effects described in this IS/MND would be implemented in conjunction with the project, as required by CEQA, and the mitigation measures would be incorporated into the project. In addition, a project Mitigation Monitoring and Reporting Program (MMRP) would be adopted in conjunction with approval of the project.

F. PROJECT DESCRIPTION

The following section provides a comprehensive description of the proposed project in accordance with CEQA Guidelines, including the project location and setting, and project components.

Project Location and Setting

The project site is located southeast of the intersection of Colusa Highway/Sycamore Street and Lewis Oak Road in the City of Gridley, California (see Figure 1 and Figure 2). The approximately 14.82-acre site, identified by APN 010-270-121, is currently undeveloped and consists of regularly disked grasses and approximately 30 trees. Surrounding existing land uses include agricultural land and single-family residences to the east, agricultural land to the south and west, and the partially piped Biggs West Gridley Water District Canal directly to the north, with single-family residences and undeveloped land further north. The City of Gridley designates the project site as Residential and the site is zoned as R-S and A-O.

Project Components

The proposed project would include subdivision of the project site into 70 lots and subsequent development of 69 affordable single-family residential units, as well as a stormwater detention basin (see Figure 3). All on-site trees are anticipated to be removed. The proposed project would also include development of an internal roadway network. The following sections provide additional details related to the proposed Rezone, Tentative Subdivision Map, and Design Review.

Figure 1
Regional Project Location

Figure 2
Project Vicinity Map

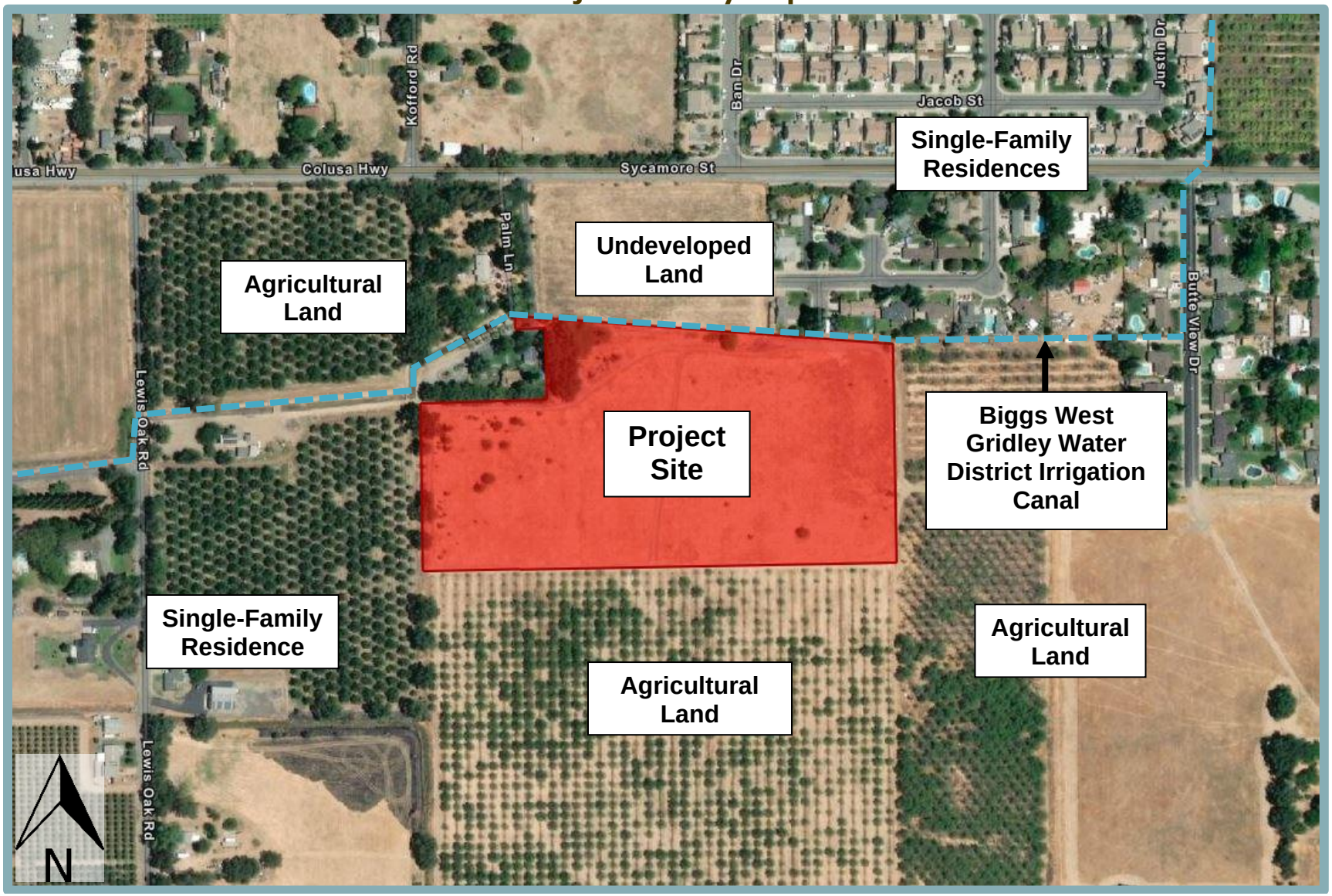
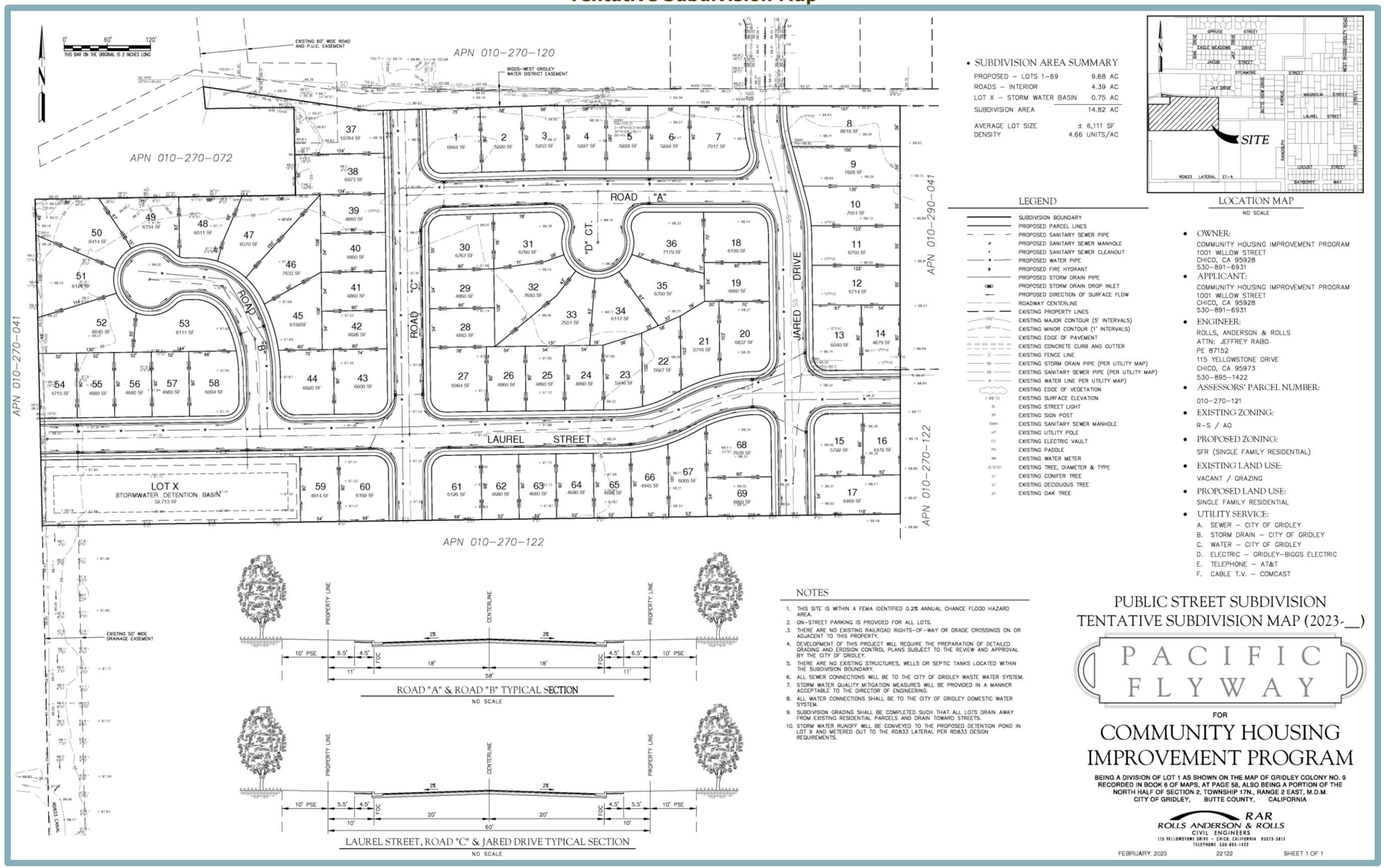


Figure 3
Tentative Subdivision Map



Rezone

The proposed project would require approval of a Rezone to change the zoning designation of the project site from R-S to R-1, and remove the AO zoning designation. The purpose of the R-1 residential district regulation is to allow a designated area for low-density residential development. Approval of a Rezone would ensure compatibility with surrounding land uses, and maintain substantial compliance with the City's General Plan.

Tentative Subdivision Map

The Tentative Subdivision Map would subdivide the project site into 70 lots for future development of 69 single-family residences and a stormwater detention basin, as well as an internal roadway network (see Figure 3).

An internal roadway system would be constructed throughout the project site to provide access to each unit. Primary site access would be provided by an extension of Jared Drive from the north, and the development of Laurel Street, which would bisect the site from east to west.

Water and sanitary service for the proposed project would be provided by the City of Gridley. The proposed project would connect to existing utility lines within the project area. Runoff from new impervious surfaces on the project site is anticipated to be collected in curbs, gutters, and a new network of stormwater lines throughout the site. Stormwater at the project site would be directed toward the stormwater detention basin in the southwest corner of the site.

Design Review

Development of the proposed project would be subject to the City's Design Standards and Requirements outlined in Chapter 16.21 of the City's Municipal Code. The purpose of the regulations is to allow design review of all developments, signs, buildings, structures, and other facilities.

Discretionary Actions

The proposed project would require the following approvals from the City of Gridley:

- Adoption of the IS/MND;
- Adoption of the MMRP;
- Rezone to change the zoning designation from R-S and A-O to R-1;
- Tentative Subdivision Map; and
- Design Review.

G. ENVIRONMENTAL CHECKLIST

The following checklist contains the environmental checklist form presented in Appendix G of the CEQA Guidelines. The checklist form is used to describe the impacts of the proposed project. A discussion follows each environmental issue identified in the checklist. For this checklist, the following designations are used:

Potentially Significant Impact: An impact that could be significant, and for which no mitigation has been identified. If any potentially significant impacts are identified, an EIR must be prepared.

Less Than Significant with Mitigation Incorporated: An impact that requires mitigation to reduce the impact to a less-than-significant level.

Less-Than-Significant Impact: Any impact that would not be considered significant under CEQA relative to existing standards.

No Impact: The project would not have any impact.

I. AESTHETICS. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista?	☐	☐	✖	☐
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?	☐	☐	☐	✖
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	✖	☐
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	✖	☐

Discussion

a. Examples of typical scenic vistas include mountain ranges, ridgelines, or bodies of water as viewed from a highway, public space, or other area designated for the express purpose of viewing and sightseeing. In general, a project's impact to a scenic vista would occur if development of the project would substantially change or remove a scenic vista. A scenic resource includes any such areas designated by a federal, State, or local agency. Examples of typical scenic vistas include mountain ranges, ridgelines, or bodies of water as viewed from a highway, public space, or other area designated for the express purpose of viewing and sightseeing. In general, a project's impact to a scenic vista would occur if development of the project would substantially change or remove a scenic vista.

The project site is not located within a wilderness area, park, scenic area, or any other visually sensitive area. Existing public viewpoints of the project site include views from motorists, bicyclists, and pedestrians travelling on Colusa Highway/Sycamore Street, Jay Drive, and Jared Drive. The City of Gridley General Plan EIR defines views of the Sutter Buttes, located south of the City, as the only scenic vista within the vicinity.[1] Views of the Sutter Buttes are not available from the project site and the project site is not located in a designated scenic or visually sensitive area. In addition, the residential nature of the proposed project is consistent with the existing visual character of the project vicinity, specifically the residences north and east of the site. Furthermore, because the proposed project would be consistent with the General Plan land use designation for the site, potential impacts to scenic vistas and visual character associated with future development of the project site were already evaluated and considered in the General Plan EIR analysis.

Based on the above, a ***less-than-significant*** impact would occur related to having a substantial adverse effect on a scenic vista.

[1] City of Gridley. *City of Gridley 2030 General Plan Environmental Impact Report* [pg. 4.11-3]. November 2009.

b. According to the California Scenic Highway Mapping System, portions of State Route (SR) 49 in the project area are listed as Officially Designated State Scenic Highways, while portions of SR 49 and SR 70 are listed as "Eligible" for designation.[2] The project site is located approximately 37 miles southwest of the portion of SR 49, which is an Officially Designated State Scenic Highway. The project site is also located approximately 16 miles southwest of SR 70, which is listed as Eligible for designation. Views of the project site from either highway are not currently available due to the substantial distance and intervening urban development. Development of the proposed project would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State Scenic Highway. Therefore, ***no impact*** would occur.

c. The project site is located within a developed area of the City. Therefore, the applicable CEQA consideration is whether the project would conflict with applicable zoning and other regulations related to scenic quality.

   The proposed project is consistent with the City of Gridley General Plan, and, therefore, the project site has been previously anticipated for residential development by the City's General Plan, and impacts related to degradation of visual character and quality were analyzed in the General Plan EIR. While the project would require a Rezone to change the zoning designation from R-S to R-1 and remove the A-O zoning overlay, the proposed development would be generally consistent with the type of residential development anticipated for the site, as well as the existing residential development to the north and east of the site.

   Furthermore, pursuant to Chapter 16.21 of the City's Municipal Code, implementation of the proposed project would also require Design Review, which is a City regulation related to scenic quality. Design Review would ensure that the aesthetic and architectural design of the development be compatible with surrounding development.

   Based on the above, the proposed project would not conflict with applicable zoning and other regulations governing scenic qualities, and a ***less-than-significant*** impact would occur.

d. Sources of light do not currently exist on the project site. However, off-site light sources include streetlights and traffic along Palm Lane, Jared Drive, and Colusa Highway/Sycamore Street, as well as from surrounding residential developments. Development of the project site with 69 single-family residences and the internal road system would add new sources of light and glare to the site where sources do not currently exist. The proposed project is anticipated to include streetlights along internal roadways and the project frontage, as well as interior lights from windows of the proposed residences. Anticipated light sources are expected to be similar to that of the surrounding area.

   Pursuant to Section 16.24.080 of the City's Municipal Code, subdivision lighting facilities are required to adhere to the recommendations of the Public Works Department. For example, the Gridley Public Works Construction Standards require street lights to be 100

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[2] California Department of Transportation. *California State Scenic Highway System Map.* Available at: https://www.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa. Accessed January 2023.

Watt High Pressure Sodium Lights or low-emitting diode (LED) lighting fixtures installed on 25-foot tapered steel poles with eight-foot arms.[3] In addition, because the proposed project would be consistent with the General Plan land use designation for the site, the impacts of new sources of light or glare associated with future development of the project site were already evaluated and considered in the General Plan EIR analysis. Therefore, any creation of new sources of light and glare by the proposed project would be considered a ***less-than-significant*** impact.

[3] City of Gridley. *Public Works Construction Standards* [pg. 16]. Revised December 19, 2016.

II. AGRICULTURE AND FOREST RESOURCES. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	✖	☐
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	✖	☐
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	✖
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	✖
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	✖	☐

Discussion

a,e. The project site is undeveloped; however, the project site shows signs of regular disking and may have been subject to past agricultural use. According to the Natural Resources Conservation Service's (NRCS) National Cooperative Soil Survey, the western portion of the site contains soils classified as Gridley taxadjunct loam, and the eastern portion of the site contains soils classified as Liveoak sandy loam. The Gridley taxadjunct loam soil type is listed as Farmland of Statewide Importance, and the Liveoak sandy loam soil type is listed as Prime Farmland if Irrigated.[4] However, according to the California Department of Conservation Farmland Mapping and Monitoring Program, which considers farmland suitability with respect to several environmental factors in addition to soil type, the project site is designated as Grazing Land.[5]

Based on the above information, the on-site soils have the potential to be considered farmland. For example, the eastern portion of the project site contains soils listed by the NRCS as Prime Farmland if Irrigated. However, based other site considerations, such as the historic use of the site and existing irrigation, the California Department of Conservation's Farmland Mapping and Monitoring Program determined that the project site is considered Grazing Land, which is not considered important farmland. Furthermore, it is noted that the project site has been designated by the General Plan for residential development and, as such, the site has already been anticipated for non-agricultural development.

