SUMMARY

Bogue-Stewart Master Plan Environmental Impact Report

S.1 Introduction

This Environmental Impact Report (EIR) is an informational document intended to inform the public and decision-makers about the environmental consequences of the proposed Bogue-Stewart Master Plan (BSMP or proposed plan) for the City of Yuba City. The EIR considers the environmental impacts of the proposed plan as well as the additive effects of growth throughout the Yuba City area and the region. These latter impacts are referred to as cumulative impacts. The EIR has been prepared by the City of Yuba City pursuant to the requirements of the California Environmental Quality Act (CEQA).

Upon publication, the environmental documents described above are available online at www.yubacity.net/BSMP, and may be viewed in printed form at the Yuba City Development Services Department; 1201 Civic Center Boulevard; Yuba City, CA 95993. Hearings regarding the project will occur at various times, and the City posts agendas at kiosks at City Hall and on its website at https://www.yubacity.net/.

City staff responsible for the drafting of the environmental document may be contacted with questions:

Darin Gale
Deputy City Manager
Yuba City Development Services Department
1201 Civic Center Boulevard
Yuba City, CA 95993
Phone: 530-822-4700
Email: permits@yubacity.net

The Final EIR will be submitted to the City Council for their consideration. As part of the project review and consideration, the City Council, prior to approving the project, is required under CEQA to certify that the EIR has been prepared in compliance with CEQA, and would also consider adoption of Findings of Fact pertaining to this EIR, specific mitigation measures, a Statement of Overriding Considerations relating to any identified significant and unavoidable effects, and a Mitigation Monitoring and Reporting Program.

S.2 Project Description

Bogue-Stewart Master Plan

The purpose of the proposed BSMP is to provide guidance for an orderly and cohesive planned community consistent with the Yuba City General Plan and Yuba City zoning regulations for future annexation into the City. The proposed BSMP combines elements from the Yuba City General Plan and zoning regulations in a comprehensive manner that establishes the regulatory structure to guide development directly adjacent to the southern edge of the City. The proposed plan would provide for the development of two property assemblages totaling 741 acres as a planned community with a mix of residential, commercial, office/business, park and recreational sites, and public facilities.

The proposed BSMP would provide direction for land use and community design, mobility, utilities, public services, and implementation. It would also function as the BSMP area's zoning mechanism, regulating allowed uses, development standards, design expectations, and guidance on roadway alignment and right-of-way to correspond with the neighborhood pattern in existing residential neighborhoods adjacent to the plan area.

The proposed BSMP would be the primary land use, policy, and regulatory document used to guide the overall development of the plan area. It would establish a development framework for land use, mobility, utilities and services, resource protection, and implementation to promote the systematic and orderly development of the plan area. All subsequent development projects and related activities proposed within the plan area would be required to be consistent with the proposed BSMP.

Sphere of Influence Amendment

The entirety of the 741-acre plan area is proposed to be included in the City of Yuba City's SOI using a SOI amendment (SOIA). Consistent with the requirements of the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000, Sutter County LAFCo is the lead agency to consider and approve any SOIA within the county. This document is meant to provide the environmental analysis needed so that Sutter County LAFCo can make an appropriate determination regarding this action.

Annexation

The proposed project includes annexation of 304 acres to the City of Yuba City (Phase 1 and Phase 2 as shown on Figure 2-5 in Chapter 2, Project Description). Annexation can only occur if and once Sutter LAFCo has approved an SOIA, however, this may happen shortly after the SOIA is approved. Sutter County LAFCo is the responsible agency for the annexation request. It is anticipated that the Sutter County LAFCo would use this EIR in its decision making process, as required under CEQA. LAFCo policies and procedures are discussed in Section 3.11, Land Use and Planning.

General Plan Map Amendments

The plan area is currently located in the unincorporated area of Sutter County (**Figure S-1**). The Yuba City General Plan designates the plan area as an Agricultural/Rural area outside of the City limits and the Yuba City SOI, subject to Sutter County General Plan land use designation and zoning.

Assuming LAFCo approval of Phase 1 and 2 annexation to the City of Yuba City, all subsequent development within the these areas would need to be consistent with the proposed BSMP, as well as the City's General Plan, and Yuba City Municipal Code, policies, and design guidelines, as applicable. Part of the application to LAFCo includes a land use plan of the entire plan area (**Figure S-2**). Thus, the City would amend its General Plan map to include the plan area, and to reflect the General Plan land use assigned to parcels within the plan area in the proposed BSMP.

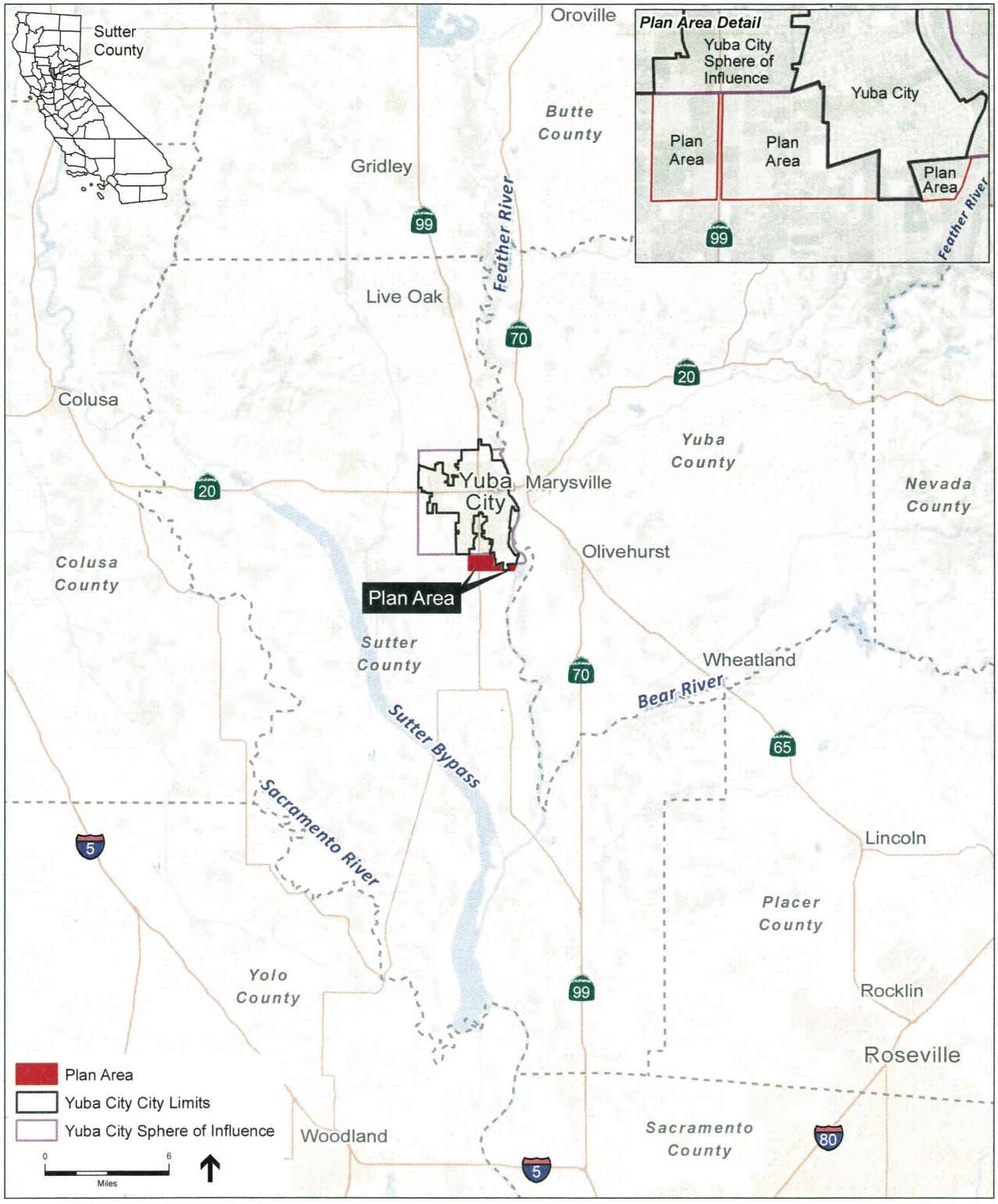
Zoning Amendments

The plan area is currently zoned by Sutter County for Agriculture, Estate Residential, Commercial-Industrial, and Single-Family. Assuming LAFCo approval of the SOIA, the entire plan area would be pre-zoned by the City of Yuba City.

S.3 Areas of Concern

In response to the notice of preparation, the City received 11 comment letters addressing the scope of the environmental analysis for the EIR. Those comments focused on several issues:

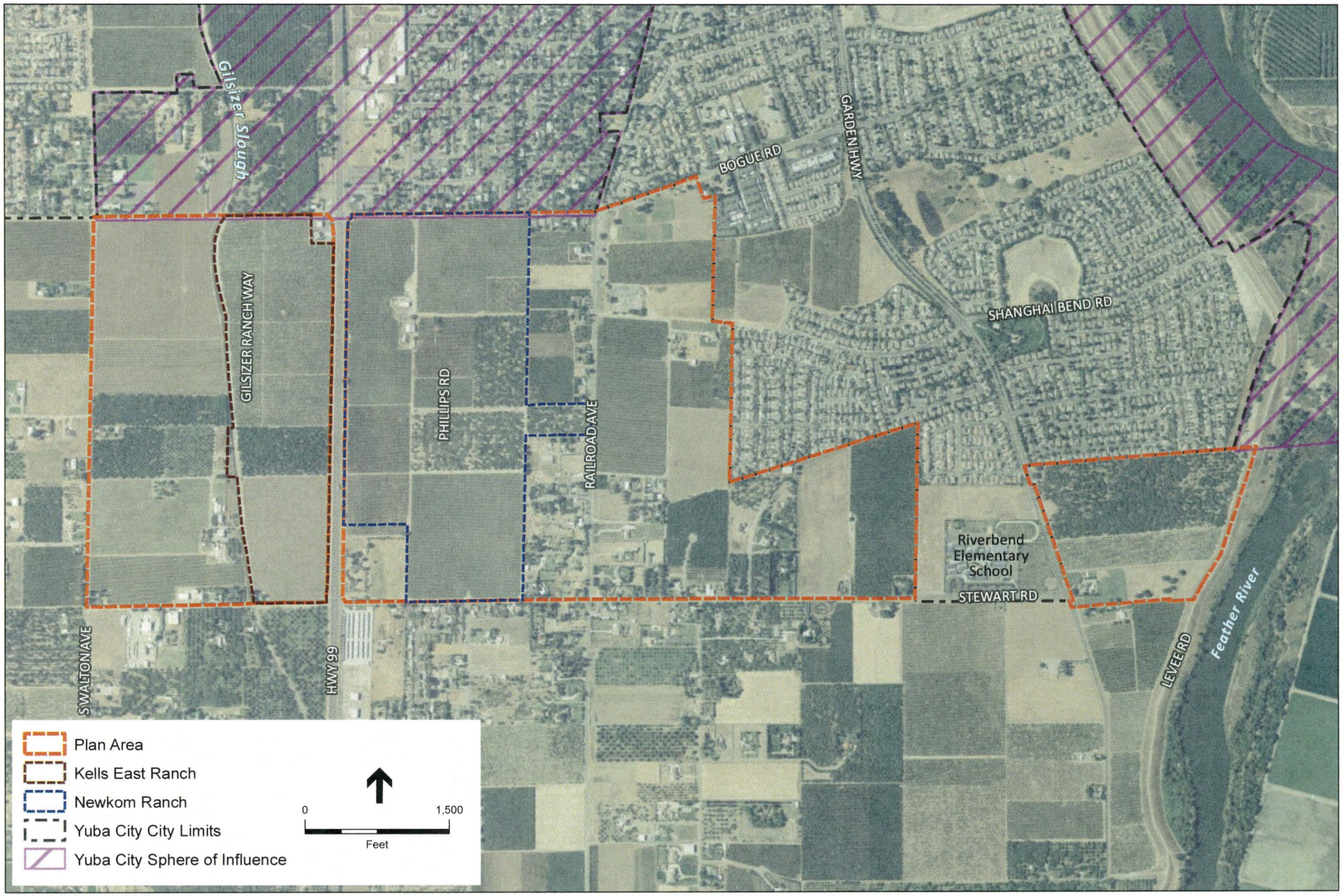
- A Central Valley Flood Protection Board permit may be required for work on or near the Feather River levee (i.e., within 20 feet of the west levee toe);
- A request that the BSMP EIR address consistency with the Sutter County General Plan policies regarding the expansion of the Yuba City SOI;
- Water quality permits may be needed from the Central Valley Regional Water Quality Control Board;
- Impacts to biological resources, including wetlands and sensitive species including nesting raptors and other avian species, should be evaluated;
- Project impacts to traffic and parking should be evaluated particularly along Railroad Avenue and school traffic along Stewart Road near Garden Highway;
- Project impacts to noise should be evaluated;
- Impacts to air quality should be evaluated;
- Alternatives analysis should consider development of sites within the City of Yuba City;
- The proposed project would result in the conversion of farmland to nonagricultural uses. Mitigation should be identified to mitigate the impact of the conversion of agricultural lands;
- Police protection services and facilities requirements to serve the proposed project should be evaluated;