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[4] Natural Resources Conservation Service. *Soil Map – Butte Area, California, Parts of Butte and Plumas Counties*. February 3, 2023.

[5] California Department of Conservation. *California Important Farmland Finder.* Available at: https://maps.conservation.ca.gov/dlrp/ciff/. Accessed December 2022.

Based on the above, development of the proposed project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use or result in the loss of forest land to non-forest use. Thus, a ***less-than-significant*** impact would occur as a result of the proposed project.

b. Currently, the project site is designated as Residential by the City's General Plan and the site is currently zoned R-S and A-O. The site is not under an active William Act contract.[6]

The proposed project includes rezoning the project site from R-S to R-1 and removing the A-O overlay. Considering the existing General Plan designation for the project site, the City anticipated that the project site would be developed for residential uses, and did not anticipate agricultural activity to occur within the site. The rezoning of the site ensures consistency with the General Plan land use designation. The buildout of the project site was anticipated within the General Plan; therefore, the City of Gridley General Plan EIR anticipated the conversion of agricultural uses to urban development within the project site. In addition, implementation of General Plan policies and goals reduces the conversion of agricultural land to urban uses to as less-than-significant impact. As a result, the proposed project would result in a ***less-than-significant*** impact related to conflicting with existing zoning for agricultural use or a Williamson Act Contract.

c,d. The project site is not zoned forest land (as defined in PRC Section 12220[g]), timberland (as defined by PRC Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104[g]). Therefore, the proposed project would have ***no impact*** with regard to conversion of forest land or any potential conflict with forest land, timberland, or Timberland Production zoning.

[6] California Department of Conservation. *California Williamson Act Enrollment Finder.* Available at: https://gis.conservation.ca.gov/portal/home/webmap/viewer.html?webmap=18f7488c0a9d4d299f5e9c33b312f312. Accessed January 2023.

III. AIR QUALITY. *Would the project:*	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?	☐	✖	☐	☐
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	✖	☐	☐
c. Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	✖	☐
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	✖	☐

Discussion

a,b. The project site is located within the jurisdictional boundaries of the Butte County Air Quality Management District (BCAQMD). Federal and State ambient air quality standards (AAQS) have been established for six common air pollutants, known as criteria pollutants, due to the potential for pollutants to be detrimental to human health and the environment. The criteria pollutants include particulate matter (PM), ground-level ozone, carbon monoxide (CO), sulfur oxides, nitrogen oxides (NO_X), and lead. The BCAQMD is designated non-attainment for the federal and State 8-hour ozone, State 24-hour PM_{10} standards, and federal 24-hour $PM_{2.5}$ standards. The Clean Air Act requires each state to prepare an air quality control plan referred to as a State Implementation Plan (SIP). The SIPs are modified periodically to reflect the latest emissions inventories, planning documents, and rules and regulations of the air basins, as reported by their jurisdictional agencies.

Due to the non-attainment designations of the area, the BCAQMD periodically prepares and updates air quality plans that provide emission reduction strategies to achieve attainment of the national and State ambient air quality standards (AAQS), including control strategies to reduce air pollutant emissions through regulations, incentive programs, public education, and partnerships with other agencies. Adopted BCAQMD rules and regulations, as well as the thresholds of significance, have been developed with the intent to ensure continued attainment of AAQS, or to work towards attainment of AAQS for which the area is currently designated non-attainment, consistent with applicable air quality plans. By exceeding the BCAQMD's mass emission thresholds for operational emissions of ROG, NO_X, and PM_{10}, a project would be considered to conflict with or obstruct implementation of the BCAQMD's air quality planning efforts. The BCAQMD's adopted thresholds of significance for criteria pollutant emissions are presented in Table 1.

Table 1
BCAQMD Thresholds of Significance (lbs/day)

Pollutant	Operational	Construction
ROG	25	137
NO_X	25	137
PM_{10}	80	80

Source: BCAQMD, 2014.

In order to determine whether the proposed project would result in criteria pollutant emissions in excess of the applicable thresholds of significance presented above, the proposed project's construction and operational emissions were quantified using the web-based California Emissions Estimator Model (CalEEMod) software version 2020.4.0 – a statewide model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify air quality emissions, including greenhouse gas (GHG) emissions, from land use projects. The model applies inherent default values for various land uses, including construction data, trip generation rates, vehicle mix, trip length, average speed, etc. However, where project-specific data is available, such data should be input into the model.

The proposed project's estimated emissions associated with construction and operations and the project's contribution to cumulative air quality conditions are provided below. All CalEEMod results are included as Appendix A to this IS/MND.

Construction Emissions

During construction of the proposed project, various types of equipment and vehicles would temporarily operate on the project site. Construction exhaust emissions would be generated from construction equipment, vegetation clearing and earth movement activities, construction worker commutes, and construction material hauling for the entire construction period. The aforementioned activities would involve the use of diesel- and gasoline-powered equipment that would generate emissions of criteria pollutants. Project construction activities also represent sources of fugitive dust, which includes PM emissions. As construction of the proposed project would generate air pollutant emissions intermittently within the site and vicinity, until all construction has been completed, construction is a potential concern because the project is in a non-attainment area for ozone and PM_{10}.

According to the CalEEMod modeling results, buildout of the proposed project would result in maximum unmitigated construction criteria air pollutant emissions as shown in Table 2.

Table 2
Maximum Unmitigated Construction Emissions (lbs/day)

Pollutant	Project Emissions	Threshold of Significance	Exceeds Threshold?
ROG	9.78	137	**NO**
NO_X	34.56	137	**NO**
PM_{10}	21.02	80	**NO**

Source: CalEEMod, January 2023 (see Appendix A).

As presented in the table, emissions of ROG, NO_X and PM_{10} would be below the applicable air quality thresholds set forth by the BCAQMD. Thus, project construction would not result in a significant impact related to criteria pollutant emissions.

Operational Emissions

Operational emissions of ROG, NO_X, and PM would be generated by the proposed project from both mobile and stationary sources. Day-to-day activities, such as the future vehicle trips to and from the project site, would make up the majority of the mobile emissions. Emissions would also occur from area sources, such as landscape maintenance equipment exhaust.

According to the CalEEMod results, the proposed project would result in maximum unmitigated operational criteria air pollutant emissions as shown in Table 3.

Table 3
Maximum Unmitigated Operational Emissions (lbs/day)

Pollutant	Project Emissions	Threshold of Significance	Exceeds Threshold?
ROG	115.83	25	**YES**
NO_X	6.26	25	**NO**
PM_{10}	22.03	80	**NO**

Source: CalEEMod, January 2023 (see Appendix A).

As shown above, emissions of NO_X and PM_{10} would not exceed the applicable thresholds. However, operational emissions of ROG would exceed the applicable air quality threshold. Therefore, a potentially significant impact related to criteria pollutant emissions could occur during project operations.

Cumulative Emissions

Past, present and future development projects contribute to the region's adverse air quality impacts on a cumulative basis. By nature, air pollution is largely a cumulative impact. A single project is not sufficient in size to, by itself, result in nonattainment of AAQS. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. If a project's contribution to the cumulative impact is considerable, then the project's impact on air quality would be considered significant.

Adopted BCAQMD rules and regulations, including the thresholds of significance, have been developed with the intent to ensure continued attainment of AAQS, or to work towards attainment of AAQS for which the area is currently designated non-attainment, consistent with applicable air quality plans. As future attainment of AAQS is a function of successful implementation of BCAQMD's planning efforts, by exceeding the BCAQMD's project-level thresholds for construction or operational emissions, a project could contribute to the region's non-attainment status for ozone and PM emissions and could be considered to conflict with or obstruct implementation of the BCAQMD's air quality planning efforts.

As discussed above, the proposed project would result in operational emissions of ROG that exceed the applicable BCAQMD threshold of significance for criteria pollutants. Therefore, the project could be considered to result in a cumulatively considerable net increase of a criteria pollutant for which the project region is non-attainment.

Conclusion

As discussed above, construction-related emissions resulting from implementation of the proposed project would be below BCAQMD's applicable thresholds of significance. However, during operations, emissions of ROG were modeled to exceed the applicable thresholds. Thus, the proposed project could violate an AAQS or contribute substantially to an existing or projected air quality violation, and a ***potentially significant*** impact could occur.

Mitigation Measure(s)

The majority of ROG emissions associated with project operations originate from the combustion of wood. Therefore, by prohibiting wood-burning fireplaces, as required by Mitigation Measure III-1, operational emissions would be reduced to the levels presented in Table 4, which are below the BCAQMD thresholds of significance. Thus, implementation of the following mitigation measure would reduce the above potential impact to a *less-than-significant* level.

Table 4
Maximum Mitigated Operational Emissions (lbs/day)

Pollutant	Project Emissions	Threshold of Significance	Exceeds Threshold?
ROG	6.68	25	**NO**
NO_X	5.34	25	**NO**
PM_{10}	3.30	80	**NO**

Source: CalEEMod, January 2023.

III-1. *Prior to issuance of building permits for the proposed project, the project applicant shall demonstrate via project design and/or notation included on project design that only natural gas hearths (fireplaces) shall be installed in the proposed residences and wood-burning hearths shall be prohibited. Conformance with the foregoing requirements shall be confirmed through review and approval of building permit plans by the City of Gridley Planning Services Department.*

c. Some land uses are considered more sensitive to air pollution than others, due to the types of population groups or activities involved. Heightened sensitivity may be caused by health problems, proximity to the emissions source, and/or duration of exposure to air pollutants. Children, pregnant women, the elderly, and those with existing health problems are especially vulnerable to the effects of air pollution. Sensitive receptors are typically defined as facilities where sensitive receptor population groups (i.e., children, the elderly, the acutely ill, and the chronically ill) are likely to be located. Accordingly, land uses that are typically considered to be sensitive receptors include residences, schools, playgrounds, childcare centers, retirement homes, convalescent homes, hospitals, and medical clinics. The nearest sensitive uses include the single-family residences northwest of the project site, with the nearest located approximately 40 feet outside of the site boundary.

The major pollutant concentrations of concern are localized CO emissions, TAC, and criteria pollutants, which are addressed in further detail below.

Localized CO Emissions

Localized concentrations of CO are related to the levels of traffic and congestion along streets and at intersections. Recent improvements to vehicle emissions controls and operating systems have generally reduced CO emissions from on-road vehicles. Nevertheless, projects contributing to adverse traffic impacts may result in the formation of CO hotspots. High levels of localized CO concentrations are only expected where background levels are high, and traffic volumes and congestion levels are high.

The BCAQMD is in attainment for CO emissions, and, thus, does not have an established threshold for CO emissions. Furthermore, a nearby air district, the Sacramento

Metropolitan Air Quality Management District (SMAQMD), who has authority over a portion of the SVAB, has established that emissions of CO are generally of less concern than other criteria pollutants, as operational activities are not likely to generate substantial quantities of CO, and the SVAB has been in attainment for CO for multiple years.[7] The proposed project would not involve operational changes that could result in long-term generation of CO. The use of construction equipment at the project site would result in limited generation of CO; however, the total amount of CO emitted by construction equipment would be minimal and would not have the potential to result in health risks to any nearby receptors. Consequently, the proposed project would not expose sensitive receptors to substantial pollutant concentrations associated with localized CO emissions.

TAC Emissions

Another category of environmental concern is TACs. The CARB's *Air Quality and Land Use Handbook: A Community Health Perspective* (Handbook) provides recommended setback distances for sensitive land uses from major sources of TACs, including, but not limited to, freeways and high traffic roads, distribution centers, and rail yards.[8] The CARB has identified diesel particulate matter (DPM) from diesel-fueled engines as a TAC; thus, high volume freeways, stationary diesel engines, and facilities attracting heavy and constant diesel vehicle traffic are identified as having the highest associated health risks from DPM. Health risks associated with TACs are a function of both the concentration of emissions and the duration of exposure, where the higher the concentration and/or the longer the period of time that a sensitive receptor is exposed to pollutant concentrations would correlate to a higher health risk.

The proposed project does not include any operations that would be considered a substantial source of TACs. Accordingly, operations of the proposed project would not expose sensitive receptors to excess concentrations of TACs.

Construction-related activities have the potential to generate concentrations of TACs, specifically DPM, from on-road haul trucks and off-road equipment exhaust emissions. However, construction would be temporary and would occur over a relatively short duration in comparison to the operational lifetime of the proposed project. While methodologies for conducting health risk assessments are associated with long-term exposure periods (e.g., over a 30-year period or longer), construction activities associated with the proposed project were estimated to occur over an approximately one-year period. Only portions of the site would be disturbed at a time throughout the construction period, with operation of construction equipment occurring intermittently throughout the course of a day rather than continuously at any one location on the project site. In addition, all construction equipment and operation thereof would be regulated pursuant to the In-Use Off-Road Diesel Vehicle Regulation. The In-Use Off-Road Diesel Vehicle Regulation includes emissions reducing requirements such as limitations on vehicle idling, disclosure, reporting, and labeling requirements for existing vehicles, as well as standards relating to fleet average emissions and the use of best available control technologies. Thus, the likelihood that any one sensitive receptor would be exposed to high concentrations of DPM for any extended period of time would be low, and the proposed project would not expose any existing sensitive receptors to any new permanent or substantial TAC emissions.

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7 Sacramento Metropolitan Air Quality Management District. *Guide to Air Quality Assessment, Chapter 4: Operational Criteria Air Pollutant and Precursor Emissions*. June 2020.

8 California Air Resources Board. *Air Quality and Land Use Handbook: A Community Health Perspective*. April 2005.

Criteria Pollutants

The BCAQMD thresholds of significance were established with consideration given to the health-based air quality standards established by the national and California AAQS (NAAQS and CAAQS, respectively), and are designed to aid the district in achieving attainment of the NAAQS and CAAQS. Although the BCAQMD's thresholds of significance are intended to aid achievement of the NAAQS and CAAQS for which the SVAB is in nonattainment, the thresholds of significance do not represent a level above which individual project-level emissions would directly result in public health impacts. Nevertheless, a project's compliance with BCAQMD's thresholds of significance provides an indication that criteria pollutants released as a result of project implementation would not inhibit attainment of the health-based regional NAAQS and CAAQS. With implementation of Mitigation Measure III-1, project-related emissions would not exceed the BCAQMD's thresholds and, thus, would not inhibit attainment of regional NAAQS and CAAQS. Therefore, the criteria pollutants emitted during project implementation would not be anticipated to result in measurable health impacts to sensitive receptors. Accordingly, the proposed project would not expose sensitive receptors to excess concentrations of criteria pollutants.

Conclusion

Based on the above discussion, the proposed project would not expose any sensitive receptors to substantial concentrations of pollutants, including localized CO, TACs, or criteria pollutants, during construction or operation. Therefore, the proposed project would result in a ***less-than-significant*** impact related to the exposure of sensitive receptors to substantial pollutant concentrations.

d. Emissions of principal concern include emissions leading to odors, emission that have the potential to cause dust, or emissions considered to constitute air pollutants. Air pollutants have been discussed in questions 'a' through 'c' above. Therefore, the following discussion focuses on emissions of odors and dust.

Odors

While offensive odors rarely cause physical harm, they can be unpleasant, leading to considerable annoyance and distress among the public and can generate citizen complaints to local governments and air districts. Due to the subjective nature of odor impacts, the number of variables that can influence the potential for an odor impact, and the variety of odor sources, quantitative or formulaic methodologies to determine the presence of a significant odor impact are difficult. Adverse effects of odors on residential areas and other sensitive receptors warrant the closest scrutiny; but consideration should also be given to other land use types where people congregate, such as recreational facilities, worksites, and commercial areas. The potential for an odor impact is dependent on a number of variables, including the nature of the odor source, distance between a receptor and an odor source, and local meteorological conditions.

Examples of land uses that have the potential to generate considerable odors include, but are not limited to, wastewater treatment plants, landfills, confined animal facilities, composting stations, food manufacturing plants, refineries, and chemical plants. The proposed project would not introduce any such land uses. Furthermore, residential uses are not typically associated with odors and the proposed project would be consistent with typical residential uses.

Odors associated with diesel exhaust emissions from construction equipment may be considered objectionable. However, the proposed project would be subject to all relevant regulations related to odors, including BCAQMD Rule 200, Nuisance. Thus, while not anticipated, if odor complaints are made during project construction, the BCAQMD would ensure that such odors are addressed, and any potential odor effects reduced to less than significant.

Dust

Construction of the proposed project would be required to comply with all applicable BCAQMD rules and regulations, including, but not limited to, Rule 201, Visible Emissions, Rule 202, Particulate Matter Concentration, and Rule 205, Fugitive Dust Emissions. Compliance with BCAQMD rules and regulations would help to ensure that dust is minimized during project construction.

Following project construction, vehicles operating within the project site would be limited to paved areas of the site, which would not have the potential to create substantial dust emissions. Thus, project operations would not include sources of dust that could adversely affect a substantial number of people.

Conclusion

For the reasons discussed above, construction and operation of the proposed project would not result in emissions, such as those leading to odors and/or dust, that would adversely affect a substantial number of people, and a ***less-than-significant*** impact would occur.

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

Discussion

a. Currently, the project site is undeveloped and consists of regularly disked grasses and approximately 30 trees. Surrounding existing land uses include agricultural land and single-family residences to the east, agricultural land to the south and west, and the partially piped Biggs West Gridley Water District Canal directly to the north, with single-family residences and undeveloped land further north.

A search of published records of special-status plant and wildlife species was conducted using the California Natural Diversity Database (CNDDB). The intent of the database review was to identify documented occurrences of special-status species in the vicinity of the project area, to determine the locations of the species relative to the project site, and to evaluate their habitat requirements of the species. Special-status species include the following:

- Plant and wildlife species that have been formally listed, are proposed as endangered or threatened, or are candidates for such listing under the federal and State Endangered Species Acts. Both acts afford protection to listed species;
- California Department of Fish and Wildlife (CDFW) Species of Special Concern, which are species that face extirpation in California if current population and habitat trends continue;

- CDFW fully protected species; and
- Species on California Native Plant Society (CNPS) Lists 1 and 2.

Although CDFW Species of Special Concern generally do not have special legal status, they are given special consideration under CEQA. In addition to regulations for special-status species, most birds in the U.S., including non-special-status species, are protected by the Migratory Bird Treaty Act (MBTA) of 1918. Under the MBTA, destroying active nests, eggs, and young is illegal.

The results of the database review are discussed below.

Special-Status Plants

Based on the results of the CNDDB search, a total of 20 special-status plant species have been documented within the project region. However, because the project site lacks vernal pools, wetlands, riparian forest, and other forms of aquatic habitat, six of the 20 species were eliminated from further consideration due to lack of suitable on-site habitat. The remaining 14 special-status plant species with the potential to occur on the project site require valley and foothill grassland. Although valley and foothill grassland may occur on the project site, the project site is located in a developed area and has been subject to past disturbance, such as disking and mowing. Therefore, suitable habitat for the remaining 14 special-status plant species does not occur on-site, and implementation of the proposed project would not result in adverse effects related to special-status plants.

Special-Status Wildlife

Based on the CNDDB search, a total of 27 special-status wildlife species have been documented within the project region. However, 19 of the 27 species were eliminated from further consideration due to a lack of suitable on-site habitat. However, the on-site ruderal grassland and trees could provide potential habitat for the remaining eight special-status wildlife species, which include six mammals (American badger, Marysville California kangaroo rat, Townsend's big-eared bat, pallid bat, and western mastiff bat) and three birds (Swainson's hawk, burrowing owl, and northern harrier). Furthermore, other avian species protected by the MBTA could use the existing grassland and trees as foraging and potential nesting habitat.

American Badger and Marysville California Kangaroo Rat

The American badger and Marysville California kangaroo rat are designated by the CDFW as Species of Special Concern. The American badger inhabits drier open stages of most shrub, forest and herbaceous habitats with friable soils, specifically grassland environments. The Marysville California kangaroo rats are typically found in areas with chapparal, and valley and foothill grasslands. The project site and the surrounding agricultural land could present suitable habitat for American badger and the Marysville California kangaroo rat. In addition, the on-site habitat could support California ground squirrels, which provide a prey base for both species. Thus, in the event that such species occur on-site, ground-disturbing activities could result in an adverse effect to American badger and Marysville California kangaroo rat.

Townsend's Big-Eared Bat, Pallid Bat and Western Mastiff Bat

Townsend's big-eared bat, pallid bat, and western mastiff bat are designated by the CDFW as Species of Special Concern. The aforementioned bats roost primarily in caves and cave-like roosting habitat, including abandoned mines, and have also been reported to

utilize buildings, bridges, rock crevices, and hollow trees as roost sites. The bats forage in edge habitats along streams and adjacent to and within a variety of wooded habitats.

Given that the site includes trees that may provide suitable roosting habitat for the aforementioned bat species, development of the site could result in a significant adverse impact to the species. Therefore, protocol-level surveys would be required to confirm the presence or absence of the Townsend's big-eared bat, pallid bat, and/or western mastiff bat within the project site prior to any ground disturbance associated with future development. Without the completion of the aforementioned surveys, development of the proposed project could have a substantial adverse effect, either directly or through habitat modifications, on Townsend's big-eared bat, pallid bat, and/or western mastiff bat.

Swainson's Hawk

The Swainson's hawk is a State-listed threatened species. The Swainson's hawk is generally a summer visitor to California; however, a small population of Swainson's hawks remain residents in California year-round. The Swainson's hawk inhabits open to semi-open areas at low to middle elevations in valleys, dry meadows, foothills, and level uplands. The species nests almost exclusively in trees and will nest in almost any tree species that is at least 10 feet tall. Swainson's hawks also occasionally nest in shrubs, on telephone poles, and on the ground. Foraging habitats include alfalfa fields, fallow fields, beet, tomato, and other low-growing row or field crops, dry-land and irrigated pasture, and rice land when not flooded. In addition, agricultural practices allow for access to prey, and very likely increases foraging success of Swainson's hawks when farm equipment flushes prey during harvesting.

On-site trees could offer suitable nesting habitat for Swainson's hawk. In addition, the agricultural fields located south, east, and west of the site are considered suitable foraging habitat for the species. Given that the site presents suitable nesting habitat for Swainson's hawk, development of the site could result in a significant adverse impact to the species. Therefore, protocol-level surveys would be required to confirm the presence or absence of Swainson's hawk within the project site prior to any ground disturbance associated with future development. Without the completion of the aforementioned surveys, development of the proposed project could have a substantial adverse effect, either directly or through habitat modifications, on Swainson's hawk.

Burrowing Owl

The burrowing owl is designated by CDFW as a Species of Special Concern. Burrowing owls are found in open arid and semiarid habitats with short or sparse vegetation, including grasslands, deserts, agricultural fields, ruderal areas and open, landscaped areas. The species is dependent on mammals such as the California ground squirrel that dig underground burrows, which the owls occupy. Some burrowing owls have adapted to urban landscapes, and in some instances, open lots, roadsides, and landscaped areas can provide suitable habitat. Breeding typically occurs from March to August but can begin as early as February and can last into December.

CNDDB records for the burrowing owl show the project site being located within a potential habitat area for the species, and the grasslands on-site could provide burrowing habitat for the species. Therefore, protocol-level surveys would be required to confirm the presence or absence of burrowing owl within the project site prior to any ground disturbance associated with future development. Without the completion of the

aforementioned surveys, development of the proposed project could have a substantial adverse effect, either directly or through habitat modifications, on burrowing owl.

Northern Harrier

The northern harrier is designated by CDFW as a Species of Special Concern. Northern harrier frequents meadows, grasslands, open rangelands, freshwater emergent wetlands, and are uncommon in wooded habitats. The project site and agricultural fields located south, east, and west of the site are considered suitable foraging and nesting habitat for the species. Given that the site presents suitable nesting and foraging habitat for northern harrier, development of the site could result in a significant adverse impact to the species. Therefore, protocol-level surveys would be required to confirm the presence or absence of northern harrier within the project site prior to any ground disturbance associated with future development. Without the completion of the aforementioned surveys, development of the proposed project could have a substantial adverse effect, either directly or through habitat modifications, on northern harrier.

Other Nesting Migratory Birds and Raptors

The project site contains existing trees that could be used by raptors and other migratory birds protected by the MBTA for nesting. Such trees would be removed as part of the proposed project. Thus, tree removal could result in direct impacts to nesting birds, and mechanized work and vehicle traffic associated with construction of the proposed project could indirectly disturb nesting birds and result in nest abandonment if individuals are present during initiation of ground-disturbing activity. In the event that such species occur on-site during the breeding season, project construction activities could result in an adverse effect to species protected under the MBTA and/or CDFW.

Conclusion

Based on the above, the proposed project could have an adverse effect, either directly or through habitat modifications, on American badger, Marysville California kangaroo rat, Townsend's big-eared bat, pallid bat, western mastiff bat, Swainson's hawk, burrowing owl, northern harrier, and other bird and raptor species protected by the MBTA, and a ***potentially significant*** impact could occur.

Mitigation Measure(s)

Implementation of the following mitigation measures would reduce the above potential impact to a *less-than-significant* level.

American Badger

IV-1. *Within 15 days prior to the initiation of construction activities, a qualified biologist shall conduct pre-construction surveys of the grassland habitat on the site to identify any potential American badger burrows/dens. If the pre-construction survey does not show evidence of American badger burrows/dens, a letter report documenting the results of the survey shall be provided to the City of Gridley Planning Services Department, and additional measures are not required.*

If a potential American badger burrow/den is found during the surveys, coordination with the CDFW shall be undertaken in order to develop a suitable strategy to avoid impacts to American badger. After CDFW approval, impacts to active American badger dens shall be avoided by

establishing exclusion zones around all active badger dens, within which construction related activities shall be prohibited until denning activities are complete or the den is abandoned. A qualified biologist shall monitor each den once per week in order to track the status of the den and to determine when a den area has been cleared for construction. The project proponent shall be responsible for the implementation of this mitigation measure, subject to monitoring by the City of Gridley Planning Services Department.

Marysville California Kangaroo Rat

IV-2. *Within 15 days prior to the initiation of construction activities, a qualified biologist shall conduct preconstruction surveys for Marysville California kangaroo rat nests within the development footprint. If the pre-construction survey does not show evidence of Marysville California kangaroo rat nests, a letter report documenting the results of the survey shall be provided to the City of Gridley Planning Services Department, and additional measures are not required.*

All nests shall be flagged for avoidance of direct construction impacts where feasible, subject to approval by the City of Gridley Planning Services Department. If a potential Marysville California kangaroo rat nest is found during the surveys, coordination with the CDFW shall be undertaken in order to develop a suitable strategy to avoid impacts to the Marysville California kangaroo rat. After CDFW approval, impacts to active Marysville California kangaroo rat nests shall be avoided by establishing exclusion zones around all active kangaroo rat nests, within which construction related activities shall be prohibited until nesting activities are complete or the nest is abandoned.

If impacts cannot be avoided, nests shall be dismantled no more than three days prior to construction activities starting at each midden location. All vegetation and duff materials shall be removed from three feet around the midden prior to dismantling so that the occupants do not attempt to rebuild. Middens are to be slowly dismantled by hand in order to allow the occupants to disperse. The project proponent shall be responsible for the implementation of this mitigation measure, subject to monitoring by the City of Gridley Planning Services Department.

Special-Status Bats

IV-3. *Within seven days prior to the initiation of construction activities, a qualified biologist shall conduct a pre-construction bat roosting survey of the project site to identify the presence or absence of roosting bats. If the pre-construction survey does not show evidence of roosting bats, a letter report documenting the results of the survey shall be provided to the City of Gridley Planning Services Department, and additional measures are not required.*

If any bats are identified during roosting surveys, passive removal of the roosting bats prior to disturbance to structures and riparian and forested woodlands shall be implemented to avoid impacts to this species. Passive removal includes allowing roosting bats to freely leave the roost site

(riparian and forested woodlands and any structure). Once the roosting bats have been passively removed from the structure(s) and riparian and forested woodlands, the structure(s) would be closed off from recurring bat roosting within the structure(s) and the proposed work within the structure(s) would no longer pose a risk to individuals of the species. For riparian and forested woodlands containing bat roosts, the removal of trees associated with such woodlands would only occur once the bats leave the day roosts. Furthermore, if a maternal (breeding) roost is documented, no disturbance shall occur until the breeding roost has dispersed from the structure or vegetation they are found in.

Swainson's Hawk

IV-4. *Prior to the commencement of construction activities during the nesting season for Swanson's hawk (between March 1 and September 15), a qualified biologist shall conduct protocol-level preconstruction surveys within at least 2 (two) of the recommended survey periods within the nesting season that coincides with the commencement of construction activities, in accordance with the Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in California's Central Valley (Swainson's Hawk Technical Advisory Committee 2000). At least one survey shall be conducted within each survey period selected; the dates should be adjusted in consideration of early or late nesting seasons for the year in which the surveys are conducted. If the final survey is completed more than 14 days prior to initiation of construction, an additional survey shall be conducted within 14 days of the start of construction to ensure that nesting has not been initiated within the intervening time. The qualified biologist shall conduct surveys for nesting Swainson's hawk within 0.25 mile of the project site, where legally permitted. The qualified biologist shall use binoculars to visually determine whether Swainson's hawk nests occur within the 0.25-mile survey area, if access is denied on adjacent properties. If no active Swainson's hawk nests are identified on or within 0.25 mile of the project site within the recommended survey periods, a letter report summarizing the survey results shall be submitted to the City of Gridley within 30 days following the final survey, and no further avoidance and minimization measures for nesting habitat are required.*

If active Swainson's hawk nests are found within 0.25-mile of construction activities, the qualified biologist shall contact the City of Gridley within one business day following the pre-construction survey to report the findings. For the purposes of this mitigation measure, construction activities are defined to include heavy equipment operation associated with vegetation clearing, tree removal, grading, construction (use of cranes or draglines, new rock crushing) or other project-related activities that could cause nest abandonment or forced fledging within 0.25-mile of a nest site between February 15 and August 31. Should an active nest be present within 0.25-mile of the construction area, the City of Gridley shall be consulted to establish take avoidance plan. Such a plan could include measures such as establishment of a construction setback, placement of high-visibility construction fencing along the setback boundaries, and monitoring of the nest during construction activities. The qualified biologist shall have the authority to stop construction activities if the hawks show signs of distress;

if this occurs, construction may not resume until the City of Gridley is consulted and the construction setback is increased or other take-avoidance measures are modified. A letter report summarizing the survey results and describing implementation of the take avoidance measures will be submitted to the City of Gridley within 30 days of the final monitoring event. No further avoidance and minimization measures for nesting habitat would be required after submittal of the report.

Burrowing Owl

IV-5(a). *During the non-breeding season (late September through the end of January), the Applicant shall conduct a survey for burrowing owls and burrows or debris that represent suitable nesting or refugia habitat for burrowing owls within areas of proposed ground disturbance. Should owls be present, construction activities shall avoid the refugia by 250 feet until the burrowing owl vacates the site. CDFW may provide authorization for the applicant to conduct activities (burrow exclusion, etc.) that may discourage owl use.*

If clearing and construction activities are planned to occur during the nesting period for burrowing owls (February 1–August 31), a qualified biologist shall conduct a targeted burrowing owl nest survey of all accessible areas within 500 feet of the proposed construction area within 14 days prior to construction initiation, as described in CDFW's Staff Report on Burrowing Owl Mitigation, published March 7, 2012. Surveys shall be repeated if project activities are suspended or delayed for more than 14 days during nesting season. The results of the surveys shall be submitted to the Planning Services Department. If burrowing owls are not detected, further mitigation is not required.

If an active burrowing owl nest burrow (i.e., occupied by more than one adult owl, and/or juvenile owls are observed) is found within 250 feet of a construction area, construction shall cease within 250 feet of the nest burrow until a qualified biologist determines that the young have fledged and adult has vacated, or it is determined that the nesting attempt has failed. If the applicant desires to work within 250 feet of the nest burrow, the applicant shall consult with CDFW and the City to determine if the nest buffer can be reduced.

IV-5(b). *If nesting burrowing owls are found during the pre-construction survey, mitigation for the permanent loss of burrowing owl foraging habitat (defined as all areas of suitable habitat within 250 feet of the active burrow) shall be accomplished at a 1:1 ratio. The mitigation provided shall be consistent with recommendations in the CDFW Staff Report on Burrowing Owl Mitigation, dated March 7, 2012, and may be accomplished within the Swainson's hawk foraging habitat mitigation area for the project if burrowing owls have been documented utilizing that area, or if the qualified biologist, the City, and CDFW collectively determine that the mitigation strategy is suitable for both species.*

Other Nesting Migratory Birds and Raptors, Including Northern Harrier

IV-6. *Prior to construction of the proposed project, the project applicant shall implement the following measures to avoid or minimize impacts to migratory bird and/or raptor species protected under the Migratory Bird Treaty Act of 1918 (MBTA):*

- *If any site disturbance or construction activity for any phase of development is scheduled to begin between February 1 and August 31, a qualified biologist shall conduct a preconstruction survey for active tree nests and ground nests from publicly accessible areas within 15 days prior to site disturbance for any phase of development. The survey area shall cover the construction site and a 300-foot radius surrounding the construction site. The preconstruction survey results shall be submitted to the City of Gridley Planning Services Department for review. If nesting migratory birds and/or raptors are not found, then further mitigation measures are not necessary.*
- *If an active nest of a MBTA bird, or federally listed bird, is discovered that may be adversely affected by any site disturbance, or an injured or killed bird is found, the project applicant shall immediately:*
  - *Stop all work within a 300-foot radius of the discovery;*
  - *Notify the City of Gridley Planning Services Department; and*
  - *Not resume work within the 300-foot radius until authorized by a qualified biologist.*
- *If an active nest of a MBTA bird, or other federally listed bird, is discovered that may be adversely affected by any site disturbance, or an injured or killed bird is found, the biologist shall establish a minimum 300-foot Environmentally Sensitive Area around the nest. The Environmentally Sensitive Area may be reduced if the biologist determines that a smaller Environmentally Sensitive Area would still adequately protect the active nest. Further work may not occur within the Environmentally Sensitive Area until the biologist determines that the nest is no longer active.*

The above measures shall be included in the notes on construction drawings subject to review and approval by the City of Gridley Planning Services Director or Public Works Superintendent, or designee thereof, as applicable.

b,c. The project site does not contain riparian habitat or other sensitive natural communities, including wetlands. Natural drainage channels and adjacent wetlands may be considered "waters of the U.S." or "jurisdictional waters" subject to the jurisdiction of the U.S. Army Corps of Engineers (USACE). Based on the U.S. Fish and Wildlife Services (USFWS) National Wetland Inventory (NWI), wetlands do not occur on the project site.[9] In addition, the Phase I ESA was conducted for the proposed project verified the absence of wetlands

[9] U.S. Fish & Wildlife Service. *National Wetlands Inventory*. Available at: https://fwsprimary.wim.usgs.gov/wetlands/apps/wetlands-mapper/. Accessed December 2022.

on-site.[10] However, it is noted that a potential wetland, the Biggs West Gridley Water District Irrigation Canal, is piped parallel to the project site's northern border. However, the Biggs West Gridley Water District Irrigation Canal outfalls into surface water at the northwest corner of the project site.