SOURCE: ESRI, 2018; City of Yuba City, 2018; ESA, 2019

Bogue-Stewart Master Plan and EIR . 140720

Figure S-1
Regional Location



SOURCE: USDA, 2016; City of Yuba City, 2016; ESA, 2019

Bogue-Stewart Master Plan and EIR . 140720

Figure S-2
Plan Area

- Some letters question whether there is adequate water supply for the proposed project and how restrictions for groundwater pumping may be implemented; and
- Some commenters questioned the land use compatibility of planned medium low density residential zoning (apartments) adjacent to existing rural low density residential uses.

S.4 Environmental Effects

As required by the CEQA Guidelines Section 15123(b)(1), an EIR must provide a summary of the impacts, mitigation measures and significant impacts after mitigation for a proposed project. This information is presented in Chapter 3, Environmental Impacts, Setting, and Mitigation Measures, of this EIR, and summarized in **Table S-1** at the end of this chapter. Based on the analysis contained in the EIR, implementation of the proposed General Plan Update would result in the following significant and unavoidable impacts:

Impact 3.1-1: Development pursuant to the proposed BSMP could result in a substantial adverse effect on a scenic vista.

Impact 3.1-2: Development pursuant to the proposed BSMP could substantially degrade the existing visual character or quality of the site and its surroundings.

Impact 3.1-4: Implementation of the proposed project, in conjunction with development of other projects in the Yuba City Sphere of Influence and within nearby Sutter County, could contribute to cumulative impacts on scenic vistas.

Impact 3.1-5: Implementation of the proposed BSMP, in combination with other projects in the Yuba City Sphere of Influence and within adjacent Sutter County, could contribute to cumulative degradation of visual character and quality.

Impact 3.2-3: Implementation of the proposed project would contribute to cumulative conversion of Important Farmland to non-agricultural use.

Impact 3.3-1: Construction of land uses under the proposed BSMP could generate criteria pollutant emissions that could substantially contribute to a potential violation of applicable air quality standards or to nonattainment conditions.

Impact 3.3-2: Operational activities associated with development under the proposed BSMP would result in emissions of criteria air pollutants at levels that could substantially contribute to a potential violation of applicable air quality standards or to nonattainment conditions.

Impact 3.3-3: The proposed BSMP project would not conflict with or obstruct implementation of an applicable air quality plan.

Impact 3.3-7: The proposed BSMP could contribute to cumulative increases in short-term (construction) emissions.

Impact 3.3-8: The proposed BSMP could contribute to cumulative increases in long-term (operational) emissions.

Impact 3.5-1: Development pursuant to the proposed BSMP could cause a substantial adverse change in the significance of an historical architectural resource.

Impact 3.14-9: Implementation of the proposed BSMP, in combination with other cumulative development, would cause cumulatively significant LOS-related impacts at intersections maintained by Caltrans.

Impact 3.14-10: Implementation of the proposed BSMP, in combination with other cumulative development, would cause significant queuing-related impacts at intersections maintained by Caltrans.

S.5 Alternatives to the Proposed Project

Pursuant to State CEQA Guidelines, this EIR must present a discussion of a reasonable range of alternatives to the proposed BSMP. The alternatives should be designed to feasibly accomplish most of the basic objectives of the proposed project while looking to avoid or substantially lessen one or more of the significant effects. The feasibility of an alternative is determined by the lead agency based on a variety of factors including, but not limited to, site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and site accessibility and control.

The alternatives evaluated in the EIR are described below. Of the alternatives considered for the proposed BSMP, there were a number of alternatives found to be overtly infeasible or worthy of dismissal prior to further consideration that are also analyzed in Chapter 5, Alternatives, of this EIR. In identifying alternatives to the proposed plan, primary consideration was given to alternatives that could reduce significant unavoidable impacts resulting from the proposed plan while still obtaining the plan's objectives. Certain impacts that are identified as being significant and unavoidable under the proposed plan (e.g., increase in air pollutants from project construction and operation) are due primarily to developing an area that is currently undeveloped or intensifying development activity beyond current levels. These impacts would not be possible to eliminate, but could be reduced, for example, by limiting the scope of the proposed plan, reconfiguring uses, or implementing mitigation measures. The alternatives considered in this section include:

- Alternative 1: No Project/No Build Alternative
- Alternative 2: No Project/Existing Sutter County General Plan
- Alternative 3: Reduced Project Alternative

Alternative 1: No Project/No Build Alternative

Alternative 1 is the No Project alternative as required by CEQA Guidelines section 15126.6(e). Under the No Project alternative, no building or development would occur in the plan area. The site is assumed to remain in its existing condition, including the existing agriculture and estate residential uses.

Alternative 2: No Project/Existing Sutter County General Plan

Alternative 2 would develop the plan area under the existing Sutter County General Plan land use and zoning designations, which include the Estate Residential (ER), Low Density Residential (LDR), Industrial (IND), and Agriculture (AG-20).

Alternative 3: Reduced Project Alternative

Alternative 3 would develop the plan area with the same land uses proposed in the BSMP, however there would be 25 percent less development within those land uses.

Environmentally Superior Alternative

An EIR is required to identify the environmentally superior alternative from among the range of reasonable alternatives that are evaluated. Section 15126.6 (e)(2) of the State CEQA Guidelines requires that an environmentally superior alternative be designated and states that if the environmentally superior alternative is the No Project alternative, the EIR also is required to identify an environmentally superior alternative among the other alternatives.

Based on the summary of information presented in Chapter 5, Alternatives (Table 5-7), the environmentally superior alternative is Alternative 1: No Project/No Build. Because Alternative 1 would leave the project site essentially unchanged and would not have the operational effects that would be associated with any of the alternatives, this alternative has fewer environmental impacts than the proposed project or any of the other alternatives.

As discussed above, if the environmentally superior alternative is the No Project alternative, the EIR must also identify an environmentally superior alternative from the other alternatives. Aside from Alternative 1, Alternative 2 would have the least environmental impacts because it would be result in much less development and would maintain much of the existing agricultural and rural attributes of the project site, relative to the proposed BSMP.

S.6 Summary Table

Table S-1 (Summary of Impacts and Mitigation Measures), has been organized to correspond with the environmental issues discussed in Chapter 4. The summary table is arranged in four columns:

1. Environmental impacts ("Impact").

2. Level of significance without mitigation ("Significance Before Mitigation").
3. Mitigation measures ("Mitigation Measure").
4. The level of significance after implementation of mitigation measures ("Significance After Mitigation").

If an impact is determined to be significant or potentially significant, mitigation measures are identified, where appropriate. More than one mitigation measure may be required to reduce the impact to a less-than-significant level. This EIR assumes that all applicable plans, policies, and regulations would be implemented, including, but not necessarily limited to, City General Plan policies, laws, and requirements or recommendations of the City of Yuba City. Applicable plans, policies, and regulations are identified and described in the Regulatory Setting of each issue area and within the relevant impact analysis. A description of the organization of the environmental analysis, as well as key foundational assumptions regarding the approach to the analysis, is provided in Section 4.0, Introduction to the Analysis.

TABLE S-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES EVALUATED IN THE DRAFT EIR

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
3.1 Aesthetics, Light and Glare			
3.1-1: Development pursuant to the proposed BSMP could result in a substantial adverse effect on a scenic vista.	S	None available.	SU
3.1-2: Development pursuant to the proposed BSMP could substantially degrade the existing visual character or quality of the site and its surroundings.	S	None available.	SU
3.1-3: The proposed project could create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.	S	None available	SU
3.1-4: Implementation of the proposed project, in conjunction with development of other projects in the Yuba City Sphere of Influence and within nearby Sutter County, could contribute to cumulative impacts on scenic vistas.	S	None available.	SU
3.1-5: Implementation of the proposed BSMP, in combination with other projects in the Yuba City Sphere of Influence and within adjacent Sutter County, could contribute to cumulative degradation of visual character and quality.	S	None available.	SU
3.1-6: Implementation of the proposed BSMP would contribute to a cumulative increase in light and glare in the vicinity of the BSMP project site.	S	None available	SU
3.2 Agriculture and Forestry Resources			
3.2-1: The proposed BSMP would result in conversion of Important Farmland to non-agricultural use.	PS	None feasible.	SU

LTS = less than significant; NA = not applicable; NI = no impact; PS = potentially significant; SU = significant and unavoidable.

TABLE S-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES EVALUATED IN THE DRAFT EIR

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
3.2-2: The proposed BSMP would involve other changes in the existing environment which, due to their location or nature, could result in indirect conversion of Farmland to non-agricultural use.	LS	None required.	NA
3.2-3: Implementation of the proposed project would contribute to cumulative conversion of Important Farmland to non-agricultural use.	PS	None feasible.	SU
3.3 Air Quality			
3.3-1: Construction of land uses under the BSMP could generate criteria pollutant emissions that could substantially contribute to a potential violation of applicable air quality standards or to nonattainment conditions.	S	**Mitigation Measure 3.3-1(a): Fugitive Dust Control Plan (BSMP/NR/KER)** The applicant shall submit to FRAQMD a Fugitive Dust Control Plan with the following mitigation measures to be implemented: a) All grading operations on a project shall be suspended when sustained winds exceed 20 miles per hour (mph) or when winds carry dust beyond the property line despite implementation of all feasible dust control measures; b) Construction sites shall be watered as directed by the FRAQMD and as necessary to prevent fugitive dust violations. c) An operational water truck shall be on-site at all times. Water shall be applied to control dust as needed to prevent visible emissions violations and off-site dust impacts. d) On-site dirt piles or other stockpiled particulate matter shall be covered, wind breaks installed, and water and/or soil stabilizers employed to reduce wind-blow dust emissions. The use of approved nontoxic soil stabilizers shall be incorporated according to manufacturers' specifications to all inactive construction areas. e) All transfer processes involving a free fall of soil or other particulate matter shall be operated in such a manner as to minimize the free fall distance and fugitive dust emissions. f) Approved chemical soil stabilizers shall be applied according to the manufacturers' specifications to all inactive construction areas (previously graded areas that remain inactive for 96 hours), including unpaved roads and employee/equipment parking areas. g) To prevent track-out, wheel washers shall be installed where project vehicles and/or equipment exit onto paved streets from unpaved roads. Vehicles and/or equipment shall be washed before each trip. Alternatively, a gravel bed may be installed as appropriate at vehicle/equipment site exit points to effectively remove soil buildup on tires and tracks and prevent/diminish track-out. h) Paved streets shall be swept frequently (water sweeper with reclaimed water recommended; wet broom permitted) if soil material has been carried onto adjacent paved, public thoroughfares from the project site. i) Temporary traffic control shall be provided as needed during all phases of construction to improve traffic flow, as deemed appropriate by the appropriate department of public works and/or California Department of Transportation (Caltrans), and to reduce vehicle dust emissions. An effective measure is to enforce vehicle traffic speeds at or below 15 mph.	SU

LTS = less than significant; NA = not applicable; NI = no impact; PS = potentially significant; S = significant; SU = significant and unavoidable.