Based on the NWI and the project's Phase I ESA, wetlands do not exist on the project site. Given that the project site is regularly disked, any potential wetland vegetation would have been removed. Therefore, "waters of the U.S." or "jurisdictional waters" do not occur on the project site.

In order to ensure that impacts to surface water in the Biggs West Gridley Water District Irrigation Canal, the proposed project would be required to comply with all applicable General Plan policies, including Conservation Policy 3.2, which states that new development must incorporate erosion control measures in grading and other construction activities designed to prevent erosion and discharge of silt and soil materials to streams. In addition, Conservation Policy 3.3 requires that waterways and floodplains are maintained in their natural condition, wherever possible. Compliance with such policies would include the implementation of construction best management practices (BMPs) throughout the completion of the proposed project, including ground stabilization for dust control, appropriate ground coverings to prevent runoff, and the installation of sediment barriers, where applicable. The proposed project would not involve wetland fill and other environmentally disruptive activity related to the surrounding wetland areas.

Based on the above, the proposed project would not have a substantial adverse effect on riparian habitat or another sensitive natural community identified in local or regional plans, policies, and regulations or by the CDFW or USFWS, or on State- and federally protected wetlands, as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.). Thus, a ***less-than-significant*** impact would occur.

d. Wildlife movement corridors are routes that animals regularly use and follow during seasonal migration, dispersal from native ranges, daily travel within home ranges, and inter-population movements. Movement corridors in California are typically associated with valleys, ridgelines, and rivers and creeks supporting riparian vegetation. While the project site is undeveloped, the area surrounding the project site consists of single-family residences and agricultural land. In addition, the project site does not contain streams or other waterways that could be used by migratory fish. Furthermore, vehicle traffic along Colusa Highway/Sycamore Street would be expected to discourage wildlife movements to and from the site. As such, the existing setting of the surrounding area limits the potential for use of the project site as a wildlife movement corridor.

   Based on the above, the proposed project would not interfere substantially with the movement of any resident or migratory fish or wildlife species or with established resident or migratory wildlife corridors, or impede the use of wildlife nursery sites. Thus, a ***less-than-significant*** impact would occur.

e. The proposed project would be required to comply with all landscaping requirements outlined in Section 13.14.090, Landscape design plan, of the City's Municipal Code, as well as development standards outlined in Chapter 17.22, R-1 Single Family Residential

[10] Broadbent & Associates, Inc. *Phase I Environmental Site Assessment, CHIP Gridley Parcel*. July 6, 2022.

District. Although the proposed project would involve the removal of 30 trees, on-site landscaping would include planting of new trees and would effectively replace those that were removed. However, the City of Gridley has not yet adopted a Tree Preservation Ordinance or tree standards. Therefore, the proposed project would not conflict with a local policies or ordinances protecting biological resources, and a ***less-than-significant*** impact would occur.

f. The project site is not located within an area that is subject to an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan. Therefore, the proposed project would have ***no impact*** related to a conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan.

V. CULTURAL RESOURCES. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	☐	✖	☐	☐
b. Cause a substantial adverse change in the significance of a unique archaeological resource pursuant to Section 15064.5?	☐	✖	☐	☐
c. Disturb any human remains, including those interred outside of dedicated cemeteries.	☐	✖	☐	☐

Discussion

a-c. Historical resources are features that are associated with the lives of historically important persons and/or historically significant events, that embody the distinctive characteristics of a type, period, region or method of construction, or that have yielded, or may be likely to yield, information important to the pre-history or history of the local area, California, or the nation. Examples of typical historical resources include, but are not limited to, buildings, farmsteads, rail lines, bridges, and trash scatters containing objects such as colored glass and ceramics.

In order to determine whether the project site contains significant historical resources, a records search of the California Historic Resources Information System (CHRIS) was performed by the Northeast Information Center (NEIC) for cultural resource site records and survey reports within the project area.[11] The CHRIS records search included review of archaeological resource records, historic properties records, official records and maps of archaeological sites and surveys in Butte County, the National Register of Historic Places (NRHP), and the California Register of Historical Resources (CRHR). The record search indicated that the site does not contain any recorded archeological or historical resources. In addition, base maps do not show recorded buildings or structures within the project site. However, seven historic resources have been recorded within the one-mile search radius of the project site.

A search of applicable ethnographic records determined that Native American resources are not referenced as being on-site or on adjacent properties. Any flats near sloughs, creeks, streams, springs, and seeps are sensitive for archaeological sites. Indigenous populations used the local region for seasonal and/or permanent settlement, as well as for the gathering of plants, roots, seeds, domestic materials, and hunting seasonal game. Historically, Euro-Americans utilized the region for farming and transportation opportunities. Based upon the above information and the local topography, the project site is located in an area considered to be moderately sensitive for prehistoric, protohistoric, and/or historic cultural resources. Additionally, based on the review of historical literature and maps, which did not give any indication of historic-period activity within the project site, the site carries a moderate potential for containing unrecorded historic-period cultural resources. A records search of the Native American Heritage Commission (NAHC) Sacred Lands File (SLF) was completed for the project site and returned negative results, indicating that sacred tribal lands are not known to exist on or near the project site.[12]

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11 Northeast Information Center. *Pacific Flyway Subdivision Project.* August 11, 2022.
12 Native American Heritage Commission. *Pacific Fly Away Subdivision Project, Butte County*. October 14, 2022.

While known resources do not exist on-site and the project site has been subject to prior disturbance, previously unknown historical or archaeological resources, including human remains, may exist in the project area. Such resources have the potential to be uncovered during ground-disturbing activities at the project site, and the proposed project could cause a substantial adverse change in the significance of a unique archaeological resource pursuant to CEQA Guidelines Section 15064.5 and/or disturb human remains, including those interred outside of dedicated cemeteries, during construction. Therefore, without mitigation, impacts could be considered ***potentially significant***.

Mitigation Measure(s)

Implementation of the following mitigation measures would reduce the above potential impact to a *less-than-significant* level.

V-1. *The following measure shall be noted on project Improvement Plans and implemented during construction:*

During construction activities, if historic and/or cultural resources are encountered during site grading or other site work, all such work shall be halted immediately within the area of discovery and the contractor shall immediately notify the City of the discovery. In such case, the applicant shall retain the services of a qualified archaeologist for the purpose of recording, protecting, or curating the discovery as appropriate. The archaeologist shall be required to submit to the City for review and approval a report of the findings and method of curation or protection of the resources. Further grading or site work within the vicinity of the discovery, as identified by the qualified archaeologist, shall not be allowed until the preceding steps have been taken.

V-2. *The following measure shall be noted on project Improvement Plans and implemented during construction:*

During construction activities, if prehistoric human interments (human burials or skeletal remains) are encountered within the native soils of the project site, all work shall be halted in the immediate vicinity of the find. The County Coroner, project superintendent, and the City shall be contacted immediately. The applicant shall retain the services of a qualified archaeologist for the purpose of evaluating the significance of the find. If the archaeologist suspects that potentially significant cultural remains or human burials have been encountered, the piece of equipment that encounters the suspected deposit shall be stopped, and the excavation inspected by the archaeologist. If the archaeologist determines that the remains are non-significant or non-cultural in origin, work can recommence immediately. However, if the suspected remains prove to be part of a significant deposit, all work shall be halted in that location until appropriate recordation and (possible) removal has been accomplished. If human remains (burials) are found, the County Coroner shall be contacted to evaluate the discovery area and determine the context; not all discovered human remains reflect Native American origins. However, in all cases where prehistoric or historic era Native American resources are involved, the Native American Heritage Commission shall be contacted to designate

appropriate representatives of the local Native American community, who also should be contacted about their concerns.

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

Discussion

a,b. The main forms of available energy supply are electricity, natural gas, and oil. A description of the 2022 California Green Building Standards Code and the Building Energy Efficiency Standards, with which the proposed project would be required to comply, as well as discussions regarding the proposed project's potential effects related to energy demand during construction and operations, are provided below.

California Green Building Standards Code

The 2022 California Green Building Standards Code, otherwise known as the CALGreen Code (CCR Title 24, Part 11), is a portion of the California Building Standards Code (CBSC), which became effective with the rest of the CBSC on January 1, 2023.[13] The purpose of the CALGreen Code is to improve public health, safety, and general welfare by enhancing the design and construction of buildings through the use of building concepts having a reduced negative impact or positive environmental impact and encouraging sustainable construction practices. The provisions of the code apply to the planning, design, operation, construction, use, and occupancy of every newly constructed building or structure throughout California. Requirements of the CALGreen Code include, but are not limited to, the following measures:

- Compliance with relevant regulations related to future installation of electric vehicle (EV) charging infrastructure in residential and non-residential structures;
- Indoor water use consumption is reduced through the establishment of maximum fixture water use rates;
- Outdoor landscaping must comply with the California Department of Water Resources' Modeling Water Efficient Landscape Ordinance (MWELO), or a local ordinance, whichever is more stringent, to reduce outdoor water use;
- Diversion of 65 percent of construction and demolition waste from landfills;
- Incentives for installation of electric heat pumps, which use less energy than traditional heating, ventilation, and air conditioning (HVAC) systems and water heaters;
- Required solar PV system and battery storage standards for certain buildings; and
- Mandatory use of low-pollutant emitting interior finish materials such as paints, carpet, vinyl flooring, and particle board.

Building Energy Efficiency Standards

The 2022 Building Energy Efficiency Standards is a portion of the CBSC, which expands upon energy-efficiency measures from the 2019 Building Energy Efficiency Standards,

[13] California Building Standards Commission. *2022 California Green Building Standards Code*. 2023.

went into effect starting January 1, 2023. The 2022 standards provide for additional efficiency improvements beyond the 2019 standards. The proposed project would be subject to all relevant provisions of the most recent update of the CBSC, including the Building Energy Efficiency Standards. Adherence to the most recent CALGreen Code and Building Energy Efficiency Standards would ensure that the proposed structure would consume energy efficiently.

Construction Energy Use

Construction of the proposed project would involve on-site energy demand and consumption related to use of oil in the form of gasoline and diesel fuel for construction worker vehicle trips, hauling and materials delivery truck trips, and operation of off-road construction equipment. In addition, diesel-fueled portable generators may be necessary to provide additional electricity demands for temporary on-site lighting, welding, and for supplying energy to areas of the site where energy supply cannot be met via a hookup to the existing electricity grid. Even during the most intense period of construction, due to the different types of construction activities (e.g., site preparation, grading, building construction), only portions of the project site would be disturbed at a time, with operation of construction equipment occurring at different locations on the project site, rather than a single location. Project construction would not involve the use of natural gas appliances or equipment.

All construction equipment and operation thereof would be regulated per the CARB's In-Use Off-Road Diesel Vehicle Regulation. The In-Use Off-Road Diesel Vehicle Regulation is intended to reduce emissions from in-use, off-road, heavy-duty diesel vehicles in California by imposing limits on idling, requiring all vehicles to be reported to CARB, restricting the addition of older vehicles into fleets, and requiring fleets to reduce emissions by retiring, replacing, or repowering older engines, or installing exhaust retrofits. In addition, as a means of reducing emissions, construction vehicles are required to become cleaner through the use of renewable energy resources. The In-Use Off-Road Diesel Vehicle Regulation would therefore help to improve fuel efficiency for equipment used in construction of the proposed project. Technological innovations and more stringent standards are being researched, such as multi-function equipment, hybrid equipment, or other design changes, which could help to further reduce demand on oil and limit emissions associated with construction.

Based on the above, the temporary increase in energy use occurring during construction of the proposed project would not result in a significant increase in peak or base demands or require additional capacity from local or regional energy supplies. In addition, construction activities would be required to comply with all applicable regulations related to energy conservation and fuel efficiency, which would help to reduce the temporary increase in demand.

Operational Energy Use

Following implementation of the proposed project, the City of Gridley Electric Utility Department would provide electricity to the project site. Energy use associated with operation of the proposed project would be typical of residential uses, requiring electricity for interior and exterior building lighting, HVAC, electronic equipment, machinery, refrigeration, appliances, security systems, and more. Maintenance activities during operations, such as landscape maintenance, would involve the use of electric or gas-powered equipment. In addition to on-site energy use, the proposed project would result

in transportation energy use associated with vehicle trips generated by the proposed residential development.

The proposed residential project would be subject to all relevant provisions of the most recent update of the CBSC, including the Building Energy Efficiency Standards. Adherence to the most recent CALGreen Code and the Building Energy Efficiency Standards would ensure that the proposed structures would consume energy efficiently through the incorporation of such features as efficient water heating systems, high performance attics and walls, and high efficacy lighting. Required compliance with the CBSC would ensure that the building energy use associated with the proposed project would not be wasteful, inefficient, or unnecessary. In addition, electricity supplied to the project site by the City of Gridley Electric Utility Department would comply with the State's Renewable Portfolio Standard (RPS), which requires investor-owned utilities, electric service providers, and community choice aggregators to increase procurement from eligible renewable energy resources to 60 percent by 2030. Thus, a portion of the energy consumed during operation of the proposed project would originate from renewable sources.

With regard to transportation energy use, the proposed project would comply with all applicable regulations associated with vehicle efficiency and fuel economy. In addition, as discussed in Section XVII, Transportation, of this IS/MND, the project site is not anticipated to substantially increase vehicle miles traveled (VMT). Furthermore, the City of Gridley is served by Butte County's regional public transit system, Butte Regional Transit, which provides connections between the cities of Gridley, Chico, Oroville, and Paradise. The project site is located 0.7 miles from Butte Regional Transit's Route 30 and 32 bus stops on Spruce Street. Public transit would provide access to several grocery stores, restaurants, and schools within close proximity to the project site. The site's access to public transit and proximity to bicycle and pedestrian facilities, such as existing sidewalks along Colusa Highway/Sycamore Street, Jay Drive, and Jared Drive would reduce VMT and, consequently, fuel consumption associated with the proposed single-family residences.

Conclusion

Based on the above, construction and operations of the proposed project would not result in wasteful, inefficient, or unnecessary consumption of energy resources or conflict with or obstruct a State or local plan for renewable energy or energy efficiency. Thus, a ***less-than-significant*** impact would occur.

VII. GEOLOGY AND SOILS. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	✖	☐
ii. Strong seismic ground shaking?	☐	☐	✖	☐
iii. Seismic-related ground failure, including liquefaction?	☐	☐	✖	☐
iv. Landslides?	☐	☐	✖	☐
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	✖	☐
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	✖	☐
d. Be located on expansive soil, as defined in Table 18-1B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	✖	☐
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	✖
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	✖	☐	☐

Discussion

ai-ii. According to the Soils Investigation Report prepared for the proposed project by Streamline Engineering (see Appendix B), the project site is not located within an Alquist-Priolo Special Studies Zone, and active faults are not present on-site.[14] Proper engineering of the proposed buildings in compliance with the CBSC would ensure that the proposed project would not be subject to substantial risks related to seismic ground shaking. Projects designed in accordance with the CBSC should be able to: 1) resist minor earthquakes without damage, 2) resist moderate earthquakes without structural damage but with some nonstructural damage, and 3) resist major earthquakes without collapse but with some structural as well as nonstructural damage. Conformance with the CBSC design standards would be enforced through building plan review and require approval by the City.

[14] Streamline Engineering. *Soils Investigation Report for Gridley Unit 1*. July 6, 2022.

Based on the above, the proposed project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault or strong seismic ground shaking. Thus, a ***less-than-significant*** impact would occur.

aiii,aiv, c. The proposed project's potential effects related to liquefaction, subsidence/settlement, landslides, lateral spreading, and expansive soils are discussed in detail below.

The Soils Investigation Report prepared for the project included a determination of the general seismicity of the site; field reconnaissance on June 1, 2022; boring at seven test pit locations throughout the project site; and provide soil classifications based on on-site observations and soil testing.