TABLE S-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES EVALUATED IN THE DRAFT EIR

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
3.3-1 (cont.)		j) Traffic speeds on all unpaved surfaces shall be reduced to 15 mph or less, and unnecessary vehicle traffic shall be reduced by restricting access. Appropriate training to truck and equipment drivers, on-site enforcement, and signage shall be provided. k) Ground cover shall be reestablished on the construction site as soon as possible and before final occupancy through seeding and watering. l) Open burning shall be prohibited at the project site. No open burning of vegetative waste (natural plant growth wastes) or other legal or illegal burn materials (e.g., trash, demolition debris) may be conducted at the project site. Vegetative wastes shall be chipped or delivered to waste-to-energy facilities (permitted biomass facilities), mulched, composted, or used for firewood. It is unlawful to haul waste materials off-site for disposal by open burning.	
		Mitigation Measure 3.3-1(b): Control Exhaust Emissions (BSMP/NR/KER) Construction equipment exhaust emissions shall not exceed FRAQMD Regulation III, Rule 3.0, Visible Emissions Limitations (40 percent opacity or Ringelmann 2.0). Operators of vehicles and equipment found to exceed opacity limits shall take action to repair the equipment within 72 hours or remove the equipment from service. Failure to comply may result in a notice of violation from FRAQMD.	
		Mitigation Measure 3.3-1(c): Limit Equipment Idling (BSMP/NR/KER) Idling time shall be minimized to 5 minutes in accordance with ARB airborne air toxic control measure 13 (CCR Chapter 10 Section 2485) unless more time is required per engine manufacturers' specifications or for safety reasons.	
		Mitigation Measure 3.3-1(d): Equipment Registration (BSMP/NR/KER) Portable engines and portable engine-driven equipment units used on the project site, with the exception of on-road and off-road motor vehicles, may require ARB Portable Equipment Registration with the state or a local district permit. The owner/operator of the equipment shall be responsible for arranging appropriate consultations with ARB or the FRAQMD to determine registration and permitting requirements before the equipment is operated at the site.	
		Mitigation Measure 3.3-1(e): Equipment Emissions Plan (BSMP/NR/KER) During the construction of the BSMP, individual project applicants shall assemble a comprehensive inventory list (i.e., make, model, engine year, horsepower, emission rates) of all heavy-duty off-road (portable and mobile) equipment (50 horsepower and greater) that will be used an aggregate of 40 or more hours for a construction project. Applicants shall provide a plan for approval by FRAQMD demonstrating that the heavy-duty (equal to or greater than 50 horsepower) off-road equipment to be used for construction, including owned, leased, and subcontractor vehicles, will achieve a project-wide fleet-average 20 percent NOx reduction and 45 percent particulate reduction compared to the most recent ARB fleet average at the time of construction.	

LTS = less than significant; NA = not applicable; NI = no impact; PS = potentially significant; SU = significant and unavoidable.

TABLE S-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES EVALUATED IN THE DRAFT EIR

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
3.3-1 (cont.)		These equipment emission reductions can be demonstrated using the most recent version of the Construction Mitigation Calculator developed by the SMAQMD. Acceptable options for reducing emissions may include use of late-model engines, low emission diesel products, alternative fuels, engine retrofit technology (Carl Moyer Guidelines), after-treatment products, voluntary off-site mitigation projects, the provision of funds for air district off-site mitigation projects, and/or other options as they become available. In addition, implementation of these measures would also result in a 5 percent reduction in ROG emissions from heavy-duty diesel equipment. FRAQMD shall be contacted to discuss alternative measures.	
3.3-2: Operational activities associated with development under the BSMP would result in emissions of criteria air pollutants at levels that could substantially contribute to a potential violation of applicable air quality standards or to nonattainment conditions.	S	**Mitigation Measure 3.3-2: Implement Operational Mitigation Measures (BSMP/NR/KER)** The project applicant(s) for tentative subdivision maps and development projects proposed under the BSMP shall implement the mitigation measures, as applicable to the proposed subdivision map or development project. At the time entitlements are sought, the City will evaluate measures below, determine which measures are applicable, and include those measures as conditions of approval or some other enforceable mechanism. All feasible measures listed below shall be incorporated into subdivision maps and development projects within the BSMP. a) Subdivision maps and development projects located in areas designated Community Commercial, Neighborhood Commercial, Office Park, and Business Park shall be developed in coordination with local transit providers to ensure proper placement and design of transit stops and accommodate public transit for both employees and patrons. b) Subdivision maps and improvement plans shall be designed to provide convenient and safe bicycle, pedestrian, and transit access between neighborhoods and areas designated Community Commercial, Neighborhood Commercial, Office Park, and Business Park, as well as parks, trails, and other destinations. c) Subdivision maps and development projects within Community Commercial and Neighborhood Commercial areas shall distribute proposed parking and not concentrate parking exclusively between the front building façade and the primary abutting street where feasible. d) Cul-de-sacs are allowed only where they would not create a barrier for pedestrian and bicycle access or circulation between homes and destinations. e) Employment generating projects that anticipate more than 50 full-time equivalent employees shall participate in the Yuba-Sutter Transportation Management Association. f) Subdivision maps and improvement plans shall be designed to accommodate safe and frequent pedestrian crosswalks, with more frequent crossings in areas expected to have higher pedestrian traffic, such as schools, parks, trail connections, higher-density residential areas, and areas with retail, services, office uses, and other non-residential uses. g) Subdivision maps and improvement plans shall be designed to discourage concentration of traffic at a few intersections. Multiple points of access shall be provided whenever feasible. Roads shall be arranged in an interconnected block pattern. The maximum average block length in subdivisions is 600 feet unless unusual existing physical conditions warrant an exception to this standard, but shorter block lengths should be used around areas designated Community Commercial and Neighborhood Commercial. h) Subdivision maps and improvement plans shall be designed to connect with adjacent roadways and stubbed roads and shall provide frequent stubbed roadways in coordination with future planned development areas.	SU

LTS = less than significant; NA = not applicable; NI = no impact; PS = potentially significant; S = significant; SU = significant and unavoidable.

TABLE S-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES EVALUATED IN THE DRAFT EIR

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
		i) Subdivision maps and development projects within Community Commercial and Neighborhood Commercial areas shall be designed to minimize the amount of on-site land required to meet parking, internal circulation, and delivery/loading needs. j) Subdivision maps and development projects within Community Commercial and Neighborhood Commercial areas shall be designed to break up any proposed surface parking with landscaping and provide pedestrian routes from parking areas to building entrances. k) The City will reduce the amount of off-street parking required or eliminate off-street parking requirements for projects that propose housing units restricted to lower-, very low-, or extremely low-income households. l) Residential subdivision maps shall orient the majority of buildings so that the longer axis of the building, also known as the ridge line, is oriented east-to-west, in order to maximize the potential for passive solar heating in the winter and to minimize heat gain from the afternoon summer sun. m) Subdivision maps and development projects proposing off-street surface parking lots shall incorporate shade trees or shade structures to provide a minimum of 50 percent shading (at maturity, where trees are used). n) Subdivision maps and development projects shall use climate-appropriate landscaping in parks and open space, landscaping within new rights of way, yards, and other appropriate spaces. o) Provide secure, covered bicycle parking for employees of projects located in areas designated Community Commercial, Neighborhood Commercial, Office Park, and Business Park. This may consist of a separate secure, covered bicycle parking area at each employment location or larger shared bicycle parking area/s located and designed to serve multiple locations. p) Shower and locker facilities shall be provided for employees of projects located in areas designated Community Commercial, Neighborhood Commercial, Office Park, and Business Park. This may be achieved by incorporating a shower and locker facility into the design of each proposed use, or facilities located and designed to serve multiple locations. q) Residential development that proposes fireplaces shall use the lowest emitting commercially available fireplace. r) Provide electric vehicle charging facilities and priority parking at non-residential uses for electric and carpool/vanpool vehicles.	
3.3-3: The proposed BSMP project would not conflict with or obstruct implementation of an applicable air quality plan.	S	**Mitigation Measure 3.3-3: Consistency with the Triennial Air Quality Attainment Program (BSMP/NR/KER)** Implement Mitigation Measure 3.3-1(a) through Mitigation Measure 3.3-1(e) and Mitigation Measure 3.3-2	SU
3.3-4: Traffic associated with development under the BSMP could result in exposure of persons to substantial localized carbon monoxide concentrations.	LS	None required.	NA
3.3-5: Construction of the proposed BSMP could result in short-term exposure to Toxic Air Contaminants (TACs).	PS	**Mitigation Measure 3.3-5: Equipment Emissions Plan (BSMP/NR/KER)** Mitigation Measure 3.3-1(e)	LS

LTS = less than significant; NA = not applicable; NI = no impact; PS = potentially significant; SU = significant and unavoidable.

TABLE S-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES EVALUATED IN THE DRAFT EIR

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
3.3-6: Land uses to be developed under the BSMP could result in exposure of substantial persons to objectionable odors.	LS	None required.	NA
3.3-7: The proposed BSMP could contribute to cumulative increases in short-term (construction) emissions.	S	**Mitigation Measure 3.3-7(a): Fugitive Dust Control Plan (BSMP/NR/KER)** Implement Mitigation Measure 3.3-1(a) **Mitigation Measure 3.3-7(b): Control Exhaust Emissions (BSMP/NR/KER)** Implement Mitigation Measure 3.3-1(b) **Mitigation Measure 3.3-7(c): Limit Equipment Idling (BSMP/NR/KER)** Implement Mitigation Measure 3.3-1(c) **Mitigation Measure 3.3-7(d): Equipment Registration (BSMP/NR/KER)** Implement Mitigation Measure 3.3-1(d) **Mitigation Measure 3.3-7(e): Equipment Emissions Plan (BSMP/NR/KER)** Implement Mitigation Measure 3.3-1(e)	SU
3.3-8: The proposed BSMP could contribute to cumulative increases in long-term (operational) emissions.	S	**Mitigation Measure 3.3-8: FRAQMD Best Available Mitigation Measures (BSMP/NR/KER)** Implement Mitigation Measure 3.3-2.	SU
3.3-9: The proposed BSMP could contribute to cumulative increases in CO concentrations.	LS	None required.	NA
3.3-10: The proposed BSMP could contribute to cumulative increases in short- and long-term exposures to Toxic Air Contaminants.	PS	**Mitigation Measure 3.3-10: Equipment Emissions Plan (BSMP/NR/KER)** Implement Mitigation Measure 3.3-1(e).	LS
3.4 Biological Resources			
3.4-1: Development pursuant to the proposed BSMP could impact wetlands or other waters of the U.S.	S	**Mitigation Measure 3.4-1: Protection of Jurisdictional Waters and Wetlands (BSMP/NR/KER)** a) Prior to grading activities, the City shall require the project applicant [for an individual project pursuant to the BSMP] to prepare a formal aquatic resources delineation in accordance with the USACE Minimum Standards for Acceptance of Aquatic Resources Delineation Reports for all areas of the individual development project site to determine if any wetlands or other waters of the U.S. potentially subject to Sections 401 and 404 of the CWA exist on that site. If no potential wetlands or other waters of the U.S. are identified, a report shall be submitted to the City for its records and no additional measures are required. If the formal aquatic resources delineation identifies potentially jurisdictional features on an individual project site, then measure 3.4-1(b) shall be implemented (below). If potential canals, streams, or lakes are identified that may be impacted by project activities, mitigation 3.4-1(c) shall also be implemented.	LS

LTS = less than significant; NA = not applicable; NI = no impact; PS = potentially significant; S = significant; SU = significant and unavoidable.