Liquefaction and Subsidence/Settlement

Liquefaction is the temporary transformation of loose, saturated granular sediments from a solid state to a liquefied state as a result of seismic ground shaking. In the process, the soil undergoes transient loss of strength, which commonly causes ground displacement or ground failure to occur. Because saturated soils are a necessary condition for liquefaction, soil layers in areas where the groundwater table is near the surface have higher liquefaction potential than those in which the water table is located at greater depths. Additionally, loose unsaturated sandy soils have the potential to settle during strong seismic shaking. Liquefaction can often result in subsidence or settlement. According to the Soils Investigation Report, groundwater was not encountered at any of the test pit locations. Given that groundwater was not encountered near the surface, the project site would have a lower potential for liquefaction.

The Department of Conservation has not mapped the City of Gridley to identify potential liquefaction zones;[15] however, according to the U.S. Department of Agriculture (USDA) Web Soil Survey conducted as part of the Phase I ESA, the soils within the project site consist of Gridley Taxadjunct loam with 0 to 2 percent slopes and the Liveoak Sandy Loam, with a 0 to 2 percent slope. Both soil types have a low liquefaction potential. Additionally, according to the Soils Investigation Report, development of the site would not expose persons to substantial adverse effects from ground failure, including liquefaction. Overall, implementation of the proposed project would not result in risks related to liquefaction and, thus, foundation subsidence or settlement is unlikely to occur.

Landslides

Seismically-induced landslides are triggered by earthquake ground shaking. The risk of landslide hazard is greatest in areas with steep, unstable slopes. According to the Soils Investigation Report, the topography of the project site is relatively flat. Although the project site has not been evaluated by the Department of Conservation for seismic landslide hazards,[16] given the flat topography of the project site, the proposed project would not be subject to substantial landslide risks.

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[15] California Department of Conservation. *California Earthquake Hazards Zone Application.* Available at: https://maps.conservation.ca.gov/cgs/EQZApp/app/. Accessed February 2023.

[16] California Department of Conservation. *California Earthquake Hazards Zone Application.* Available at: https://maps.conservation.ca.gov/cgs/EQZApp/app/. Accessed February 2023.

Lateral Spreading

Lateral spreading is horizontal/lateral ground movement of relatively flat-lying soil deposits towards a free face such as an excavation, channel, or open body of water; typically, lateral spreading is associated with liquefaction of one or more subsurface layers near the bottom of the exposed slope. Given that the project site does not contain any free faces, including excavations, channels, or open bodies or water, lateral spreading would not present a likely hazard at the site.

Conclusion

Based on the above, through compliance with all applicable regulations, the proposed project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, liquefaction, subsidence/settlement, landslides, or lateral spreading. Therefore, a ***less-than-significant*** impact would occur.

b. Issues related to erosion and degradation of water quality during construction are discussed in further detail in Section X, Hydrology and Water Quality, of this IS/MND. As noted therein, the proposed project would not result in substantial soil erosion or the loss of topsoil. Thus, a ***less-than-significant*** impact would occur.

d. Expansive soils are those possessing clay particles that react to moisture changes by shrinking or swelling. Expansive soils can also consist of silty to sandy clay. If structures are underlain by expansive soils, foundation systems must be capable of tolerating or resisting any potentially damaging soil movements, and building foundation areas must be properly drained. According to the Soils Investigation Report prepared for the project site, the subsurface soils at the project site consist of clayey sands, which have a very low potential for expansion with increases in soil moisture content. Thus, potential on-site impacts related to expansive soils and direct or indirect risks to life or property are ***less-than-significant.***

e. The proposed project is anticipated to connect to existing City sewer services. Thus, the construction or operation of septic tanks or other alternative wastewater disposal systems would not be included as part of the project. Therefore, ***no impact*** regarding the capability of soil to adequately support the use of septic tanks or alternative wastewater disposal systems would occur.

f. The results of the paleontological records search conducted as part of the City's General Plan EIR indicate that fossil remains are not known to occur within the City.[17] However, numerous Pleistocene vertebrate fossil specimens have been recorded from the Modesto Formation in the cities of Davis, Woodland, and Yuba City, as well as near the City of Gridley and throughout the Sacramento and San Joaquin Valleys. Therefore, development within the City could result in the discovery and disturbance of previously unknown or undiscovered paleontological resources. The City's General Plan EIR concluded that with implementation of Conservation Policy 4.1 and Conservation Policy 4.2, which require specific evaluations for paleontological resources to be administered prior to implementation of individual development projects, impacts related to disturbance

[17] City of Gridley. *City of Gridley 2030 General Plan Environmental Impact Report* [pgs. 4.7-16, 4.7-26, and 4.7-27]. November 2009.

of paleontological resources would be less than significant. The City's General Plan does not note the existence of any unique geologic features within the City.

The project site does not contain any unique geologic features; however, previously unknown paleontological resources could exist within the project site. Thus, ground-disturbing activity, such as grading, trenching, or excavating, associated with implementation of the proposed project could have the potential to disturb or destroy such resources. Therefore, the proposed project could result in the direct or indirect destruction of a unique paleontological resource, and a ***potentially significant*** impact could occur.

Mitigation Measure(s)

Implementation of the following mitigation measure would reduce the above potential impact to a *less-than-significant* level.

VII-1. *Should construction or grading activities result in the discovery of unique paleontological resources, all work within 100 feet of the discovery shall cease. The City of Gridley Planning Services Department shall be notified, and the resources shall be examined by a qualified archaeologist, paleontologist, or historian, at the developer's expense, for the purpose of recording, protecting, or curating the discovery as appropriate. The archaeologist, paleontologist, or historian shall submit to the City of Gridley Planning Services Department for review and approval a report of the findings and method of curation or protection of the resources. Work may only resume in the area of discovery when the preceding work has occurred.*

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

Discussion

a,b. Emissions of GHGs contributing to global climate change are attributable in large part to human activities associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors. Therefore, the cumulative global emissions of GHGs contributing to global climate change can be attributed to every nation, region, and city, and virtually every individual on Earth. An individual project's GHG emissions are at a micro-scale level relative to global emissions and effects to global climate change; however, an individual project could result in a cumulatively considerable incremental contribution to a significant cumulative macro-scale impact. As such, impacts related to emissions of GHG are inherently considered cumulative impacts.

Implementation of the proposed project would cumulatively contribute to increases of GHG emissions. Estimated GHG emissions attributable to future development would be primarily associated with increases of carbon dioxide (CO_2) and, to a lesser extent, other GHG pollutants, such as methane (CH_4) and nitrous oxide (N_2O) associated with area sources, mobile sources or vehicles, utilities (electricity), water usage, wastewater generation, and the generation of solid waste. The primary source of GHG emissions for the project would be mobile source emissions. The common unit of measurement for GHG is expressed in terms of annual metric tons of CO_2 equivalents ($MTCO_2e$/yr).

The proposed project is located within the jurisdictional boundaries of BCAQMD. At this time, the BCAQMD has not adopted numerical thresholds of significance for GHG emissions that would apply to the project. As a result, the City of Gridley, as the CEQA Lead Agency, has elected to rely on the SMAQMD's previously-adopted quantitative thresholds of significance for GHG emissions, as the SMAQMD holds jurisdiction over other portions of the SVAB. According to SMAQMD's guidance, operational GHG emissions of less than 1,100 $MTCO_2e$/yr are considered to be less than significant.

Based on the modeling conducted for the proposed project, as discussed in Section III, Air Quality, of this IS/MND, the maximum annual construction-related GHG emissions were estimated to be 296.97 $MTCO_2e$/yr. Operational GHG emissions are presented in Table 5. As presented in the table, the proposed project's GHG emissions during operations would not exceed the applicable threshold of 1,100 $MTCO_2e$/yr.

In conclusion, the proposed project would not generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment, nor conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs. Thus, a ***less-than-significant*** impact would occur.

Table 5
Unmitigated Operational GHG Emissions

Source	GHG Emissions ($MTCO_2e$/yr)
Area	*194.13*
Energy	*143.48*
Mobile	*554.91*
Waste	*36.21*
Water	*9.45*
Total Operational GHG Emissions	937.18

Source: CalEEMod, January 2023 (see Appendix A).

IX. HAZARDS AND HAZARDOUS MATERIALS. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	✖	☐
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?	☐	☐	✖	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	✖
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	✖	☐
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	✖
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	✖	☐
g. Expose people or structures, either directly or indirectly, to the risk of loss, injury or death involving wildland fires?	☐	☐	✖	☐

Discussion

a. A significant hazard to the public or the environment could result from the routine transport, use, or disposal of hazardous materials. Future operations of the proposed residences on the project site could involve the use of common household cleaning products, fertilizers, and herbicides on-site, any of which could contain potentially hazardous chemicals; however, such products would be expected to be used in accordance with label instructions. Due to the regulations governing use of such products and the amount that could reasonably be used on the site, routine use of such products would not represent a substantial risk to public health or the environment. Therefore, the proposed project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, and a ***less-than-significant*** impact would occur.

b. The following discussion provides an analysis of potential hazards and hazardous materials associated with upset or accident conditions related to the proposed construction activities and existing on-site conditions.

Construction Activities

Construction activities associated with the proposed project would involve the use of heavy equipment, which would contain fuels and oils, and various other products such as concrete, paints, and adhesives. Small quantities of potentially toxic substances (e.g., petroleum and other chemicals used to operate and maintain construction equipment) would be used at the project site and transported to and from the site during construction. However, the project contractor would be required to comply with all California Health and Safety Codes and local County and City ordinances regulating the handling, storage, and transportation of hazardous and toxic materials. Therefore, the proposed project would not expose construction workers or residents to potentially hazardous materials from construction activities on-site.

Existing On-Site Hazardous Conditions

A development project could create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment should a site contain potential Recognized Environmental Conditions (RECs) that are not properly addressed prior to project implementation. A REC indicates the presence or likely presence of any hazardous substances in, on, or at a property due to any release into the environment, under conditions indicative of a release to the environment, or under conditions that pose a material threat of a future release to the environment.[18]

A Phase I ESA was conducted for the proposed project by Broadbent & Associates, Inc. in accordance with American Society for Testing and Materials E1527-13 to detect the presence for RECs and other hazardous materials associated with the project site (see Appendix C).[19] The Phase I ESA included a review of environmental records, including a review of United States Geological Survey (USGS) topographic maps and aerial photography, and a USDA soil survey report. The project site is not listed on any of the searched databases. Furthermore, although the Phase I ESA identified 13 sites of potential concern within one mile of the project site, the Phase I ESA determined that none of the identified sites pose a significant environmental concern relative to the project site. In addition, sites within 0.25-mile of the project site were evaluated for vapor intrusion. Based on the regulatory status, characteristics of the off-site sources of vapor intrusion, and lack of documented groundwater plumes within the vicinity, the project site is unlikely to be impacted by vapor intrusion from the surrounding sites.

According to the Phase I ESA, a review of historical records indicated that the project site remained undeveloped since 1888 until 1937 in which agricultural fields, orchards, and three buildings were observed on the project site. The project site remained agricultural land until 2006 in which the orchards were noted to have been removed and project site returned to a clear field. In 2012, the three buildings were noted to have been removed. Surrounding areas have remained largely undeveloped agricultural land with intermittent residential dwellings. The Phase I ESA notes that a housing development is observed in a 1984 aerial image.

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[18] ASTM International. *ASTM E1527, Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process.* 2013.

[19] Broadbent & Associates, Inc. *Phase I Environmental Site Assessment, CHIP Gridley Parcel*. July 6, 2022.

As part of the Phase I ESA, Broadbent & Associates conducted site reconnaissance on June 25, 2022. While performing the site reconnaissance, the project site was evaluated for the presence of storage tanks, polychlorinated biphenyls (PCBs), stained soil/pavement, and indications of solid waste disposal; any of which would qualify as an REC. During the site visit, a concrete debris pile surrounded by solid waste was observed in the northwest corner of the project site; the solid waste observed included a mattress, a broken television, a rusted 55-gallon drum, and metal debris. A ten-inch vertical PVC pipe was observed south of the concrete debris pile. In addition, a pad-mounted electric transformer box was observed at the eastern edge of the project site. Multiple PVC pipes were observed running in a straight line north-south in the eastern portion of the project site. All observed debris appeared clean and free of hazardous materials. Overall, the Phase I ESA did not reveal evidence of RECs associated with the project site.

Based on the above, development of the proposed project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment, and would result in a ***less-than-significant*** impact.

c. The project site is located approximately 0.9-mile from Sycamore Middle School and one-mile from McKinley Public School. Thus, the project is not located within one-quarter mile of existing schools. Therefore, the proposed project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school, and ***no impact*** would occur.

d. The California Environmental Protection Agency (Cal EPA) has compiled a list of data resources that provide information regarding the facilities or sites identified as meeting the "Cortese List" requirements, pursuant to Government Code 65962.5. The components of the Cortese List include the Department of Toxic Substances Control (DTSC) Hazardous Waste and Substances Site List,[20] the list of leaking underground storage tank (UST) sites from the State Water Resources Control Board (SWRCB's) GeoTracker database,[21] the list of solid waste disposal sites identified by the SWRCB, and the list of active Cease and Desist Orders (CDO) and Cleanup and Abatement Orders (CAO) from the SWRCB.[22]

According to the Phase I ESA, the project site is not included on the DTSC Hazardous Waste and Substances Site List, SWRCB's list of solid waste disposal sites, list of leaking UST sites, or list of active CDO and CAO. Therefore, the proposed project would not create a significant hazard to the public or the environment related to being located on a site which is included on a list of hazardous materials compiled pursuant to Government Code Section 65962.5, and a ***less-than-significant*** impact would occur.

e. The nearest airport to the project site is the Oroville Municipal Airport, which is located approximately 9.3 miles northeast of the project site. As such, the project site is not located within two miles of any public airports, and does not fall within an airport land use plan

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[20] CalEPA. *Cortese List Data Resources*. Available at: https://calepa.ca.gov/sitecleanup/corteselist/. Accessed February 2023.

[21] State Water Resources Control Board. *GeoTracker.* Available at: https://geotracker.waterboards.ca.gov/map/?myaddress=California&from=header&cqid=8858350455. Accessed February 2023.

[22] CalEPA. *Cortese List Data Resources*. Available at: https://calepa.ca.gov/sitecleanup/corteselist/. Accessed February 2023.

area. Therefore, ***no impact*** would occur related to the project being located within an airport land use plan or within two miles of a public airport or public use airport, thereby resulting in a safety hazard or excessive noise for people residing or working in the project area.

f. During operations, the proposed project would provide adequate access for emergency vehicles and would not interfere with potential evacuation or response routes used by emergency response teams. During construction of the proposed project, all construction equipment would be staged on-site so as to prevent obstruction of local and regional travel routes in the City that could be used as evacuation routes during emergency events. In addition, all proposed internal roadways would accommodate emergency vehicles. The proposed project would not substantially alter the existing circulation system in the surrounding area. As a result, the proposed project would have a ***less-than-significant*** impact with respect to impairing the implementation of or physically interfering with an adopted emergency response plan or emergency evacuation plan.

g. According to the California Department of Forestry and Fire Protection (CAL FIRE) Fire and Resource Assessment Program, the project site is not located within a Very High or High Fire Hazard Severity Zone (FHSZ).[23] In addition, the site is located in a relatively developed area of the City, which precludes the uncontrolled spread of wildland fires. Therefore, the proposed project would not expose people or structures to the risk of loss, injury or death involving wildland fires, and a ***less-than-significant*** impact would occur.

[23] California Department of Forestry and Fire Protection. *Butte County, Very High Fire Hazard Severity Zones in LRA*. May 2008. Available at: https://osfm.fire.ca.gov/divisions/community-wildfire-preparedness-and-mitigation/wildfire-preparedness/fire-hazard-severity-zones/fire-hazard-severity-zones-map/. Accessed February 2023.

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

Discussion

a, ci-ciii. The following discussion provides a summary of the proposed project's potential to violate water quality standards/waste discharge requirements, alter the drainage pattern of the site resulting in erosion or siltation, increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site, contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems, or otherwise degrade water quality during construction and operation.

Construction

During the early stages of construction activities, topsoil would be exposed due to grading and excavation of the site. After grading and prior to overlaying the ground with impervious surfaces and structures, the potential exists for wind and water to discharge sediment and/or urban pollutants into stormwater runoff, which could adversely affect water quality.

The SWRCB regulates stormwater discharges associated with construction activities where clearing, grading, or excavation results in land disturbance of one or more acres. The City's National Pollutant Discharge Elimination System (NPDES) permit requires applicants to show proof of coverage under the State's Construction General Permit prior

to receipt of any construction permits. The State's Construction General Permit requires a Stormwater Pollution Prevention Plan (SWPPP) to be prepared for the site. A SWPPP describes BMPs to control or minimize pollutants from entering stormwater and must address both grading/erosion impacts and non-point source pollution impacts of the development project. Because the proposed project would disturb greater than one acre of soil, the proposed project would be subject to the requirements of the State's Construction General Permit and, with implementation of the required SWPPP and BMPs included therein, the proposed project would not result in a violation of water quality standards and/or degradation of water quality.

In addition, as set forth in Section 13.20.015 of the City's Municipal Code, the City requires stormwater detention facilities to be incorporated into proposed developments that would increase the existing impervious surfaces on the property upon which construction is proposed. As part of demonstrating compliance with the foregoing Municipal Code requirements, the project improvement plans would be subject to review and approval by the City Engineer, prior to the issuance of a building permit. The City Engineer would verify that the project's stormwater detention facilities are consistent with the City's Public Works Construction Standards.

Given the required submittal and approval of a SWPPP, the proposed project would not violate water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality during construction.

Operations

As discussed above, the project site is currently undeveloped and does not contain any impervious surfaces. Therefore, development of the proposed project would result in an increase in impervious surfaces on the project site, which would alter the existing drainage pattern of the site and would result in increased stormwater runoff. However, as discussed above, projects that disturb over one acre of land, including the proposed project, are subject to the NPDES General Permit. The SWPPP required under the NPDES General Permit would prevent substantial on-site erosion and siltation. In addition, a landscaped detention basin would be developed in the southwest corner of the project site to collect, treat, and attenuate stormwater runoff. It is anticipated that the landscaped detention basin would consist primarily of pervious landscaping, allowing for stormwater to infiltrate underlying soils. The treated stormwater would then be collected from the landscaped detention basin and conveyed to existing stormwater drainage pipes located within the project vicinity. The project is also anticipated to include various other landscaping elements that would allow for stormwater infiltration.

As previously discussed, in accordance with Section 13.20.015 of the City's Municipal Code, the improvement plans for the proposed project would be subject to review and approval by the City Engineer, prior to the issuance of a building permit. The City Engineer would verify that the project's stormwater detention facilities are consistent with the City's Public Works Construction Standards. Therefore, water quality standards or waste discharge requirements would not be violated, and water quality would not be substantially degraded as a result of operations of the proposed project.

Conclusion

Based on the above, because the proposed project would comply with the NPDES Construction General Permit and applicable requirements set forth in the City of Gridley Municipal Code, the proposed project would not violate water quality standards or waste

discharge requirements, alter the drainage pattern of the site resulting in erosion or siltation, increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site, contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems, or otherwise degrade water quality during construction. Thus, a ***less-than-significant*** impact could occur.

b,e. Water service for the proposed project would be provided by the City of Gridley, which draws groundwater from seven wells from the East Butte Subbasin. Given that the proposed project would be consistent with the site's current General Plan land use and zoning designations, the project would not result in increased use of groundwater supplies beyond what has been generally anticipated for the site by the City and, therefore, the proposed project would not substantially decrease groundwater supplies such that the project would impede sustainable groundwater management of the East Butte Subbasin.

The project site represents a relatively small area compared to the overall surface area of the East Butte Subbasin. Currently, the project site is undeveloped and covered in pervious surfaces; therefore, implementation of the project would introduce new impervious surfaces on-site. However, runoff from the proposed impervious surfaces would be directed to the detention basin located in the northwest corner of the project site and ultimately into the City's storm drain system. At both locations, runoff water would percolate and recharge the East Butte Subbasin. Therefore, any new impervious surfaces associated with the proposed project would not interfere substantially with groundwater recharge within the East Butte Subbasin.

Based on the above, the proposed project would result in a ***less-than-significant*** impact with respect to substantially decreasing groundwater supplies, interfering substantially with groundwater recharge, or conflicting with or obstructing implementation of a water quality control plan or sustainable groundwater management plan.

civ. According to the Federal Emergency Management Agency (FEMA) floodplain map 06007C1125E, the project site is located within the 500-year floodplain (Zone X), which is not identified as a Special Flood Hazard Area.[24] Thus, the proposed project would not include development within a Special Flood Hazard Area and would not be subject to project-specific design features related to flood hazards. Therefore, development of the proposed project would not impede or redirect flood flows, and a ***less-than-significant*** impact would result.

d. As discussed under question 'civ' above, the proposed development area is not located within a flood hazard zone. Tsunamis are defined as sea waves created by undersea fault movement, whereas a seiche is a long-wavelength, large-scale wave action set up in a closed body of water such as a lake or reservoir. The project site is not located in proximity to a coastline and would not be potentially affected by flooding risks associated with tsunamis. Seiches do not pose a risk to the proposed project, as the project site is not located adjacent to a large, closed body of water. Based on the above, the proposed project would not pose a risk related to the release of pollutants due to project inundation from flooding, tsunami, or seiche zones, and ***no impact*** would occur.

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[24] Federal Emergency Management Agency. *Flood Insurance Rate Map 06007C1125E*. Available at: https://msc.fema.gov/portal/search?AddressQuery=1581%20Palm%20Lane%2C%20Gridley%2C%20CA#searchresultsanchor. Accessed December 2022.

XI. LAND USE AND PLANNING. *Would the project:*		Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a.	Physically divide an established community?	☐	☐	✖	☐
b.	Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	✖	☐

Discussion

a. A project risks dividing an established community if the project would introduce infrastructure or alter land use so as to change the land use conditions in the surrounding community or isolate an existing land use. The proposed project would include development of 69 single-family residences within the project site. Although the project would include a Rezone from R-S and A-O to R-1, the proposed project is consistent with the Residential land use designation and, thus, the project site has been previously anticipated for residential uses, and the proposed project would not isolate an existing land use. Furthermore, the proposed project would be consistent with the existing single-family residences to the north and east. In addition, the proposed project would be a continuation of the surrounding development and would improve connectivity by providing roadway connections to the single-family residences to the north. As such, the proposed project would not physically divide an established community, and a ***less-than-significant*** impact would occur.

b. The proposed project would require a Rezone to change the zoning designation for the project site from R-S to R-1 and to remove the A-O overlay. The proposed project is consistent with the site's Residential land use designation; therefore, single-family residential development has been anticipated at the project site. In addition, the proposed project would generally be consistent with surrounding residential development to the north and east. As demonstrated throughout this IS/MND, the proposed project would be generally consistent with Municipal Code standards and General Plan policies, as well as other applicable policies and regulations adopted for the purpose of avoiding or mitigating environmental effects. For example, with implementation of Mitigation Measures IV-1 through IV-6, the project would not conflict with any applicable policies, regulations, or ordinances related to the protection of biological resources.

   Thus, the proposed project would be consistent with the General Plan and would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect, and a ***less-than-significant*** impact would occur.

XII. MINERAL RESOURCES. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	✖
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	✖

Discussion

a,b. According to the California Geological Survey (CGS) Mineral Land Classification, the project site is not located in an area that has been designated as a mineral resource zone (MRZ) on the basis of geologic factors indicating the presence of mineral deposits.[25] Furthermore, according to the Butte County General Plan, mining activities in Butte County focus on sand and gravel, and gold. In addition, the project site is located 5.44 miles southwest of the nearest permitted, inactive mine, Almond Avenue Mine. Based on the above, the proposed project would not 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 or in the loss of availability of a locally important mineral resource recovery site. Thus, the project would result in ***no impact*** related to mineral resources.

[25] California Geological Survey. *CGS Information Warehouse: Mineral Land Classification*. Available at: https://maps.conservation.ca.gov/cgs/informationwarehouse/mlc/. Accessed February 2023.

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

Discussion

a. The following discussion presents information regarding noise standards and criteria applicable to various land uses, as well as sensitive noise receptors in proximity to the project site and the potential for the proposed project to result in impacts during project construction and operation. The following terms are referenced in the sections below:

- Decibel (dB): A unit of sound energy intensity. An A-weighted decibel (dBA) is a decibel corrected for the variation in frequency response to the typical human ear at commonly encountered noise levels. All references to decibels in this report will be A-weighted unless noted otherwise.
- Day-Night Average Level (L_{dn}): The average sound level over a 24-hour day, with a +10 decibel weighing applied to noise occurring during nighttime (10:00 PM to 7:00 AM) hours.

City Noise Standards and Criteria

The City's 2030 General Plan Noise Element contains the following policies which would be applicable to the proposed project:

1.2 New developments shall provide buffers or other effective measures to reduce noise exposure for proposed residential uses adjacent to ongoing agricultural uses.

1.4 Since they create barriers to multi-modal travel, soundwalls are prohibited within neighborhoods as a method for reducing noise exposure and can only be used at the edges of neighborhoods for noise attenuation where buffering and planted earthen berms are not feasible.

1.5 New developments proposing noise-sensitive land uses in areas exposed to existing or projected noise levels from transportation, stationary sources, or agricultural operations shall require transportation planning, traffic calming, site planning, buffering, sound insulation, or other methods, where necessary, to reduce noise exposure in outdoor activity areas and interior spaces to acceptable

levels, as specified in Tables Noise-2, Noise-3, and NoiseE-4 (of the General Plan).

2.3 Development projects and roadway improvement projects that increase traffic noise levels shall employ noise reduction techniques to achieve acceptable levels at outdoor activity areas specified in Table Noise-2 (of the General Plan) and within interior spaces of existing and planned noise-sensitive uses specified in Table Noise-3 (of the General Plan). […]

2.7 Development projects that produce, or are affected by, non-transportation related noise shall employ noise reduction techniques to achieve acceptable levels specified in Table Noise-4 (of the General Plan). The following thresholds of significance shall be employed by the City for purposes of noise analysis conducted pursuant to the CEQA:

- Where existing exterior noise levels are between 60 and 65 dBA at outdoor activity areas of noise-sensitive uses, an increase of 3 dBA or greater is considered significant and requires mitigation to reduce noise to acceptable levels.
- Where existing exterior noise levels are greater than 65 dBA at outdoor activity areas of noise-sensitive uses, an increase of 1.5 dBA or greater is considered significant and requires mitigation to reduce noise to acceptable levels.
- Where it is not possible to reduce noise in outdoor activity areas to 60 dBA or less using practical application of the best-available noise reduction measures, an exterior noise level of up to 65 dBA may be allowed, provided that available exterior noise reduction measures have been implemented.

2.8 The maximum noise level resulting from new sources and ambient noise shall not exceed the standards in Table Noise-4 (of the General Plan), as measured at outdoor activity areas of any affected noise sensitive land use except:

- If the ambient noise level exceeds the standard in Table Noise-4 (of the General Plan), the standard becomes the existing ambient level plus 5 dBA.
- If the applicable standards in Table Noise-4 exceed the existing ambient level by 10 or more dBA, they shall be reduced by 5 decibels.

2.9 New developments shall employ all feasible measures to reduce construction and other short-term noise and vibration impacts.

The City of Gridley General Plan Noise Element establishes a noise level standard of 60 dB as normally acceptable at residential land uses. Based upon General Plan Table Noise-3, 45 dBA CNEL is the maximum allowable interior noise level for single-family residential uses. In addition to the policies listed above, Policy 2.7 in the City's General Plan is summarized in Table 6.

Per the City's General Plan Table Noise-4, with regard to non-transportation noise, exterior noise levels at residences should not exceed 60 dBA during daytime hours (7:00 AM to 10:00 PM) and 45 dBA during nighttime hours (10:00 PM to 7:00 AM).

Table 6 Significance of Changes in Noise Exposure	
Ambient Noise Level Without Project, L_{dn}	**Increase Required for Significant Impact**
<60 dB	+5.0 dB or more
60-65 dB	+3.0 dB or more
>65 dB	+1.5 dB or more
Source: City of Gridley General Plan Noise Element, 2007.	

The following analysis relies on the aforementioned thresholds of significance to determine if noise impacts associated with construction and operation of the proposed project would occur.

Sensitive Noise Receptors

Some land uses are considered more sensitive to noise than others, and, thus, are referred to as sensitive noise receptors. Land uses often associated with sensitive noise receptors generally include residences, schools, libraries, hospitals and passive recreational areas. Noise sensitive land uses are typically given special attention in order to achieve protection from excessive noise. The nearest sensitive uses include the single-family residences located north of the project site boundary, with the closest located approximately 40 feet from the site boundary. The existing noise environment in the project vicinity is primarily defined by vehicle traffic on the local roadway network.

Construction Noise

During construction of the proposed project, heavy-duty equipment would be used for demolition, grading, excavation, paving, and building construction, which would result in temporary noise level increases. Standard construction equipment, such as backhoes, dozers, and dump trucks would be used on-site. Project haul truck traffic on local roadways would also result in a temporary noise level increase during construction activities. Noise levels would vary depending on the type of equipment used, how the equipment is operated, and how well the equipment is maintained. In addition, noise exposure at any single point outside the project site would vary depending on the proximity of construction activities to that point. Construction activities would be temporary in nature and are anticipated to occur during normal daytime hours. Section 9.40.160 of the City's Municipal Code restricts noise-producing construction activities to weekday hours between 6:00 AM and 7:00 PM Monday through Friday.

Table 7, included on the following page, shows the predicted construction noise levels for development of the proposed project. Based on the table, activities involved in typical construction would generate maximum noise levels up to 90 dB at a distance of 50 feet. The nearest single-family residences to the north are located within 40 feet of the proposed construction area. Because the nearest single-family residences are located less than 50 feet away from the project site, sensitive receptors could be exposed to noise levels exceeding 90 dB during construction.

Although construction activities are temporary in nature and would occur during normal daytime working hours, construction-related noise could result in sleep interference at existing noise-sensitive land uses in the vicinity of the construction if construction activities were to occur outside the normal daytime hours. Additionally, pursuant to General Plan Policy 2.9, new development must employ measures to reduce construction noise.

Therefore, without mitigation, a potentially significant impact could occur related to a temporary increase in ambient noise associated with project construction.

Table 7
Construction Equipment Noise

Type of Equipment	Maximum Level, dB at 50 feet
Auger Drill Rig	84
Backhoe	78
Compactor	83
Compressor (air)	78
Concrete Saw	90
Dozer	82
Dump Truck	76
Excavator	81
Generator	81
Jackhammer	89
Pneumatic Tools	85

Source: Federal Highway Administration, Roadway Construction Noise Model User's Guide, January 2006.

Operational Noise

Noise generated during operations of the proposed project would be limited to residential noise and traffic noise, as discussed in further detail below.

Residential Noise

Operation of the proposed project would include typical residential noise, such as landscaping maintenance, and heating, ventilation, and HVAC systems, which would be compatible with the adjacent existing residential uses. Assuming the project HVAC systems and maintenance equipment would be in normal working order, the proposed project is not anticipated to contribute a measurable operational noise level increase to the existing ambient noise environment at any sensitive receptor locations. Therefore, a less-than-significant impact would occur with regard to on-site operational noise.

Traffic Noise

The General Plan EIR includes a summary of modeled traffic noise contours under 2030 General Plan buildout conditions in Table 4.2-7. Because the proposed project is consistent with the site's General Plan land use designation, traffic noise level increases associated with a single-family residential development on the project site have been included in the General Plan EIR's buildout assumptions. According to Table 4.2-7, under General Plan buildout conditions, the project site and nearby sensitive receptors are located outside of the 60 dB contour for the segment of Colusa Highway nearest to the project site (west of Kofford Road and east of West Biggs Gridley). Thus, noise generated by traffic on Colusa Highway/Sycamore Street, including project-generated traffic noise, would be below the applicable 65 dB threshold at the nearest sensitive receptors. Based on the above, the proposed project would not result in a substantial increase in noise levels related to vehicle traffic.

Conclusion

Based on the above, operation of the proposed project would not result in the generation of a substantial permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the City's General Plan and the City's Municipal Code. However, considering the potential for construction activities to result in temporary increases in noise levels in the project area in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies, a ***potentially significant*** impact could occur.

Mitigation Measure(s)

Implementation of the following mitigation measure would reduce the above potential impact to a *less-than-significant* level.

XIII-1. *Prior to approval of grading permits, the following criteria shall be established and noted on graded plans, subject to review and approval by the City of Gridley Planning Services Division:*

- *Construction activities shall be limited to between the daytime hours of 6:00 AM to 7:00 PM Monday through Friday.*
- *Construction equipment shall be properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturers' recommendations. Equipment engine shrouds shall be closed during equipment operation.*
- *When not in use, motorized construction equipment shall not be left idling for more than five minutes.*
- *Stationary equipment (power generators, compressors, etc.) shall be located at the furthest practical distance from nearby noise-sensitive land uses or sufficiently shielded to reduce noise-related impacts.*

b. Similar to noise, vibration involves a source, a transmission path, and a receiver. However, noise is generally considered to be pressure waves transmitted through air, whereas vibration usually consists of the excitation of a structure or surface. As with noise, vibration consists of an amplitude and frequency. A person's perception to the vibration depends on their individual sensitivity to vibration, as well as the amplitude and frequency of the source and the response of the system which is vibrating.