TABLE S-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES EVALUATED IN THE DRAFT EIR

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
3.4-1 (cont.)		b) If the formal aquatic resources delineation identifies potentially jurisdictional features on an individual development project site, then the report shall be submitted to the USACE for verification and issuance of a jurisdictional determination. If any wetlands or waters are determined to be under the jurisdiction of the USACE or the RWQCB and may be impacted by project development, then the individual project applicant shall obtain Section 404/401 permits based on the jurisdictional determination with the appropriate regulatory agency for the potentially impacted features. During the permitting process, mitigation measures shall be developed as necessary to reduce impacts on wetlands through avoidance, minimization and/or compensatory mitigation. Permanent losses to potentially jurisdictional wetlands and other waters of the U.S. shall be compensated at a minimum 1:1 ratio (or otherwise agreed upon ratio with the USACE and RWQCB) to achieve a no net loss of wetlands. c) If the individual development project would result in impacts to the bed and banks of Gilsizer Slough, or other jurisdictional water courses with a defined bed and bank as identified in an aquatic resources delineation or jurisdictional determination, the City shall notify, or require the project applicant to notify, the CDFW. The CDFW will determine whether a Section 1600 Lake and Streambed Alteration Agreement (LSAA) is required. If required, the individual project applicant shall apply for and adhere to the conditions of the LSAA. This action shall be completed prior to issuance of a grading permit or initiation of other project activities that may impact the canal or other jurisdictional water courses.	
3.4-2: Development pursuant to the proposed BSMP could impact valley elderberry longhorn beetle if suitable elderberry shrubs are present within 165 feet of any BSMP construction footprint.	S	**Mitigation Measure 3.4-2: Protection of Valley Elderberry Longhorn Beetle (BSMP/NR/KER)** a) The individual project applicant shall engage a qualified biologist to conduct a survey of the construction footprint and 165-foot buffer around the proposed construction footprint to determine whether any elderberry shrubs with stems at least one inch dgl are present. If no such elderberry shrubs are present within 165 feet of construction activities, a report shall be submitted to the City for its records and no additional measures are required. b) If elderberry shrubs with stems at least one inch dgl are present within 165 feet of construction activities, the following avoidance measures shall be implemented, at minimum, in accordance with the VELB Impact Assessment. 1. Fencing shall be installed as close to the construction limits as feasible for shrubs occurring within 165 feet. 2. In areas where work would occur within near proximity to elderberry shrub, exclusion fencing shall be established a minimum of a 20-foot radius around the shrubs. 3. An individual project applicant shall engage a qualified biologist to provide worker awareness training for all contractors, work crews, and any onsite personnel, on the status of the VELB, its host plant and habitat, the need to avoid damaging the shrubs, and the possible penalties for non-compliance. 4. Mechanical weed removal within the drip-line of the shrub shall be limited to the season when adults are not active (August - February) and shall avoid damaging the elderberry. c) If elderberry shrubs cannot be avoided or if indirect effects will result in the death of stems or entire shrubs, the elderberry shrubs with stems greater than one inch dgl shall be transplanted. 1. The individual project applicant shall engage a qualified biologist to monitor the transplanting activities. 2. Elderberry shrubs shall be transplanted when the shrubs are dormant (November through February 14) and after they have lost their leaves.	LS

LTS = less than significant; NA = not applicable; NI = no impact; PS = potentially significant; SU = significant and unavoidable.

TABLE S-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES EVALUATED IN THE DRAFT EIR

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
3.4.2 (cont.)		d) For shrubs that cannot be avoided, the individual project applicant shall purchase compensatory mitigation for impacts to elderberry shrubs. The appropriate type and amount of compensatory mitigation shall be determined through coordination with the USFWS. Appropriate compensatory mitigation may include purchasing credits at a USFWS-approved conservation bank at a minimum 1:1 ratio, providing onsite mitigation, and/or establishing and/or protecting habitat for the valley elderberry longhorn beetle.	
3.4-3: Development pursuant to the proposed BSMP could result in impacts to nesting migratory birds and raptors.	S	**Mitigation Measure 3.4-3: Protection of Migratory Birds and Raptors (BSMP/NR/KER)** a) Building demolition and vegetation clearing operations, including initial grading and tree removal, shall occur outside of the nesting season (September 1 through January 31) to the extent feasible. If vegetation removal or building demolition begins during the nesting season (February 1 to August 31), the individual project applicant shall engage a qualified biologist to conduct a pre-construction survey for active nests within a 500-foot buffer around the individual project footprint. The pre-construction survey shall be conducted within 14 days prior to commencement of ground disturbing activities. If the pre-construction survey shows that there is no evidence of active nests, then a report shall be submitted to the City for its records and no additional measures are required. If construction does not commence within 14 days of a pre-construction survey, or halts for more than 14 days, an additional pre-construction survey is required for each period of delay. b) If any active nests are located within the construction footprint – including, but not limited to individual project site, staging areas, spoils sites, construction access – an appropriate buffer zone shall be established around the nests, as determined by the qualified biologist based on applicable regulatory requirements in force at the time of construction activity. The biologist shall mark the buffer zone with construction tape or pin flags and maintain the buffer zone until the end of breeding season or until the young have successfully fledged or the nest is determined to no longer be active. Buffer zones are typically 50-100 feet for migratory bird nests and 250-500 feet for raptor nests (excluding Swainson's hawk). If active nests are found within the vicinity of the construction areas, the qualified biologist shall monitor nests weekly during construction to evaluate potential nesting disturbance by construction activities. If establishing the typical buffer zone is impractical, the qualified biologist shall adjust the buffer depending on the species and daily monitoring would be required to ensure that the nest is not disturbed and no forced fledging occurs. This daily monitoring shall occur until the qualified biologist determines that the nest is no longer occupied. ***Additional Measures for Burrowing Owl*** c) Prior to any individual project construction, the project applicant shall engage a qualified biologist to conduct a habitat assessment to determine if potential nesting habitat is present with an individual project area. If potential nesting habitat is present, nesting and wintering season surveys for burrowing owl shall be conducted to determine if potential habitat within 500 feet of ground disturbance is used by this species. As described in Table 3.4.2, suitable burrowing owl habitat includes the annual grassland and agricultural land. The timing and methodology for the surveys shall be conducted in accordance with the current CDFW Staff Report on Burrowing Owl Mitigation (Appendix D-3). A minimum of three survey visits should be conducted at least three weeks apart during the peak breeding season between April 15 and July 15. One of these surveys could be conducted at the same time as the nesting bird survey (Mitigation Measure 3.4-3a) should work be anticipated to commence within 14 days and between April 15 and July 15. A winter survey shall be conducted between December 1 and January 31, during the period when wintering owls are most likely to be present.	LS

LTS = less than significant; NA = not applicable; NI = no impact; PS = potentially significant; S = significant; SU = significant and unavoidable.

TABLE S-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES EVALUATED IN THE DRAFT EIR

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
3.4-3 (cont.)		d) If an active burrowing owl nest site/active burrow is discovered in the vicinity of an individual project construction footprint – including, but not limited to individual project site, staging areas, spoils sites, construction access – the project applicant shall notify the City and CDFW. A qualified biologist shall monitor the owls and establish a fenced exclusion zone around each occupied burrow. No construction activities shall be allowed within the exclusion buffer zone until such time that the burrows are determined by a qualified biologist to be unoccupied. The buffer zones shall be a minimum of 150 feet from an occupied burrow during the non-breeding season (September 1 through January 31) and a minimum of 250 feet from an occupied burrow during the breeding season (February 1 through August 31). e) If avoidance is not feasible, the CDFW shall be consulted to develop and the implement avoidance or passive relocation methods. All activities that will result in a disturbance to burrows shall be approved by the CDFW prior to implementation. ***Additional Measures for Swainson's Hawk*** f) If construction activities are anticipated to commence during the Swainson's hawk nesting season (March 1 to September 15), the individual project applicant shall engage a qualified biologist to conduct a minimum of two pre-construction surveys during the recommended survey periods in accordance with the Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in California's Central Valley (Appendix D-4). All potential nest trees within 0.25 mile of the proposed project footprint shall be visually examined for potential Swainson's hawk nests, as accessible. If no active Swainson's hawk nests are identified on or within 0.25 mile of the proposed project, a report documenting the survey methodology and findings should be submitted to the City for its files and no additional mitigation measures are required. g) If active Swainson's hawk nests are found within 0.25 mile of construction activities, a survey report shall be submitted to the CDFW and the CNDDB, and an avoidance and minimization plan shall be provided to and approved by the CDFW prior to the start of construction of the given development proposal. The avoidance plan shall identify measures to avoid or minimize impacts to the active Swainson's hawk nest. These measures may include, but are not limited to: 1. Conducting a Worker Awareness Training Program prior to the start of construction; 2. Establishing a buffer zone and work schedule to avoid impacting the nest during critical periods. If practicably feasible, no work will occur within 200 yards of the nest while it is in active use. If work will occur within 200 yards of the nest, then construction shall be monitored by a qualified biologist to ensure that no work occurs within 50 yards of the nest during incubation or within ten days after hatching; 3. Having a qualified biological monitor conduct regular monitoring of the nest during construction activities; and 4. Allowing the qualified biologist to halt construction activities until CDFW determines that the construction activities are disturbing the nest.	

LTS = less than significant; NA = not applicable; NI = no impact; PS = potentially significant; SU = significant and unavoidable.

TABLE S-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES EVALUATED IN THE DRAFT EIR

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
3.4-4: Implementation of the proposed project could result in impacts to roosting bats including pallid bat.	S	**Mitigation Measure 3.4-4: Protection of Bat Species (BSMP/NR/KER)** a) The individual project applicant shall engage a qualified biologist to conduct a pre-construction survey for special-status bat species within 14 days prior to the start of tree or building removal within the BSMP project site. If no special-status bats are observed roosting, a report shall be submitted to the City for its records and no additional measures are required. If construction does not commence or if any trees or buildings anticipated for removal are not removed within 14 days of the pre-construction survey or halts for more than 14 days, a new survey and reporting shall be conducted. b) If bats including pallid bats are found, the qualified biologist shall consult with the CDFW to determine and implement avoidance measures. Avoidance measures may include, but are not limited to, establishing a buffer around the roost tree or building until it is no longer occupied or installing exclusion material around the tree/ opening of the building after dusk, once the qualified biologist has determined that the bat has left the roost to forage. The tree or building shall not be removed until a biologist has determined that the tree or building is no longer occupied by the bats.	LS
3.4-5: Development of the proposed project could result in the loss of protected trees and street trees.	S	**Mitigation Measure 3.4-5: Protection of Heritage and Street Trees (BSMP/NR/KER)** a) The individual project applicant shall engage a certified arborist to conduct a tree survey and prepare an arborist report. The arborist report shall include the species, diameter at breast height, location, condition of each street tree and native oak tree, and identify whether the native oak tree should be considered for preservation. The arborist report shall also recommend whether oak trees and heritage oak trees should be preserved. The arborist report shall include compensatory mitigation for impacts to native and heritage oak trees at a minimum 1:1 ratio based on diameter at breast height (DBH) for each tree. b) The individual project applicant shall submit an application to the Director of the City of Yuba City for any street tree proposed for removal. If authorized by the Director, the street tree may be removed at the expense of the applicant. c) During any construction activities, construction shall be avoided within the critical root zones of preserved/ protected trees, unless the area has been previously paved. Encroachments shall be held to no more than 20 percent of the critical root zone area. Avoidance areas shall be fenced prior to any activities onsite or offsite. d) During project construction, the individual project applicant shall retain an arborist to supervise all grade cuts in the critical root zone of protected trees, and properly treat all roots subject to damage as soon as possible after excavation. Cut-faces exposed for more than two to three days shall be covered with a dense burlap fabric and watered to maintain soil moisture at least on a daily basis until the area is permanently covered. e) Avoid placement of fill exceeding one foot in depth within the critical root zone of all preserved/protected trees. If unavoidable, either design drainage away from the critical root zone of the tree or consider tree removal. Placement of fill material less than one foot in depth and encroachment of less than 20 percent into the critical root zone area shall not require such additional mitigation measures. f) Any proposed structures shall not encroach more than 20 percent into the critical root zone area of a preserved/ protected tree. If unavoidable, tree removal shall be considered. g) Onsite and offsite utilities shall be designed to avoid the critical root zone of preserved/protected trees. In some circumstances, hand digging of utilities through the critical root zone areas would be an option. Boring beneath the critical root zone area would also be an option.	LS

LTS = less than significant; NA = not applicable; NI = no impact; PS = potentially significant; S = significant; SU = significant and unavoidable.