Vibration is measured in terms of acceleration, velocity, or displacement. A common practice is to monitor vibration in terms of peak particle velocities (PPV) in inches per second (in/sec). Standards pertaining to perception as well as damage to structures have been developed for vibration levels defined in terms of PPV. Human and structural response to different vibration levels is influenced by a number of factors, including ground type, distance between source and receptor, duration, and the number of perceived vibration events. Table 8, which was developed by the California Department of Transportation (Caltrans), shows the vibration levels that would normally be required to result in damage to structures. As shown in the table, the threshold for architectural damage to structures is 0.20 in/sec PPV and continuous vibrations of 0.10 in/sec PPV, or greater, would likely cause annoyance to sensitive receptors.

Table 8
Effects of Vibration on People and Buildings

PPV		Human Reaction	Effect on Buildings
mm/sec	in/sec		
0.15 to 0.30	0.006 to 0.019	Threshold of perception; possibility of intrusion	Vibrations unlikely to cause damage of any type
2.0	0.08	Vibrations readily perceptible	Recommended upper level of the vibration to which ruins and ancient monuments should be subjected
2.5	0.10	Level at which continuous vibrations begin to annoy people	Virtually no risk of "architectural" damage to normal buildings
5.0	0.20	Vibrations annoying to people in buildings (this agrees with the levels established for people standing on bridges and subjected to relative short periods of vibrations)	Threshold at which there is a risk of "architectural" damage to normal dwelling - houses with plastered walls and ceilings. Special types of finish such as lining of walls, flexible ceiling treatment, etc., would minimize "architectural" damage
10 to 15	0.4 to 0.6	Vibrations considered unpleasant by people subjected to continuous vibrations and unacceptable to some people walking on bridges	Vibrations at a greater level than normally expected from traffic, but would cause "architectural" damage and possibly minor structural damage

Source: Caltrans. Transportation Related Earthborne Vibrations. TAV-02-01-R9601. February 20, 2002.

The proposed project would not involve any uses that would generate substantial groundborne vibration during operations. The primary vibration-generating activities associated with the proposed project would occur during construction when activities such as grading, utilities placement, and paving occur. Table 9 shows the typical vibration levels produced by construction equipment at various distances.

Table 9
Vibration Levels for Various Construction Equipment

Type of Equipment	PPV at 25 feet (in/sec)	PPV at 50 feet (in/sec)
Large Bulldozer	0.089	0.031
Loaded Trucks	0.076	0.027
Small Bulldozer	0.003	0.001
Auger/drill Rigs	0.089	0.031
Jackhammer	0.035	0.012
Vibratory Hammer	0.070	0.025
Vibratory Compactor/roller	0.210 (less than 0.20 at 26 feet)	0.074

Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment Guidelines, May 2006.

Based on Table 9, construction vibration levels associated with project construction would be less than the 0.2 in/sec threshold at distances of 26 feet or more. Given that the nearest sensitive receptors are located approximately 40 feet from the site boundaries, vibration at the nearest receptors would not exceed the applicable threshold of significance.

Therefore, the proposed project would not expose people to or generate excessive groundborne vibration or groundborne noise levels in the vicinity of the project in excess of standards established in the City's General Plan and the Municipal Code, and a ***less-than-significant*** impact would occur.

c. The nearest airport to the site is the Oroville Municipal Airport, which is located approximately 9.3 miles northeast of the site. The site is not covered by an existing airport land use plan. Given that the project site is not located within two miles of a public or private airport, the proposed project would not expose people residing or working in the project area to excessive noise levels associated with airports. Thus, ***no impact*** would occur.

XIV. POPULATION AND HOUSING. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)?	☐	☐	✖	☐
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	✖

Discussion

a. The proposed project would include the development of 69 single-family residences. According to the U.S. Census Bureau, the City of Gridley had an approximate population of 7,356 people and 3.01 persons per household in 2021.[26] Using the City's average of 3.01 persons per household, the proposed project is anticipated to generate approximately 208 new residents (69 x 3.01 = 207.69). An increase in population of 208 residents would constitute an approximately 2.82 percent increase in the City's population, which is not considered substantial growth. Furthermore, as discussed in Section XIX, Utilities and Service Systems, of this IS/MND, adequate utility infrastructure would be available to support the proposed project. Finally, the population growth generated by the proposed project would not be unplanned, because the proposed project is consistent with the City of Gridley General Plan, which anticipated such development on the project site. As a result, the project would have a ***less-than-significant*** impact with respect to inducing substantial unplanned population growth in an area, either directly or indirectly.

b. Residences do not currently exist on the project site. Therefore, the proposed project would not displace any people or housing, and ***no impact*** would occur.

[26] U.S. Census Bureau. *Gridley city, California*. Available at: https://www.census.gov/quickfacts/gridleycitycalifornia. Accessed December 2022.

XV. PUBLIC SERVICES. *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Fire protection?	☐	☐	✖	☐
b. Police protection?	☐	☐	✖	☐
c. Schools?	☐	☐	✖	☐
d. Parks?	☐	☐	✖	☐
e. Other Public Facilities?	☐	☐	✖	☐

Discussion

a. The proposed project would be provided fire protection and emergency medical services by CAL FIRE, which provides year-round services to the City of Gridley, including the project site, by way of a "Schedule A" cooperating agreement that is renewed annually.[27] Through the cooperating agreement, the City retains funding control and policy direction, while the CAL FIRE Unit Chief provides for the daily needs of full-service fire protection. In addition, the City maintains automatic aid agreements with the City of Biggs, which also contracts with CAL FIRE, as well as the Sutter County Fire Department, and the Live Oak Fire Department. Automatic aid agreements provide for additional fire suppression support, when necessary. The City of Gridley is currently served by five fire stations, including Stations 74 and 76, which are located within the City limits. The nearest station to the project site is Station 74, located 1.8 mile east of the site. CAL FIRE provides professional staffing at Station 74, which is located at 47 East Gridley Road, and operates 24 hours a day, seven days a week, with a staff of four paid professional firefighters. Butte County and the City contribute funding toward the four paid professional firefighter positions. Based on the proximity of Station 74 to the project site, CAL FIRE would be able to provide prompt fire protection and emergency medical services to the proposed project.

Pursuant to Gridley Municipal Code Section 14.04.030, all new development within the City limits is subject to the City's Impact Fees for Public Facilities and Services as part of ensuring new developments pay a fair-share contribution towards capital improvements needed as a result of population growth. The revenues generated through payment of the fees are used by the City to pay for upgrades and/or expansions to City services, including towards fire protection, emergency medical, and law enforcement services. Payment of the City's Impact Fees for Public Facilities and Services would ensure the proposed project does not result in a substantial adverse effect to CAL FIRE's services within the City.

Furthermore, the proposed project is consistent with the General Plan, the increased demand for fire services due to residential development was anticipated and included in CAL FIRE and the City of Gridley's planning efforts.

[27] City of Gridley. *City of Gridley 2030 General Plan Environmental Impact Report* [pgs. 4.9-13 through 4.9-15]. November 2009.

As the proposed project is not expected to cause significant degradation to response times or service ratios for CAL FIRE, which would induce the need for physically altered or expanded governmental facilities for fire protection services, the project would result in a ***less-than-significant*** impact.

b. Police protection is provided to the City of Gridley by the Gridley Police Department (Gridley PD). The Gridley PD currently employs 17 sworn officers, including the Chief of Police, an assistant chief, three sergeants, two detectives, and 10 patrol staff. Other staff includes six civilians, reserve officers, and part-time dispatchers.[28] The City has a minimum of two officers on duty at all times and usually three on duty in the evenings. According to the City's General Plan EIR, the average response time for the Gridley PD is 2.5 minutes. The Gridley PD station is located at 685 Kentucky Street, 1.2 miles northeast of the project site. Based on the proximity to the site, it is anticipated that the Gridley PD could access the site within the established response time goal of 2.5 minutes.

As previously discussed, the proposed project would result in the development of 69 single-family residences. As new residences typically generate a demand for police services, an increase in demand for police services would likely occur with implementation of the project. Nevertheless, the increase in police service demand from development of the project site has been included in City of Gridley's demand predictions based on anticipated General Plan buildout. In addition, as discussed above, the project would be required to pay development fees in accordance with the City of Gridley Municipal Code Section 14.04.030.

Based on the above, the proposed project would create a demand that was anticipated for the site and would not induce the need for physically altered or expanded governmental facilities for police protection services, the construction of which could cause significant environmental impacts. Therefore, the proposed project would result in a ***less-than-significant*** impact.

c. The project site is located within the boundaries of the Gridley Unified School District (GUSD). The GUSD offers a bus program to provide home-to-school transport, including special needs transport, and is comprised of the following five schools: Gridley High School, Esperanza High School, Sycamore Middle School, Wilson Elementary School, and McKinley Primary School.[29] The nearest school to the project site is Sycamore Middle School, which is located 0.9-mile from the project site and McKinley Public School, which is located one-mile from the project site.

Given that the proposed project would include development of the project site with 69 single-family residences, the proposed project could increase the demand for schools in the area. The proposed project would be subject to the GUSD Developer Fee, which would serve as the project's fair-share contribution for funding expanded educational services that could result from a student population increase generated by the project's future residents. Revenues generated through payment of the fee would ensure sufficient funds exist to pay for any expanded or new equipment or facilities the GUSD deems necessary.

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[28] City of Gridley. *City of Gridley 2030 General Plan Environmental Impact Report* [pgs. 4.9-15 through 4.9-17]. November 2009.

[29] Gridley Unified School District. *About Our District*. Available at: http://www.gusd.org/About-Us/index.html. Accessed February 2023.

In addition, the proposed project would be subject to payment of School Impact Mitigation Development Fees to fund local school services. Proposition 1A/SB 50 prohibits local agencies from using the inadequacy of school facilities as a basis for denying or conditioning approvals of any "[…] legislative or adjudicative act…involving …the planning, use, or development of real property" (Government Code 65996[b]). Satisfaction of the Proposition 1A/SB 50 statutory requirements by a developer are deemed to be "full and complete mitigation." Payment of applicable development fees would be sufficient in reducing the impacts associated with an increase in students from the project.

Based on the above, the proposed project would result in a ***less-than-significant*** impact regarding an increase in demand for schools.

d,e. The City's Recreation Services Department oversees the provision and maintenance of parks and recreation amenities and services within the City limits. The City owns and maintains the following four parks: Manuel Vierra Community Park, Nick Daddow Park, Quota Park, and Gridley Rotary Park.[30] Together, the parks total 17.9 acres. In addition, the City's recreational facilities include a skateboard park at the Washington Street/Spruce Street intersection and a boat launch park on East Gridley Road. Quota Park is the nearest park to the project site, approximately 1.10 miles to the northeast.

While some increase in demand for the City's parks and recreation facilities could occur as a result of the proposed project, the potential population increase would not be considered substantial and could be met by the City's existing facilities. Additionally, the project would be subject to the City's Impact Fees for Public Facilities and Services, set forth in Section 14.04.030 of the Municipal Code. Revenues generated through payment of the fee are used by the City, in part, to fund improvements and construction of parks and recreation facilities.

The General Plan EIR also analyzed impacts of buildout of the General Plan on other public facilities, such as libraries. The Butte County Library is located in the City of Gridley at 299 Spruce Street, located 1.32 miles northeast of the project site, and is open Tuesday through Saturday.[31] Other libraries in close proximity to the City of Gridley include the Butte County Library in the City of Biggs and the Butte County Library in the City of Live Oak. Future residents of the proposed project would have access to the aforementioned facilities.

While future residents of the proposed project could increase demand for such services, the increase would be relatively minor and would not necessitate the expansion of existing facilities or construction of new facilities. Additionally, as set forth in Article XVIII of Chapter 3, Fees, of Butte County's Code of Ordinances, new development in both incorporated and unincorporated portions of the County is subject to the County's Development Impact Fee for Library Facilities.[32] The fee is collected by the jurisdiction in

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30 City of Gridley. *Recreation Services.* Available at: http://gridley.ca.us/government-and-departments/departments/recreation-services/. Accessed January 2023.

31 Butte County. *Library Locations and Hours*. Available at: http://www.buttecounty.net/bclibrary/locations. Accessed February 2023

32 Butte County. *Chapter 3 – Fees, Article XVIII – Development Impact Fees for Library Facilities Countywide.* Available at: https://library.municode.com/ca/butte_county/codes/code_of_ordinances?nodeId=CH3FE_ARTXVIIIDEIMFELIFAOU. Accessed February 2023.

which a project is located, which in the case of the proposed project, is the City of Gridley. The project's payment of the fee would serve as the project's fair-share contribution for funding expanded library services that could result from a population increase generated by the project. Revenues generated through payment of the fee would ensure sufficient funds exist to pay for any expanded or new equipment or facilities the Butte County Library deems necessary.

Given that the proposed project would be required to pay the applicable development impact fees, the development of the site was anticipated by the City, and the project site would be consistent with the General Plan, the project would result in a ***less-than-significant*** impact related to parks and other public facilities.

XVI. RECREATION. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	✖	☐
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	✖	☐

Discussion

a,b. As discussed in Section XIV, Population & Housing, the proposed project would involve the development of 69 single-family residences, housing approximately 208 persons. As such, an increase in demand on recreational facilities is anticipated. While some increase in demand for the City's parks and recreation facilities could occur as a result of the proposed project, the potential population increase would not be considered substantial and could be met by the City's existing facilities. Sections 16.40.040 and 16.40.050 of the City of Gridley Municipal Code require developments that include subdivision of land to either dedicate parkland or pay in-lieu fees. The City requires five acres of parkland per 1,000 residents; therefore, the project would be required to dedicate at least 1.04 acres of parkland. Because the proposed project would not include the dedication of parkland, the project would be subject to the payment of in-lieu park fees, which would be used to fund park facilities throughout the City. Additionally, the proposed project would be subject to the City's Impact Fees for Public Facilities and Services, set forth in Section 14.04.030 of the Municipal Code. Revenues generated through payment of the fee are used by the City, in part, to fund improvements and construction of parks and recreation facilities. The payment of the aforementioned fees would ensure that adequate parkland be provided with the City, and existing recreational facilities would not experience impacts due to increased population growth. Thus, the proposed project would result in a ***less-than-significant*** impact related to recreational facilities.

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

Discussion

a. Roadway Level of Service (LOS) is used by the City of Gridley for the purpose of determining consistency with adopted General Plan goals and policies related to LOS. However, the law has changed with respect to how transportation-related impacts may be addressed under CEQA. Therefore, pursuant to SB 743, VMT is the most appropriate measure of transportation impacts, and LOS is no longer used for determining significant impacts under CEQA. Please refer to Question "b" for a discussion of VMT.

Project Trip Generation

In order to determine the potential impact on surrounding roadways by increased vehicle trips associated with operation proposed project, the Institute of Traffic Engineer's (ITE) Trip Generation Handbook was used to estimate weekday AM, PM, and daily trip generation forecasts for the proposed project. Implementation of the proposed project would be expected to result in 52 trips occurring during the AM peak hour and 69 trips occurring during the PM peak hour, with approximately 657 daily vehicle trips.

Pedestrian, Bicycle, and Transit Facilities

The following provides a discussion of the proposed project's potential impacts to pedestrian, bicycle, and transit facilities.

Pedestrian and Bicycle Impacts

Pedestrian facilities are comprised of crosswalks, sidewalks, pedestrian signals, and off-street paths, which provide safe and convenient routes for pedestrians to access destinations such as institutions, businesses, public transportation, and recreation facilities. Bicycle facilities include the following:

- Bike Paths (Class I) – Paved trails that are separated from roadways;
- Bike Lanes (Class II) – Lanes on roadways designated for use by bicycles through striping, pavement legends, and signs; and
- Bike Routes (Class III) – Designated roadways for bicycle use by signs or other markings may or may not include additional pavement width for cyclists.

Per the City's General Plan EIR, facilities serving pedestrians vary throughout the City.[33] Sidewalks exist throughout the downtown core and have been included as part of new development throughout the City. However, many locations in older residential areas do not feature sidewalks. However, according to the City's General Plan EIR, many of the City's existing streets are very wide, which allows for pedestrians, bicyclists, and automobiles to share the road without significant safety problems, particularly in established residential areas where background traffic volumes are low.

It is anticipated that the proposed project would include construction of sidewalks on both sides of the proposed internal circulation roadway. All new sidewalks would be required to comply with the Americans with Disabilities Act (ADA) and would conform to the existing pedestrian network in the project vicinity. The internal circulation roadway developed as part of the project would be required to adhere to the applicable policies established by the General Plan, as well as the City's complete streets ordinance. As such, impacts related to pedestrian and bicycle facilities would not occur.

Transit Services and Facilities

As previously discussed, the City of Gridley is served by Butte County's regional public transit system, Butte Regional Transit, which provides connections between the cities of Gridley, Chico, Oroville, and Paradise.[34] The project site is located 0.7 miles from Butte Regional Transit's Route 30 and 32 bus stops on Spruce Street. Given that the proposed project would comply with all applicable policies established in the General Plan and the proposed project would not substantially increase transit ridership within the City, existing transit services and facilities are anticipated to have sufficient capacity to accommodate potential transit users associated with the proposed project.

Conclusion

Given the above, adequate pedestrian, bicycle, and transit facilities would be available to accommodate the proposed project, and implementation of the project would not conflict with a program, plan, ordinance, or policy addressing the circulation system. Therefore, a ***less-than-significant*** impact would occur.

b. Section 15064.3 of the CEQA Guidelines provides specific considerations for evaluating a project's transportation impacts. Pursuant to Section 15064.3, analysis of VMT attributable to a project is the most appropriate measure of transportation impacts. Other relevant considerations may include the effects of the project on transit and non-motorized travel. Although the City of Gridley has not yet established any standards or thresholds regarding VMT, pursuant to Section 15064.3(b)(3), a lead agency may analyze a project's VMT qualitatively based on the availability of transit, proximity to destinations, etc. While changes to driving conditions that increase intersection delay are an important consideration for traffic operations and management, the method of analysis does not fully describe environmental effects associated with fuel consumption, emissions, and public health. Section 15064.3(3) changes the focus of transportation impact analysis in CEQA from measuring impact to drivers to measuring the impact of driving.

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[33] City of Gridley. *City of Gridley 2030 General Plan Environmental Impact Report* [pg. 4.4-11]. November 2009.
[34] Butte Regional Transit. *Route 30 (Oroville-Biggs)*. Available at: http://www.blinetransit.com/Schedules/Route-30-Oroville---Biggs/index.html. Accessed February 2023.

VMT is the total miles of travel by personal motorized vehicles a project is expected to generate in a day and the full distance of personal motorized vehicle-trips to and from the project site. Typically, development projects that are farther from other, complementary land uses (such as a business park far from housing) and in areas without transit or active transportation infrastructure (bike lanes, sidewalks, etc.) generate more driving than development near complementary land uses with more robust transportation options. Therefore, developments located in a central business district with high density and diversity of complementary land uses and frequent transit services are expected to internalize trips and generate shorter and fewer vehicle trips than developments located in a suburban area with low density of residential developments and lack of transit services in the project vicinity.

The *Technical Advisory on Evaluating Transportation Impacts in CEQA* published by the Governor's Office of Planning and Research (OPR) provides recommendations regarding VMT evaluation methodology, significance thresholds, and screening thresholds for land use projects.[35] The OPR screening thresholds recommendations are intended to identify when a project should not be expected to cause a significant adverse impact without conducting a detailed VMT evaluation. The OPR screening thresholds recommendations are based on project size, maps, transit availability, and provision of affordable housing. Specifically, OPR recommends the following screening thresholds criteria:

- OPR recommends that office or residential projects exceeding a level of 15 percent below existing VMT per capita may indicate a less-than-significant impact on VMT.
- OPR recommends that projects (including office, residential, retail, and mixed-use developments) proposed within 0.5-mile of an existing major transit stop or within 0.25-mile of an existing stop along a high-quality transit corridor may be presumed to have a less-than-significant impact.
- OPR recommends that 100 percent affordable residential development in infill locations be presumed to have a less-than-significant impact on VMT.
- OPR recommends that projects that generate or attract fewer than 110 trips per day generally may be assumed to cause a less-than-significant impact on VMT.

The proposed project would include the development of 69 affordable single-family residential units. Because the proposed project would be a 100 percent affordable residential development, pursuant to the above OPR recommendations, the proposed project would be presumed to not cause a significant impact related to VMT. The OPR guidelines state that adding affordable housing to infill locations generally improves jobs to housing match, in turn shortening commutes and reducing VMT and reducing impacts related to vehicle traffic. In addition, the OPR guidelines state that in areas where existing jobs-housing match is closer to optimal, low-income housing generates less VMT than market-rate housing.

Therefore, consistent with OPR's Technical Advisory, the proposed project would have a less-than-significant impact on VMT.[36] Therefore, the proposed project would not conflict

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35 Governor's Office of Planning and Research. *Technical Advisory on Evaluating Transportation Impacts in CEQA*. December 2018.

36 Governor's Office of Planning and Research. *Technical Advisory on Evaluating Transportation Impacts in CEQA*. [pg. 14]. December 2018.

or be inconsistent with CEQA Guidelines Section 15064.3(b), and a ***less-than-significant*** impact would occur.

c,d. The proposed project would not include geometric design features that would affect traffic safety, nor involve any incompatible uses. Access to the project site would be provided by a primary entrance off of Jared Drive, along the northern boundary of the project site. The project driveway and internal drive aisles would be designed in accordance with State and local standards, such that emergency vehicle access would be sufficient for the project site. In addition, the proposed residences, landscaping, and signage would be set back from the roadways in the project vicinity such that visibility for motorists would not be hindered. During project construction, public roads in the vicinity would remain open and available for use by emergency vehicles and other traffic.

Implementation of the proposed project would introduce additional vehicle traffic along adjacent roadways, such as Jared Drive and Colusa Highway/Sycamore Street. However, the proposed project would be consistent with the General Plan land use designation for the site, and any impacts related to hazards and emergency access associated with the proposed project were already analyzed and anticipated in the General Plan EIR.

Based on the above, the proposed project would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment) or result in inadequate emergency access, and a ***less-than-significant*** impact would occur.

XVIII. TRIBAL CULTURAL RESOURCES. *Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k).	☐	✖	☐	☐
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	✖	☐	☐

Discussion

a,b. As discussed in Section V, Cultural Resources, of this IS/MND, a records search of the CHRIS, performed on August 11, 2022, was completed by NEIC for cultural resource site records and survey reports within the project site. The CHRIS search indicated that the project site does not contain recorded archaeological resources; however, a moderate potential exists for unrecorded historic-period archaeological resources to be found within the project area. In addition, the NAHC conducted a records search of the SLF on October 14, 2022, and determined that the site does not contain known tribal cultural resources.[37]

In compliance with AB 52 (PRC Section 21080.3.1), a project notification letter was distributed to the chairpersons of the following tribes on January 20, 2023: Berry Creek Rancheria of Maidu Indians, Estom Yumeka Maidu Tribe of the Enterprise Rancheria, Greenville Rancheria of Maidu Indians, KonKow Valley Band of Maidu, Mechoopda Indian Tribe, Mooretown Rancheria of Maidu Indians, Tsi Akim Maidu, United Auburn Indian Community of the Auburn Rancheria, and Nevada City Ranchera Nisenan Tribe. Responses from interested tribes have not been received to date.

Based on the history of disturbance at the project site, as well as the lack of identified tribal cultural resources at the site, tribal cultural resources are not expected to occur within the site. Nevertheless, the possibility exists that development of the proposed project could result in a substantial adverse change in the significance of a tribal cultural resource if previously unknown tribal cultural resources are uncovered during grading or other ground-disturbing activities. Thus, a ***potentially significant*** impact related to tribal cultural resources could occur.

[37] Native American Heritage Commission. *Pacific Fly Away Subdivision Project, Butte County*. October 14, 2022.

Mitigation Measure(s)

Implementation of the following mitigation measure would reduce the above potential impact to a *less-than-significant* level.

XVIII-1. Implement Mitigation Measures V-1 and V-2.

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

Discussion

a-c. Utility services would be provided to the project site by way of new connections to existing infrastructure in the immediate project area. Brief discussions of water, sewer service, stormwater drainage, electrical, natural gas, and telecommunications that would serve the proposed project are included below.

Water

As previously mentioned under Section X, Hydrology and Water Quality, of this IS/MND, water supplies for the project site would be provided by the City of Gridley, which draws groundwater from seven wells from the East Butte Subbasin.

As part of ensuring sufficient water supply exists to serve the demand generated by future development in the City, a Water System Memorandum was prepared by Bennett Engineering Services.[38] According to the Water System Memorandum, two of the City's seven wells are on standby. The five active wells provide a maximum of 5,700 gallons per minute (gpm), resulting in a daily maximum supply of 8,208,000 gallons per day (gpd). To calculate demand, the Water System Memorandum used data from meter readings collected from January 2018 through December 2020 and an accepted standard of 100 gpd per capita. The Water System Memorandum determined that the maximum daily water demand in the City is currently 4,761,925 gpd, which is approximately 58 percent of the calculated domestic water supply available from the City's five active wells. Based on

[38] Bennett Engineering Services. *Technical Memorandum: 2021 Estimated Water System Capacity*. October 6, 2021.

the percentage of remaining supply, the Water System Memorandum found that the remaining supply could accommodate the existing population and approximately 5,370 new residents within the City limits before additional water supply must be added. As discussed previously, the proposed project could result in approximately 208 new residents. Considering the remaining water supply available to serve future residents, sufficient supply would exist to serve the demands generated by residents of the proposed project.

Furthermore, all infrastructure required to provide water supply to the project would be developed by a connection to existing water mains located in the project vicinity, and the proposed project would not require major relocation or expansion of any water supply infrastructure.

Wastewater

The City of Gridley's wastewater collection system includes two main sewer trunk lines: one on the west side of the City, and the other on the east side of the Union Pacific Railroad (UPRR) mainline. Flows from the trunk lines discharge to two main pump stations: the Corporation Yard Pump Station on the west side, and the SR 99 Pump Station on the east side. Both pump stations discharge to a primary force main. The force main conveys all wastewater flows towards the east for approximately five miles, under the Feather River by way of a pipeline, and then delivers the flows to the City of Gridley Wastewater Treatment Plant (WWTP). The WWTP provides secondary treatment before discharging treated effluent to four percolation ponds located south of the plant. The percolation ponds are designed to infiltrate the treated effluent into the groundwater aquifer. Emergency storage ponds are located on the west side of the Feather River.

As part of ensuring sufficient capacity exists at the WWTP to treat flows generated by future development within the City, a WWTP Capacity Analysis Memorandum was prepared by Bennett Engineering Services to calculate the number of additional Equivalent Dwelling Units (EDUs) that could be accommodated by the WWTP's remaining capacity.[39] An EDU is a unit of measure for the sewage generated from particular structures and is the equivalent water usage of a single-family residence with a metered service connection. Pursuant to the Memorandum, the WWTP is permitted for an average dry weather flow of 1.7 million gallons per day (mgd) and currently receives 0.60 mgd. Based on monthly flow averages for 2019 and 2020, the WWTP Capacity Analysis Memorandum determined that the WWTP can accommodate approximately 3,490 additional EDUs based on each EDU generating flows of 250 gallons per day (gpd) and a remaining capacity of 872,478 gpd. Considering that the proposed project would consist of 69 total units, sufficient capacity exists to accommodate the proposed project's wastewater treatment needs. Therefore, development of the proposed project would not require the construction of new or expansion of existing wastewater treatment facilities, as the WWTP has adequate capacity to serve the proposed project.

Furthermore, given that the project is consistent with the site's current General Plan land use designation, the type and intensity of growth and associated wastewater generation has already been analyzed in the General Plan EIR. The General Plan EIR determined that impacts related to wastewater treatment capacity would be less than significant.

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[39] Bennett Engineering Services. *Memorandum: Wastewater Treatment Plant Capacity Analysis*. January 20, 2021.

In addition, all infrastructure required to provide sewer service to the project would be developed by way of a connection to the existing sewer service mains located within the project vicinity. As such, the proposed project would not require major relocation or expansion of any sewer service infrastructure as adequate sewer service capacity exists to serve the project.

Stormwater

Issues related to stormwater infrastructure are discussed in Section X, Hydrology and Water Quality, of this IS/MND. As noted therein, the proposed project would not significantly increase stormwater flows into the City's existing system, and stormwater runoff from impervious surfaces would be directed towards the on-site detention basin. Additionally, because the site has been anticipated for development by the City's General Plan, impacts to stormwater systems resulting from development of the site have been analyzed in the City's General Plan EIR. Therefore, the proposed project would not require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

Electricity and Telecommunications

Electricity and telecommunications utilities would be provided by way of connections to existing infrastructure located within the immediate project vicinity. The City of Gridley Electricity Utility Department would provide electricity services to the project site, while AT&T would provide telecommunication services. The proposed project would not require major upgrades to, or extension of, existing infrastructure. Thus, impacts related to electricity and telecommunications infrastructure would be less than significant.

Conclusion

Based on the above, the utility infrastructure within the project vicinity has been designed with adequate capacity to accommodate demand from the proposed project. Therefore, the project would result in a ***less-than-significant*** impact related to the relocation or construction of new or expanded water, wastewater treatment, or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.

d,e. Solid waste, recyclable materials, and green waste collection is provided to residents of the City of Gridley through Recology Butte Colusa. Solid waste and recyclable materials are transported to the Neal Road Recycling and Waste Facility, which is operated by the Butte County Department of Public Works and located at 1023 Neal Road in the Town of Paradise. Solid waste generated in the City of Gridley is disposed of at the Neal Road Landfill. According to the California Department of Resources Recycling and Recovery (CalRecycle), the landfill has a projected cease operation date of 2048. The landfill has a maximum permitted capacity of 25,271,900 cubic yards and has a remaining capacity of 20,847,970 cubic yards.[40] As such, sufficient capacity exists at the landfill to accommodate the solid waste generated by the proposed project. With regard to green waste, the Recology Maxwell Transfer Station at 3852 County Road 99W accepts residential and commercial green waste for composting. Additionally, because the site has been anticipated for development by the City General Plan, impacts related to solid waste

[40] California Department of Resources Recycling and Recovery. *SWIS Facility/Site Activity Details: Neal Road Recycling and Waste Facility (04-AA-0002)*. Available at: https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/110?siteID=108. Accessed December 2022.

resulting from development of the site have already been evaluated in the City's General Plan EIR.

Furthermore, as required by CALGreen Code Section 4.408, the proposed project would be required to submit a Waste Management Plan to the City detailing on-site sorting of construction debris. Implementation of the Waste Management Plan would ensure that the proposed project meets established diversion requirements for reused or recycled construction waste.

Based on the above, the proposed project would comply with applicable federal, State, and local statutes and regulations related to solid waste. Therefore, the proposed project would have a ***less-than-significant*** impact related to solid waste.

XX. WILDFIRE. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	✖	☐
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	✖	☐
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	✖	☐
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	✖	☐

Discussion

a-d. According to the CAL FIRE Fire and Resource Assessment Program, the project site is not located within a Very High or High FHSZ.[41] In addition, the project site is located near existing development and roadways. The presence of urban development and paved areas would preclude the uncontrolled spread of wildfire. Thus, the proposed project would not result in substantial risks or hazards related to wildfires, and a ***less-than-significant*** impact would occur.

[41] California Department of Forestry and Fire Protection. *Butte County, Very High Fire Hazard Severity Zones in LRA*. May 2008. Available at: https://osfm.fire.ca.gov/divisions/community-wildfire-preparedness-and-mitigation/wildfire-preparedness/fire-hazard-severity-zones/fire-hazard-severity-zones-map/. Accessed February 2023.

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

Discussion

a. As discussed in Section IV, Biological Resources, of this IS/MND, while a limited potential exists for special-status wildlife to occur on-site, Mitigation Measures IV-1 through IV-6 would ensure that any impacts related to special-status species would be reduced to less-than-significant levels. In addition, the project site does not contain any eligible historical on-site structures or known historic or prehistoric resources. As a result, implementation of the proposed project is not anticipated to result in impacts related to historic or prehistoric resources. Nevertheless, Mitigation Measures V-1 and V-2 would ensure that, in the event that prehistoric resources are discovered within the project site, such resources would be protected in compliance with the requirements of CEQA and other State standards.

Considering the above, the proposed project would not degrade the quality of the environment, substantially reduce or impact the habitat of fish or wildlife species, cause fish or wildlife populations to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory. Therefore, with implementation of the mitigation measures identified herein, a ***less-than-significant*** impact would occur.

b. The proposed project, in conjunction with other development within the City of Gridley, could incrementally contribute to cumulative impacts in the area. However, as demonstrated in this IS/MND, all potential environmental impacts that could occur as a result of project implementation would be reduced to a less-than-significant level through compliance with the mitigation measures included in this IS/MND, as well as applicable General Plan policies, Municipal Code standards, and other applicable local and State regulations.

All cumulative impacts related to air quality, noise, and transportation are either less than significant after mitigation or less than significant and do not require mitigation. Given the scope of the project, any incremental effects would not be considerable relative to the effects of all past, current, and probably future projects. In addition, buildout of the site has already been anticipated by the City for residential uses. As such, potential impacts resulting from development of the project have been generally analyzed in the General Plan EIR. Therefore, when viewed in conjunction with other closely related past, present, or reasonably foreseeable future projects, with the implementation of mitigation, development of the proposed project would not result in a cumulatively considerable contribution to cumulative impacts, and the project's incremental contribution to cumulative impacts would be ***less than significant***.

c. As described in this IS/MND, the proposed project would comply with all applicable General Plan policies, Municipal Code standards, other applicable local and State regulations, and mitigation measures included herein. In addition, as discussed in Section III, Air Quality; Section VII, Geology and Soils; and Section XIII, Noise, of this IS/MND, the proposed project would not cause substantial effects to human beings, including effects related to exposure to air pollutants, hazardous materials, and noise. Therefore, with implementation of the required mitigation measures, the proposed project would result in a ***less-than-significant*** impact.

Appendix A
Air Quality and Greenhouse Gas Emissions – CalEEMod Results

Appendix B
Soils Investigation Report

Appendix C
Phase I Environmental Site Assessment