TABLE S-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES EVALUATED IN THE DRAFT EIR

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
3.4-5 (cont.)		h) Branches and limbs that have been torn, broken, or spilt during construction shall be removed. In addition, any dead, diseased, or rubbing limbs shall be removed.	
3.4-6: Implementation of the proposed project could result in the loss and/or degradation of rare plant populations.	S	**Mitigation Measure 3.4-6: Rare Plant Protection (BSMP only; not NR or KER)** a) The individual project applicant shall retain a qualified biologist to conduct focused botanical protocol-level surveys in the nonnative annual grassland for dwarf downingia (blooms March through May) and Ferris' mile-vetch (blooms April through May) and in the non-native grassland and oak woodland for Baker's navarretia (blooms April through July) and Hartweg's golden sunburst (blooms March through April). Surveys shall be conducted during blooming periods for all special-status species. (It is noted that the blooming periods for these plant species overlap in the month of April.) If no special-status plants are observed within the survey area, then a report shall be submitted to the City and no additional mitigation is required so long as construction commences within two years of the survey. b) If Baker's navarretia, dwarf downingia, or Ferris' milk-vetch are observed within the project site, the plants should be avoided with a minimum 10-foot avoidance buffer with exclusion fencing, to the extent feasible. If these special-status plants cannot be avoided, a mitigation plan shall be prepared by a qualified botanist. At minimum, the mitigation plan shall include locations where the plants will be transplanted, success criteria, and monitoring activities for the transplanted populations. The mitigation plan shall be finalized prior to transplantation and commencement of construction activities. c) If the federal and state endangered Hartweg's golden sunburst is observed, the plants shall be avoided to the extent feasible. 1. If the plants cannot be avoided, the individual project applicant shall obtain a CESA Section 2081(b) Incidental Take Permit. Measures to minimize the take and to mitigate the impacts caused by the take shall be set forth in one or more conditions of the permit. Potential conservation measures include, but are not limited to, purchasing credits from a mitigation bank, establishing a preserve, and/or preparing a mitigation plan. 2. If the plants cannot be avoided and if the project requires USFWS Section 7 consultation (i.e., would impact a jurisdictional wetland or water of the U.S. requiring a Section 404 CWA permit), consultation with the USFWS through the Section 7 process shall occur to determine any additional avoidance, conservation, and mitigation measures that may be needed for the species, if any. The individual project applicant is not required to consult for impacts to federally listed plants without a federal nexus.	LS
3.4-7: Implementation of the proposed project could result in the loss of Swainson's hawk foraging habitat.	S	**Mitigation Measure 3.4-7: Protection of Swainson's Hawk Foraging Habitat (BSMP only; not NR or KER)** a) Prior to disturbance of a minimum of five acres of non-native annual grassland, the individual project applicant shall engage a qualified biologist to conduct a CNDDB search for active Swainson's hawk nests occurring within 10 miles of the individual project footprint and documented within five years of commencement of ground disturbance. The CNDDB search shall be conducted within one year prior to commencement of construction activities. If no nests are documented within 10 miles within the last five years, then a report shall be submitted to the City documenting the results. No additional mitigation is required.	LS

LTS = less than significant; NA = not applicable; NI = no impact; PS = potentially significant; SU = significant and unavoidable.

TABLE S-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES EVALUATED IN THE DRAFT EIR

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
		b) If an active nest is documented within 10 miles of the individual project footprint and within five years prior to the anticipated start of ground disturbance, the individual project applicant shall mitigate at ratios that correspond to the distance of the nest or shall establish a conservation easement, in accordance with the Staff Report (**Appendix D-5**). These ratios are identified below: 1. Projects within one mile of an active nest tree shall provide: i. One acre of Habitat Management (HM) land (at least 10 percent of the HM Land requirements shall be met by fee title acquisition or a conservation easement allowing for the active management of the habitat, with the remaining 90 percent of the HM lands protected by a conservation easement (acceptable to the CDFW) on agricultural lands or other suitable habitats which provide foraging habitat for Swainson's hawk) for each acre of development authorized (1:1 ratio); or ii. One-half acre of HM land (all of the HM land requirements shall be met by fee title acquisition or a conservation easement (acceptable to the CDFW) which allows for the active management of the habitat for prey production on-the HM lands) for each acre of development authorized (0.5:1 ratio). 2. Projects within five miles of an active nest tree but greater than one mile from the nest tree shall provide 0.75 acres of HM land for each acre of urban development authorized (0-75:1 ratio). All HM lands protected under this requirement may be protected through fee title acquisition or conservation easement (acceptable to the CDFW) on agricultural lands or other suitable habitats which provide foraging habitat for Swainson's hawk. 3. Projects within 10 miles of an active nest tree but greater than 5 miles from an active nest tree shall provide 0.5 acres of HM land for each acre of urban development authorized (0.5:1 ratio). All HM lands- protected under this requirement may be protected through fee title acquisition or a conservation easement (acceptable to the CDFW) on agricultural lands or other suitable habitats which provide foraging habitat for Swainson's hawk. c) Management Authorization holders/project sponsors shall provide for the long-term management of the HM lands by funding a management endowment (the interest on which shall be used for managing the HM lands) at the rate of 400 dollars per HM land acre (adjusted annually for inflation and varying interest rates). d) Implement Mitigation Measures 3.4-3(f) and 3.4-3(g).	
3.4-8: Implementation of the proposed project, in combination with other development in the Central Sacramento Valley, could result in the loss of special-status plants and wildlife, protected trees, and wildlife resources.	PS	**Mitigation Measure 3.4-8: Protection of Special Status Species** Implement Mitigation Measures 3.4-5a through 3.4-5h.	SU
3.4-9: Implementation of the proposed project, in combination with other development in the Central Sacramento Valley, could result in cumulative impacts to heritage oaks and street trees.	LS	None required.	NA

LTS = less than significant; NA = not applicable; NI = no impact; PS = potentially significant; S = significant; SU = significant and unavoidable.

TABLE S-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES EVALUATED IN THE DRAFT EIR

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
3.5 Cultural Resources			
3.5-1: Development pursuant to the proposed BSMP could cause a substantial adverse change in the significance of an historical architectural resource.	PS	**Mitigation Measure 3.5-1: Protection of Historic Architectural Resources (BSMP project site outside NR/KER)** a) Concurrent with submittal of project-level development plans, the project applicant shall submit a built-environment resource investigation, for review and approval by the City, that includes, at a minimum: o An updated records search at the Northeast Information Center; o An intensive built-environment resources survey, documenting buildings and structures 45 years or older within and adjacent to the project footprint for listing in the National, California, or local registers; o A report that documents the results of the investigation; and o Recommendations for mitigation to resolve adverse impacts to significant historic architectural resources. The survey shall be carried out by a qualified historian or architectural historian meeting the Secretary of the Interior's Standards for Architectural History. b) Demolition or substantial alteration of all previously recorded historic resources, including significant historic resources encountered during the survey and evaluation efforts, shall be avoided, if feasible. c) Any alterations to historic buildings or structures, including relocation, shall conform to the Secretary of the Interior's Standards for the Treatment of Historic Properties and Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings. d) If avoidance of identified historic resources is deemed infeasible, the project applicant shall prepare a treatment plan, subject to City review and approval, to include, but not limited to, adaptive reuse, photo-documentation and public interpretation of the resource. The treatment plan shall include retention of a qualified architectural historian to document the affected historic resource in accordance with the National Park Service's Historic American Buildings Survey (HABS) and/or Historic American Engineering Record (HAER) standards. Such standards typically include large format photography using (4x5) negatives, written data, and copies of original plans if available. The HABS/HAER documentation packages shall be archived at local libraries and historical repositories, as well as the Northeast Information Center of the California Historical Resources Information System. Public interpretation of historic resources at their original site shall occur in the form of a plaque, kiosk, or other method of describing the building's historic or architectural importance to the general public.	SU
3.5-2: Development pursuant to the BSMP could result in adverse impacts on prehistoric archaeological resources, tribal cultural resources, and human remains.	S	**Mitigation Measure 3.5-2(a): Protection of Archaeological Resources (NR/KER)** **Archaeological Monitoring Plan.** Prior to issuance of grading permits or ground-disturbing construction activity in the Newkom Ranch and Kells East Ranch properties, the project applicant shall prepare and submit an Archaeological Monitoring Plan to the City of Yuba City for review and approval. Monitoring shall be required for all surface alteration and subsurface excavation work, including trenching, boring, grading, use of staging areas and access roads, and driving vehicles and equipment. A Secretary of the Interior-qualified professional archaeologist (project archaeologist) shall prepare the plan. The plan shall address (but not be limited to) the following issues: • Training program for all construction and field workers involved in site disturbance; • Person(s) responsible for conducting monitoring activities, including both archaeological and Native American monitors;	LS

LTS = less than significant; NA = not applicable; NI = no impact; PS = potentially significant; SU = significant and unavoidable.

TABLE S-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES EVALUATED IN THE DRAFT EIR

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
3.5-2 (cont.)		• How the monitoring shall be conducted and the required format and content of monitoring reports, including the need to conduct trenching, shovel-test units or auger samples to identify archaeological deposits in advance of construction, assessment, designation and mapping of the sensitive cultural resource areas on final project maps, assessment and survey of any previously unsurveyed areas; • Person(s) responsible for overseeing and directing the monitors; • Schedule for submittal of monitoring reports and person(s) responsible for review and approval of monitoring reports; • Procedures and construction methods to avoid sensitive cultural resource areas (i.e., planning construction to avoid the resource, incorporating the resource within open space, capping and covering the resource, or deeding the site into a permanent conservation easement); • Clear delineation and fencing of sensitive cultural resource areas; • Physical monitoring boundaries; • Protocol for notifications in case of encountering of cultural resources, as well as methods of dealing with the encountered resources (e.g., collection, identification, curation); • Methods to ensure security of cultural resources; • Protocol for notifying local authorities (i.e. Sheriff, Police) should site looting and other illegal activities occur during construction. **Archaeological and Native American Monitoring.** If an intact archaeological resource is encountered, all soil disturbing activities in the vicinity of the resource shall cease until it is evaluated. The project archaeologist shall immediately notify the City of Yuba City of an encountered archaeological resource. The project archaeologist and Native American monitor shall, after making a reasonable effort to assess the identity, integrity, and significance of the encountered archaeological resource, present the findings of this assessment to the City. During the course of the monitoring, the project archaeologist and Native American monitor may adjust the frequency—from continuous to intermittent—of the monitoring based on the conditions and professional judgment regarding the potential to impact resources. If the City, in consultation with the project archaeologist and Native American monitor, determines that a significant archaeological resource is present and that the resource could be adversely impacted by the project, the City shall: • Determine whether preservation in place is feasible. Consistent with CEQA Section 15126.4(b)(3), this may be accomplished through planning construction to avoid the resource; incorporating the resource within open space; capping and covering the resource; or deeding the site into a permanent conservation easement. • If avoidance is not feasible, prepare and implement a detailed Archaeological Research Design and Treatment Plan. Treatment of archaeological resources will follow the applicable requirements of Public Resources Code Section 21083.2. Treatment for most resources would consist of (but would not be not limited to) sample excavation, artifact collection, site documentation, and historical research, with the aim to target the recovery of important scientific data contained in the portion(s) of the significant resource to be impacted by the project. The treatment plan shall include provisions for analysis of data in a regional context, reporting of results within a timely manner, curation of artifacts and data at an approved facility, and dissemination of reports to local and state repositories, libraries, and interested professionals.	

LTS = less than significant; NA = not applicable; NI = no impact; PS = potentially significant; S = significant; SU = significant and unavoidable.

TABLE S-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES EVALUATED IN THE DRAFT EIR

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
3.5-2 (cont.)		• If potential human remains are encountered, all work will halt in the vicinity of the find and the City will contact the county coroner in accordance with Public Resources Code Section 5097.98 and Health and Safety Code Section 7050.5. If the coroner determines the remains are Native American, the coroner shall contact the Native American Heritage Commission. As provided in Public Resources Code Section 5097.98, the Commission will identify the person or persons believed to be most likely descended from the deceased Native American. The most likely descendent makes recommendations for means of treating, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98.	
		Mitigation Measure 3.5-2(b): Protection of Historic Archaeological Resources (Full BSMP project site except NR/KER) When BSMP-level development plans outside the Newkom Ranch and Kells East Ranch properties are submitted to the City of Yuba City for approval, the project applicant shall be required to complete a cultural resources investigation for review and approval by the City that includes, at a minimum: • An updated records search at the Northeast Information Center; • Updated Native American consultation in coordination with the Native American Heritage Commission. • An intensive archaeological survey of the development area; • A geoarchaeological assessment for the potential for buried archaeological resources; • A report that documents the results of the investigation; and • Recommendations for mitigation to resolve adverse impacts to significant archaeological resources or human remains. The survey shall be carried out by a qualified archaeologist meeting the Secretary of the Interior's Standards for Archaeology, and can be documented in the same document as required in Mitigation Measure 3.5-1(a).	
3.5-3: Development pursuant to the BSMP, in combination with other cumulative development in the Yuba City limits and the Yuba City sphere of influence could contribute to cumulative impacts on historic architectural resources.	PS	**Mitigation Measure 3.5-3: Protection of Historic Architectural Resources (BSMP project site outside NR/KER)** Implement Mitigation Measure 3.5-1.	LS
3.5-4: Development pursuant to the BSMP, in combination with other cumulative development, could contribute to cumulative impacts on archaeological resources, tribal cultural resources, and human remains.	PS	**Mitigation Measure 3.5-4(a): Protection of Archaeological Resources (NR/KER)** Implement Mitigation Measure 3.5-2(a). **Mitigation Measure 3.5-4(b): Protection of Historic Archaeological Resources (Full BSMP project site except the Newkom Ranch and Kells East Ranch properties)** Implement Mitigation Measure 3.5-2(b).	LS

LTS = less than significant; NA = not applicable; NI = no impact; PS = potentially significant; SU = significant and unavoidable.

TABLE S-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES EVALUATED IN THE DRAFT EIR

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
3.6 Geology, Soils, Mineral Resources and Paleontological Resources			
3.6-1: Development pursuant to the proposed BSMP would not expose people or structures to potential substantial adverse effects, including risk of loss, injury, or death involving strong seismic ground shaking or seismic related ground failure, such as liquefaction.	LS	None required	NA
3.6-2: The proposed project would not result in substantial soil erosion or the loss of topsoil.	LS	None required	NA
3.6-3: The BSMP project would not result in on- or off-site landslides, lateral spreading, subsidence, liquefaction or collapse due to being located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project.	LS	None required	NA
3.6-4: Development pursuant to the proposed BSMP could be located on expansive soil, as defined in California Building Code, creating substantial risks to life or property.	LS	None required	NA
3.6-5: The proposed project could directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.	LS	None required	NA
3.6-6: The proposed project combined with other cumulative development would not contribute to a cumulative increase in substantial soil erosion or the loss of topsoil.	LS	None required	NA
3.6-7: The proposed project could directly or indirectly destroy unique paleontological resource or site or unique geologic feature.	LS	None required	NA

LTS = less than significant; NA = not applicable; NI = no impact; PS = potentially significant; S = significant; SU = significant and unavoidable.

TABLE S-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES EVALUATED IN THE DRAFT EIR

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
3.7 Green House Gas Emissions and Energy			
3.7-1: Implementation of the proposed BSMP could conflict with the City of Yuba's Climate Action Plan.	PS	**Mitigation Measure 3.7-1(a): Residential Building Insulation (BSMP/NR/KER)** Prior to building construction, individual project applicants shall submit to the City building plans demonstrating how all proposed residential buildings include greatly enhanced building insulation materials such as spray foam wall insulated walls R-15 or greater, roof/attic R-38 or higher. The individual project applicants shall also demonstrate how all proposed residential buildings include modestly enhanced window insulation such as 0.4 U-Factor or 0.32 SHGC.	LS
		Mitigation Measure 3.7-1(b): Commercial Building Insulation (BSMP/NR/KER) Prior to building construction, individual project applicants shall submit to the City building plans demonstrating how all proposed commercial buildings include enhanced building insulation materials (e.g., rigid wall installation, roof/attic R-38).	
3.7-2: Development pursuant to the proposed BSMP would increase demand for energy, specifically electricity and natural gas, which could cause significant environmental effects.	LS	None required.	NA
3.7-3: The proposed BSMP could result in the wasteful, inefficient, or unnecessary use of energy.	PS	**Mitigation Measure 3.7-3: Compliance with Yuba City REP (BSMP/NR/KER)** Implement Mitigation Measure 3.7-1(a) and Mitigation Measure 3.7-1(b).	LS
3.7-4: The proposed BSMP, in combination with other cumulative development, would contribute to cumulative increases in demand for energy.	LS	None required.	NA
3.8 Hazards and Hazardous Materials			
3.8-1: Development pursuant to the proposed BSMP could create a significant hazard to the public or the environment through the routine transport, use, disposal, or accidental release of hazardous materials.	LS	None required.	NA

LTS = less than significant; NA = not applicable; NI = no impact; PS = potentially significant; SU = significant and unavoidable.

TABLE S-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES EVALUATED IN THE DRAFT EIR

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
3.8-2: Construction activities related to development pursuant to the proposed BSMP could encounter hazardous materials from unknown hazardous materials release sites resulting in exposure to construction workers, nearby residents and other members of the public, and nearby environmental resources.	PS	**Mitigation Measure 3.8-2: Conduct Phase I Environmental Site Assessments (BSMP/NR/KER)** a) Prior to final project design of any individual project pursuant to the BSMP that includes any earth-disturbing activities, the applicant shall submit to the City a Phase I Environmental Site Assessment (Phase I ESA). The Phase I ESA shall be prepared in general accordance with ASTM Standard E1527-13, *Standard Practice for Environmental Site Assessment: Phase I Environmental Site Assessment Process* (or most current edition that is in force at the time of final project design), which is the current industry standard. The Phase I ESA shall include a records review of appropriate federal, State, and local databases within ASTM-listed search distances regarding hazardous materials use, storage, or disposal at the given site, a review of historical topographic maps and aerial photographs, a site reconnaissance, interviews with persons knowledgeable about the sites historical uses, and review of other relevant existing information that could identify the potential existence of Recognized Environmental Conditions, including hazardous materials, or contaminated soil or groundwater. If no Recognized Environmental Conditions are identified, then no further action would be required. b) If Recognized Environmental Conditions are identified and the Phase I ESA recommends further action, the applicant shall conduct the appropriate follow-up actions, which may include further records review, sampling of potentially hazardous materials, and possibly site cleanup. In the event that site cleanup is required, the project shall not proceed until the site has been cleaned up to the satisfaction of the appropriate regulatory agency (e.g., DTSC, RWQCB, or SC EHD) such that the regulatory agency issues a No Further Action letter or equivalent.	LS
3.8-3: Demolition or renovation activities related to implementation of the proposed BSMP could expose people to asbestos-containing materials (ACM), lead-containing paint (LBP), polychlorinated biphenyls (PCBs), or other hazardous building materials.	LS	None required.	NA
3.8-4: Construction and operation of development pursuant to the proposed BSMP could emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.	LS	None required.	NA
3.8-5: The proposed project would 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, could create a significant hazard to the public or the environment.	PS	**Mitigation Measure 3.8-5: Conduct Phase I Environmental Site Assessment (BSMP)** Implement Mitigation Measure 3.8-2.	LS

LTS = less than significant; NA = not applicable; NI = no impact; PS = potentially significant; S = significant; SU = significant and unavoidable.

TABLE S-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES EVALUATED IN THE DRAFT EIR

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
3.8-6: Development pursuant to the proposed BSMP would be located within two miles of a public airport or public use airport, and could result in a safety hazard for people residing or working in the project area.	LS	None required.	NA
3.8-7: Construction of new development pursuant to the proposed BSMP could impair the implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.	PS	Prior to construction, the applicant for an individual project, or its construction contractor(s), shall prepare and implement a traffic control plan to minimize traffic impacts on all roadways at and near the work site affected by construction activities. The traffic control plan shall reduce potential traffic safety hazards and ensure adequate access for emergency responders. The applicant and construction contractor(s) shall coordinate preparation and implementation of this traffic control plan with the City of Yuba City Fire Department and Police Department, the CHP, and/or CAL FIRE, as appropriate. To the extent applicable, this traffic control plan shall conform to the 2014 California Manual on Uniform Traffic Control Devices (MUTCD), Part 6 (Temporary Traffic Control). The traffic control plan shall provide, but not be limited to, the following elements: • Circulation and detour plans to minimize impacts on local road circulation during road and lane closures. Flaggers and/or signage shall be used to guide vehicles through and/or around the construction zone; • Identifying truck routes designated by Sutter County, where applicable. Haul routes that minimize truck traffic on local roadways shall be utilized to the extent possible; • Sufficient staging areas for trucks accessing construction zones to minimize the disruption of access to adjacent existing public rights-of-way; • Controlling and monitoring construction vehicle movement through the enforcement of standard construction specifications by onsite inspectors; • Scheduling truck trips outside the peak morning and evening commute hours to the extent possible; • Limiting the duration of road and lane closures to the extent possible; • Storing all equipment and materials in designated contractor staging areas on or adjacent to the worksite, such that traffic obstruction is minimized; • Implementing roadside safety protocols. Advance "Road Work Ahead" warning and speed control signs (including those informing drivers of State legislated double fines for speed infractions in a construction zone) shall be posted to reduce speeds and provide safe traffic flow through the work zone; • Coordinating construction administrators of police and fire stations (including all fire protection agencies). Operators shall be notified in advance of the timing, location, and duration of construction activities and the locations of detours and lane closures, where applicable; and • Repairing and restoring affected roadway rights-of way to their original condition after construction is completed.	LS

LTS = less than significant; NA = not applicable; NI = no impact; PS = potentially significant; SU = significant and unavoidable.

TABLE S-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES EVALUATED IN THE DRAFT EIR

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
3.8-8: Implementation of the proposed project, in combination with other cumulative development, could contribute to cumulative impacts by creating a significant hazard to the public or the environment through the routine transport, use, disposal, or accidental release of hazardous materials.	LS	None required.	NA
3.8-9: Implementation of the proposed BSMP, in combination with other cumulative development, could contribute to cumulative impacts by emitting hazardous emissions or handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.	LS	None required.	NA
3.8-10: Implementation of the proposed BSMP, in combination with other cumulative development, could contribute to cumulative impacts by being 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, and could result in a safety hazard for people residing or working in the project area.	LS	None required.	NA
3.8-11: Implementation of the proposed BSMP, in combination with other cumulative development, could contribute to cumulative impacts by impairing with implementation of or physically interfering with an adopted emergency response plan or emergency evacuation plan.	PS	**Mitigation Measure 3.8-11: Traffic Control Plan (BSMP/NR/KER)** Implement Mitigation Measure 3.8-7.	LS

LTS = less than significant; NA = not applicable; NI = no impact; PS = potentially significant; S = significant; SU = significant and unavoidable.

TABLE S-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES EVALUATED IN THE DRAFT EIR

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
3.9 Hydrology and Water Quality			
3.9-1: Development pursuant to the BSMP could substantially degrade water quality.	LS	None required.	NA
3.9-2: Development pursuant to the proposed BSMP could substantially deplete groundwater supplies or reduce groundwater recharge.	LS	None required.	NA
3.9-3: Development pursuant to the proposed BSMP would substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which could result in flooding on- or off-site.	LS	None required.	NA
3.9-4: Development pursuant to the proposed BSMP would place residential and other uses within a designated flood hazard zone.	LS	None required.	NA
3.9-5: Development pursuant to the proposed BSMP could expose people or structures to flooding associated with dam failure.	LS	None required.	NA
3.9-6: Development pursuant to the proposed BSMP, in conjunction with cumulative development within the Lower Feather River watershed, could contribute to cumulative degradation of water quality.	LS	None required.	NA
3.9-7: Development pursuant to the proposed BSMP, in conjunction with other development overlying the Sutter Subbasin, could cumulatively contribute to substantial interference with groundwater recharge.	LS	None required.	NA

LTS = less than significant; NA = not applicable; NI = no impact; PS = potentially significant; SU = significant and unavoidable.

TABLE S-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES EVALUATED IN THE DRAFT EIR

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
3.9-8: Development pursuant to the proposed BSMP could contribute to cumulative substantial alteration of the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through substantial increase in the rate or amount of surface runoff in a manner which would result in flooding on- or off-site.	LS	None required.	NA
3.9-9: Development pursuant to the proposed BSMP could contribute to cumulative placement of housing and structures within a 100-year flood hazard area, or within a 200-year floodplain that could impede or redirect flood flows.	LS	None required.	NA
3.9-10: Development pursuant to the proposed BSMP, in combination with other development within Sutter County, could increase the number of people and structures that could be exposed to dam failure inundation hazard.	LS	None required.	NA
3.11 Noise and Vibration			
3.11-1: Construction of development pursuant to the proposed BSMP could generate noise that would conflict with the City of Yuba City standards or result in substantial temporary or periodic increase in ambient noise levels.	PS	**Mitigation Measure 3.11-1: Construction Noise Measures (BSMP/NR/KER)** Individual project applicants of new development (excluding renovation of existing buildings) shall require construction contractors to implement the following measures during all phases of project construction: a) Whenever stationary noise sources – such as generators and compressors – are used within light of sight to occupied residences (on or offsite), temporary barriers shall be constructed around the source to shield the ground floor of the noise-sensitive uses. These barriers shall be of ¾-inch Medium Density Overlay (MDO) plywood sheeting, or other material of equivalent utility and appearance to achieve a Sound Transmission Class of STC-30, or greater, based on certified sound transmission loss data taken according to ASTM Test Method E90 or as approved by the City of Yuba City Building Official. b) Construction equipment staging areas shall be located as far as feasible from residential areas while still serving the needs of construction contractors.	LS

LTS = less than significant; NA = not applicable; NI = no impact; PS = potentially significant; S = significant; SU = significant and unavoidable.

TABLE S-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES EVALUATED IN THE DRAFT EIR

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
3.11-1 (cont.)		c) Equipment and trucks used for construction will use the industry standard noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically-attenuating shields or shrouds, wherever feasible). d) Impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for construction shall be hydraulically- or electrically-powered where feasible to avoid noise associated with compressed air exhaust from pneumatically-powered tools. Where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used; this muffler can lower noise levels from the exhaust by up to about 10 dB. External jackets on the tools themselves shall be used where feasible; this could achieve a reduction of 5 dB. Quieter procedures, such as use of drills rather than impact tools, shall be used whenever feasible.	
3.11-2: Operation of uses developed pursuant to the proposed BSMP could increase local traffic that could result in a substantial permanent increase in ambient exterior noise levels in the project vicinity.	PS	**Mitigation Measure 3.11-2: Transportation Source Mitigation (BSMP)** Prior to approval of a map, an acoustical study shall be submitted to the City demonstrating that the project would include noise attenuation to reduce noise levels at the existing residences adjacent to Stewart Road, between SR 99 and Phillips Road, to below the noise standard specified in the City's general plan Policy 9.1-I-3. If sound walls are proposed, they must be constructed of a material and at a height sufficient to reduce traffic noise to either 4 dB below existing conditions or below 60 dBA L_{dn}.	LS
3.11-3: Operation of uses developed pursuant to the proposed BSMP could introduce new stationary noise sources that could result in a substantial permanent increase in ambient exterior noise levels in the project vicinity or conflict with the City of Yuba City noise standards.	PS	**Mitigation Measure 3.11-3: Stationary Source Mitigation (BSMP/NR/KER)** The project sponsor shall ensure that the following measures are implemented for all development under the proposed BSMP: a) Prior to the issuance of building permits, individual project applicants shall submit engineering and acoustical specification for project mechanical HVAC equipment and the proposed locations of onsite loading docks to the Planning Director demonstrating that the HVAC equipment and loading dock design (types, location, enclosure, specification) will control noise from the equipment to not exceed 55 dBA during the daytime and 45 dBA during nighttime hours. b) Noise-generating stationary equipment associated with proposed commercial and/or office uses, such as portable generators, compressors, and compactors, within line-of-sight of adjacent noise-sensitive uses shall be enclosed or acoustically shielded to reduce noise-related impacts.	LS
3.11-4: Construction of development pursuant to the proposed BSMP could expose existing and/or planned buildings, and persons within, to vibration that could disturb people or damage buildings.	LS	None required.	NA
3.11-5: The proposed BSMP could result in exposure of residents or workers to excessive aircraft noise levels.	LS	None required.	NA

LTS = less than significant; NA = not applicable; NI = no impact; PS = potentially significant; SU = significant and unavoidable.

TABLE S-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES EVALUATED IN THE DRAFT EIR

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
3.11-6: Development pursuant to the proposed BSMP could result in exposure of people to cumulative increases in construction noise levels.	S	**Mitigation Measure 3.11-6: Construction Noise Measures (BSMP/NR/KER)** Implement Mitigation Measure 3.11-1.	NA
3.11-7: Development pursuant to the proposed BSMP would contribute to cumulative construction that could expose existing and/or planned buildings, and persons within, to significant vibration.	LS	None required.	NA
3.11-8: Development pursuant to the proposed BSMP would contribute to cumulative increases in traffic noise levels.	LS	None required.	NA
3.11-9: Development pursuant to the proposed BSMP would contribute to cumulative increases in stationary noise levels.	LS	**Mitigation Measure 3.11-9: Stationary Source Mitigation (BSMP/NR/KER)** Implement Mitigation Measure 3.11-3.	NA
3.12 Population and Housing			
3.12-1: Development pursuant to the proposed BSMP would induce substantial population growth in an area.	LS	None required.	NA
3.13-2: Development pursuant to the BSMP would not displace substantial numbers of people or existing housing, necessitating the construction of replacement housing elsewhere.	LS	None required.	NA
3.12-3: Development pursuant to the proposed BSMP, in combination with future buildout of the City of Yuba City as well as the City's sphere of influence, could directly or indirectly induce substantial population growth in the area.	LS	None required.	NA

LTS = less than significant; NA = not applicable; NI = no impact; PS = potentially significant; S = significant; SU = significant and unavoidable.

TABLE S-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES EVALUATED IN THE DRAFT EIR

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
3.13 Public Services and Recreation			
Police Protection			
3.13-1: Development pursuant to the proposed BSMP could result in the construction of new or expanded police protection facilities that could cause a substantial physical adverse environmental impact.	LS	None required.	NA
3.13-2: Development pursuant to the proposed BSMP, in combination with other cumulative development in the City of Yuba City, could require, or result in, the construction of new or expanded facilities related to the provision of police protection, such that a substantial physical adverse environmental impact could result.	LS	None required.	NA
Fire Protection			
3.13-3: Development pursuant to the proposed BSMP could result in the construction of new or expanded fire protection facilities that would cause a substantial adverse physical environmental impact.	LS	None required.	NA
3.13-4: Development pursuant to the proposed BSMP, in combination with other cumulative development within the boundaries of the City of Yuba City, could result in the construction of new or expanded fire protection facilities that could cause a substantial adverse physical environmental impact.	LS	None required.	NA

LTS = less than significant; NA = not applicable; NI = no impact; PS = potentially significant; SU = significant and unavoidable.

TABLE S-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES EVALUATED IN THE DRAFT EIR

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
Public Schools			
3.13-5: Development pursuant to the proposed BSMP could generate students that would exceed the design capacity of existing or planned schools that would result in the need for new or physically altered school facilities, the construction of which could cause substantial adverse physical environmental impacts.	LS	None required.	NA
3.13-6: Development pursuant to the proposed BSMP, in combination with other cumulative development, would result in the need for new or physically altered school facilities which could cause substantial adverse physical environmental impacts.	LS	None required.	NA
Parks and Recreation Facilities			
3.13-7: Development pursuant to the proposed BSMP could cause existing parks within the BSMP site to physically deteriorate, requiring additional parks to be constructed and/or expanded.	LS	None required.	NA
3.13-8: Development pursuant to the proposed BSMP, in combination with other cumulative development in Yuba City, could cause existing parks in the City to physically deteriorate.	LS	None required.	NA

LTS = less than significant; NA = not applicable; NI = no impact; PS = potentially significant; S = significant; SU = significant and unavoidable.

TABLE S-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES EVALUATED IN THE DRAFT EIR

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
3.14 Transportation and Traffic			
3.14-1: Implementation of the proposed BSMP would cause significant impacts at intersections in the City of Yuba City.	S	**Mitigation Measure 3.14-1(a): Yuba City Intersections (BSMP)** The project applicant(s) shall construct the following improvements. The timing of the need for these improvements will depend on the amount of development on the west versus east side of SR 99, mix of land uses, and level of background traffic growth. The applicant shall coordinate with City staff regarding construction of these improvements as individual projects within the BSMP are proposed. The financial responsibility for each project applicant shall be determined by the City and shall be included in each applicant's project approval documentation. i. Install a traffic signal and widen the eastbound and southbound approaches to provide dedicated left-turn pockets at the Bogue Road/South Walton Avenue intersection (in conjunction with lane configurations planned under existing plus BSMP conditions). ii. Install a traffic signal at the Railroad Avenue/Lincoln Road intersection (in conjunction with existing lane configurations). iii. Install a traffic signal at the Bogue Road/Phillips Road intersection (in conjunction with lane configurations planned under existing plus BSMP conditions). iv. Install a traffic signal at the Bogue Road/Railroad Avenue intersection and widen/restripe the northbound and southbound approaches to provide dedicated left-turn pockets (in conjunction with lane configurations planned under existing plus BSMP conditions). v. Install a traffic signal at the Gilsizer Ranch Way/Bogue Road intersection (in conjunction with lane configurations planned under existing plus BSMP conditions).	LS
3.14-2: Implementation of the proposed BSMP would not cause significant impacts at intersections or roadways in Sutter County.	LS	None required.	NA
3.14-3: Implementation of the proposed BSMP would cause significant LOS-related impacts at intersections maintained by Caltrans	S	**Mitigation Measure 3.14-3: Caltrans Intersections LOS (BSMP)** The project applicant(s) shall construct the improvements described below. The timing of the need for these improvements will depend on the amount of development on the west versus east side of SR 99, mix of land uses, and level of background traffic growth. The applicant shall coordinate with City staff and Caltrans regarding construction of these improvements as individual projects within the BSMP are proposed. The financial responsibility for each project applicant shall be determined by the City and shall be included in each applicant's project approval documentation. i. Widen the SR 99/Bogue Road intersection to provide a second southbound left-turn lane that provides 500 feet of storage in each lane. Widen Bogue Road to construct a second eastbound and westbound left-turn lane. Restripe westbound Bogue Road approaching SR 99 to consist of two left-turn lanes, one through lane, and one right-turn lane (with the right-turn consisting of an overlap arrow); and ii. Install a traffic signal at the SR 99/Stewart Road intersection.	LS

LTS = less than significant; NA = not applicable; NI = no impact; PS = potentially significant; SU = significant and unavoidable.

TABLE S-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES EVALUATED IN THE DRAFT EIR

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
3.14-4: Implementation of the proposed BSMP would cause significant queuing-related impacts at intersections maintained by Caltrans.	S	**Mitigation Measure 3.14-4(a): Caltrans Intersections Queuing (BSMP)** Implement Mitigation Measure 3.14-3(i), which consists of adding a second southbound left-turn lane at the SR 99/ Bogue Road intersection and providing 500 feet of storage in each turn lane. To address queuing impacts in the southbound left-turn lane prior to the overall intersection LOS reaching an unacceptable level, the second left-turn lane is necessary. The timing of the need for these improvements will depend on the amount of development on the west versus east side of SR 99, mix of land uses, and level of background traffic growth. The applicant shall coordinate with City staff and Caltrans regarding construction of these improvements as individual projects within the BSMP are proposed. The financial responsibility for each project applicant shall be determined by the City and shall be included in each applicant's project approval documentation.	LS
		Mitigation Measure 3.14-4(b): Caltrans Intersections Queuing (NR/KER) The project applicant(s) shall construct the following improvements at the SR 99/Bogue Road intersection. These improvements shall be in place at such time that the 21-acre retail center located in the southwest quadrant of the Bogue Road/Phillips Road intersection and 20 additional acres of residential in Newkom Ranch or Kells East Ranch are constructed. The financial responsibility for each project applicant shall be determined by the City and shall be included in each applicant's project approval documentation. i. Widen the SR 99/Bogue Road intersection to provide a second southbound left-turn lane that provides 500 feet of storage in each lane.	
3.14-5: Implementation of the proposed BSMP would include the provision of new bicycle and pedestrian facilities to support bicycle and pedestrian travel within the project, and connect the project with adjacent areas in the City of Yuba City.	LS	None required.	NA
3.14-6: Implementation of the proposed BSMP would include designated bus stops and transit shelters to support transit use as a means of travel within the project and between the project and the surrounding area.	LS	None required.	NA

LTS = less than significant; NA = not applicable; NI = no impact; PS = potentially significant; S = significant; SU = significant and unavoidable.

TABLE S-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES EVALUATED IN THE DRAFT EIR

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
3.14-7: Implementation of the proposed BSMP, in combination with other cumulative development, would cause cumulatively considerable significant impacts at intersections in the City of Yuba City.	S	**Mitigation Measure 3.14-7(a): Cumulative Yuba City Intersections (BSMP)** i. Implement Mitigation Measure 3.14-1(a)(i): Install traffic signal and add turn lanes at the Bogue Road/South Walton Avenue intersection. ii. Implement Mitigation Measure 3.14-1(a)(iii): Install traffic signal at the Bogue Road/Phillips Road intersection. iii. Implement Mitigation Measure 3.14-1(a)(iv): Install a traffic signal and add turn lanes at the Bogue Road/ Railroad Avenue intersection. iv. Implement Mitigation Measure 3.14-1(a)(v): Install traffic signal at the Gilsizer Ranch Way/Bogue Road intersection. v. Contribute fair share cost for restriping the eastbound approach at the Garden Highway/Bogue Road intersection from a through lane to a shared through/right lane, and modifying the signal phasing to east-west split-phase.	LS
		Mitigation Measure 3.14-7(b): Cumulative Yuba City Intersections (NR/KER) i. Implement Mitigation Measure 3.14-1(b)(i): Install traffic signal at the Bogue Road/Phillips Road intersection. ii. Implement Mitigation Measure 3.14-1(b)(ii): Install a traffic signal and add turn lanes at the Bogue Road/Railroad Avenue intersection. iii. Contribute fair share cost for installing a traffic signal at the South Walton Avenue/Bogue Road intersection. iv. Contribute fair share cost for installing a traffic signal at the Phillips Road/Lincoln Road intersection. v. Contribute fair share cost for installing a traffic signal at the Gilsizer Ranch Way/Bogue Road intersection.	
3.14-8: Implementation of the proposed BSMP, in combination with other cumulative development, would not cause significant impacts at intersections or roadways in Sutter County.	LS	None required.	NA
3.14-9: Implementation of the proposed BSMP, in combination with other cumulative development, would cause cumulatively significant LOS-related impacts at intersections maintained by Caltrans.	S	**Mitigation Measure 3.14-9(a): Cumulative Caltrans Intersections LOS (BSMP)** i. Implement Mitigation Measure 3.14-3(a)(i): Add turn lanes at the SR 99/Bogue Road intersection. ii. Implement Mitigation Measure 3.14-3(a)(ii): Install traffic signal at the SR 99/Stewart Road intersection. iii. Contribute fair share cost for adding a second northbound left-turn lane and adding dedicated eastbound and westbound right-turn lanes at the SR 99/Bogue Road intersection. iv. Contribute fair share cost for installing a traffic signal at the SR 99/Hunn Road intersection. v. Contribute fair share cost for installing a traffic signal at the SR 99/Smith Road intersection.	SU

LTS = less than significant; NA = not applicable; NI = no impact; PS = potentially significant; SU = significant and unavoidable.

TABLE S-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES EVALUATED IN THE DRAFT EIR

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
3.14-9 (cont.)		**Mitigation Measure 3.14-9(b): Cumulative Caltrans Intersections LOS (NR/KER)** i. Implement Mitigation Measure 3.14-4(b)(i): Add second southbound left-turn lane at the SR 99/Bogue Road intersection. ii. Contribute fair share cost for adding a second northbound left-turn lane and adding dedicated eastbound and westbound right-turn lanes at the SR 99/Bogue Road intersection. iii. Contribute fair share cost for installing a traffic signal at the SR 99/Hunn Road intersection. iv. Contribute fair share cost for installing a traffic signal at the SR 99/Smith Road intersection. v. Contribute fair share cost for installing a traffic signal at the SR 99/Stewart Road intersection.	
3.14-10: Implementation of the proposed BSMP, in combination with other cumulative development, would cause significant queuing-related impacts at intersections maintained by Caltrans.	S	**Mitigation Measure 3.14-10(a): Cumulative Caltrans Intersections Queuing (BSMP)** i. Implement Mitigation Measure 3.14-3(a)(i), which consists of adding a second southbound left-turn lane at the SR 99/Bogue Road intersection and providing 500 feet of storage in each turn lane. ii. Implement Mitigation Measure 3.14-9(a)(iii), which consists of paying fair share cost of adding a second northbound left-turn lane and dedicated eastbound and westbound right-turn lanes at the SR 99/Bogue Road intersection.	SU
		Mitigation Measure 3.14-10(b): Cumulative Caltrans Intersections Queuing (NR/KER) i. Implement Mitigation Measure 3.14-4(a)(i), which consists of adding a second southbound left-turn lane at the SR 99/Bogue Road intersection and providing 500 feet of storage in each turn lane. ii. Implement Mitigation Measure 3.14-9(b)(ii), which consists of paying fair share cost of adding a second northbound left-turn lane and dedicated eastbound and westbound right-turn lanes at the SR 99/Bogue Road intersection. iii. Implement Mitigation Measure 3.14-9(b)(v), which consists of paying fair share cost for installing a traffic signal at the SR 99/Stewart Road intersection. iv. Contribute fair share cost for adding a second northbound left-turn lane at the SR 99/Stewart Road intersection, or contributing fair share cost for widening Bogue Road to four lanes from Gilsizer Ranch Way to South Walton Avenue.	
3.14-11: Implementation of the proposed BSMP would include the provision of new bicycle and pedestrian facilities to support bicycle and pedestrian travel within the project, and connect the project with adjacent areas in the City of Yuba City.	LS	None required.	NA

LTS = less than significant; NA = not applicable; NI = no impact; PS = potentially significant; S = significant; SU = significant and unavoidable.

TABLE S-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES EVALUATED IN THE DRAFT EIR

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
3.14-12: Implementation of the proposed BSMP would include designated bus stops and transit shelters to support transit use as a means of travel within the project and between the project and the surrounding area.	LS	None required.	NA
3.15 Utilities and Service Systems			
Wastewater and Drainage			
3.15-1: Implementation of the proposed BSMP could result in inadequate wastewater treatment capacity.	LS	None required.	NA
3.15-2: The proposed BSMP could result in either the construction of new wastewater treatment facilities or the expansion of existing facilities, the construction of which could cause significant environmental impacts.	LS	None required.	NA
3.15-3: Implementation of the proposed BSMP, in combination with other past, present, and reasonably foreseeable cumulative development, would contribute to the need for construction of new or expanded wastewater facilities, which could cause significant environmental impacts.	LS	None required.	NA

LTS = less than significant; NA = not applicable; NI = no impact; PS = potentially significant; SU = significant and unavoidable.

TABLE S-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES EVALUATED IN THE DRAFT EIR

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
Water Supply			
3.15-4: The proposed project could increase demand for potable water in excess of existing supplies	S	**Mitigation Measure 3.15-1: Wastewater Treatment Capacity (BSMP/NR/KER)** a) Individual project applicants shall pay the fair share of costs for each development's proportion of the water supply deficits estimated through 2040. The payments shall be directed to a City fund for the construction and operation of new groundwater well(s) as determined by the City. The City shall reflect the requirement for the fair share payment for each development in any future development agreement in the BSMP site, and payment shall be made to the City prior to final tentative map approval and building permit. b) The City shall construct new groundwater well(s) to be operable and sufficient to serve the water supply demands of each development approved prior to year 2030. The groundwater well(s) shall be constructed to produce sufficient water to make up the shortfalls in any given single-dry year or the first year of a multi-dry year scenario as determined by the City. c) The City shall not approve a final tentative map or building permit for any development pursuant to the proposed BSMP or City beyond the supplies available from 2030 through 2040 without a reliable source of water supply to meet the shortfalls in the single-dry year or the first year of a multi-dry year scenario, as detailed above.	LS
3.15-5: The proposed BSMP project could result in inadequate capacity in the City's water supply facilities to meet the water supply demand, resulting in the construction of new water supply facilities.	LS	None required.	NA
3.15-6: Implementation of the proposed BSMP, in combination with other past, present, and reasonably foreseeable cumulative development, would contribute to cumulative increases in demand for water supply.	S	**Mitigation Measure 3.15-4: Wastewater Treatment Capacity (BSMP/NR/KER)** Implement Mitigation Measure 3.15-1(a) through (c).	LS
Solid Waste			
3.15-7: Implementation of the proposed BSMP, in combination with other past, present, and reasonably foreseeable cumulative development, would contribute to cumulative increases in demand for water treatment.	LS	None required.	NA

LTS = less than significant; NA = not applicable; NI = no impact; PS = potentially significant; S = significant; SU = significant and unavoidable.

TABLE S-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES EVALUATED IN THE DRAFT EIR

Impact	Significance Before Mitigation	Mitigation Measure	Significance After Mitigation
3.15-8: The proposed BSMP could require or result in either the construction of new solid waste facilities or the expansion of existing facilities, the construction of which could cause significant environmental effects.	LS	None required.	NA
3.15-9: Implementation of the proposed BSMP, in combination with other past, present, and reasonably foreseeable cumulative development, would contribute to cumulative increases in solid waste.	LS	None required.	NA

LTS = less than significant; NA = not applicable; NI = no impact; PS = potentially significant; SU = significant and unavoidable.