

Sutter County Initial Study

- 1. Project title:** Project #U-20-022 (Toche)
- 2. Lead agency name and address:** Sutter County Development Services Department
Planning Division
1130 Civic Center Boulevard
Yuba City, CA 95993
- 3. Contact person and phone number:** Casey Murray, Associate Planner
530-822-7400
- 4. Project sponsor's name and address:** Applicant/Owner:
Emilio and Maria G. Toche
2679 Walnut Avenue
Marysville, CA 95901
- Engineer/Surveyor:
Jeff W. Spence
Laughlin and Spence, Civil Engineers & Surveyors
1008 Live Oak Blvd.
Yuba City, CA 95991
- 5. Project Location & APN:** East Onstott Road, Yuba City, CA 95991; on the east side of East Onstott Road, east of State Highway 99, on the west side of Live Oak Blvd., approximately 950 feet south of Eager Road; APN: 10-260-027
- 6. General Plan Designation:** IND (Industrial)
- 7. Zoning Classification:** M-1-PD (Light Industrial-Planned Development) District
- 8. Description of project:** The proposed project is a planned development amendment and design review to establish a recreational vehicle (RV) sales and service center and use permit to allow for a reduced agricultural buffer between adjacent agricultural uses and proposed development. This project is proposed in two phases.

Phase 1:

Construction of a new 21,499 square foot sales and service building with an attached 2,500 square foot sales canopy on the south side of the building, an attached 2,500 square foot service canopy on the north side of the building, and an attached 2,000 square foot detail bay at the rear of the building (east side) is proposed. Inside the 21,499 square foot building, the 8,080 square foot "main facility" portion will be used for sales and customer service. The main facility will be fully accessible to customers, including ADA compliant restrooms. A 1,499 square foot second floor above the main facility will be used for storage and office space. The 11,920 square foot "service bays" portion of the building will be used to provide basic services to new and existing customers. Services will include, but not limited to, tire installation and/or minor tire repair, minor glass repair, minor water-based painting, and minor body work repairs. Complete repainting of units will not be performed. Minor painting will be done twice a week at most and will not exceed nine square feet per day; therefore, a spray paint booth is not needed as determined by the Feather River Air Quality Management District (FRAQMD).

The detail bay portion of the building will be used by employees for RV washing and detailing. Washing will be done by hand and with pressure washers. The applicant anticipates that one or two RVs will be washed per day. A drain leading to a grease trap will be located in the floor of the detail bay to dispose of any

grease or other vehicle related toxins before discharging the resultant water to a proposed stormwater retention pond. The 2,500 square foot sales canopy will be used for potential buyer walk throughs, vehicle showing, etc. and will be paved under the canopy. The 2,500 square foot service canopy will be used for service-related customer RV drop-off and pick-ups and will be paved under the canopy.

The main facility portion of the building will have a gray stone wrap finish base with a beige colored cement plaster wall finish, and it will have a covered entry above the front doors. The front and sides of this portion of the building will have several large windows. The service bay portion of the building will have six roll up doors on the north and south sides of the building. Roll up doors will be dark grey with a green border. Walls of the service bay portion of the building will be colored light grey. The north, south, and west sides of the entire building will have a green eave trim.

To the northwest and southwest of the proposed RV sales and service building are proposed graveled sales areas in which new RVs will be parked and on display for viewing. To the northeast and southeast of the building will be graveled RV parking and storage areas. This area will be used for storage of additional RV inventory for sale, and storage and parking of customer owned RVs. There will typically be about 300 RVs in total onsite at any one time, with around 25 a month being sold, and replacement inventory being transported in. The applicant estimates that 50 percent of the RVs parked in this area are customer owned and the other 50 percent will be RV inventory.

Two 35-foot-wide paved driveway entrances are proposed off of East Onstott Road. A six-foot-tall wrought iron fence is proposed setback 15 feet along the front of the property. Rolling gates are proposed at each driveway entrance. A paved employee and customer parking area with 29 parking spaces is proposed directly west of the proposed building. A six-foot-tall chain-link fence with privacy slats having at least a 90 percent screening ability is proposed to be installed along the north, south, and east sides of the property.

Outdoor lighting is proposed within the paved parking area consisting of seven pole mounted LED lights mounted at 18 feet with fixtures tilted toward the project site. Standard LED wall packs with cutoff are proposed on the sales and service building. One light will be mounted at 16 feet on the front of the service canopy and the sales canopy, two lights will be mounted at eight feet on the front of the building, and eight lights will be mounted at eight feet around the service area portion of the building.

A 10-foot by 18-foot trash enclosure area is proposed directly north of the proposed building. The trash enclosure will have a pair of six-foot solid iron gates and walls will be masonry block with a cement plaster finish to match the building. Installation of a septic tank/leach field system and 100% replacement area is proposed in the northeast portion of the property. The septic system area will be protected by pipe bollards. An RV dump station for black and grey water with a 2000 gallon holding tank is proposed on the east side of the septic system. An existing water well located northwest of the proposed septic system will be utilized for this development and will be protected by pipe bollards. An approximate 2.75-foot-deep stormwater retention pond is proposed to be located in the southeast corner of the property. A four-foot-tall chain link fence is proposed on the north and west sides of the pond. An emergency 20-foot-wide gravel surfaced access road with swing gate is proposed along the north side of the retention pond and will connect to Live Oak Blvd. via a paved driveway entrance.

Installation of proposed landscaping along East Onstott Road and within the paved parking area in front of the building will be installed during phase 1. Landscaping will consist of a 15-foot-wide landscape strip along the East Onstott Road frontage. This planter will extend back approximately 21 feet along the north side of the property and approximately 35 feet along the south side of the property. Planter islands are proposed adjacent to the paved parking area. Planters along the front of the property and planters adjacent to paved parking spaces will have photinia, Pinkie Indian Hawthorn, and dwarf fountain grass. Planters adjacent to paved parking spaces will have Chinese tallow trees and Chinese pistache. No trees are proposed to be planted in front of the proposed sales areas at the front of the property so that RVs for sale are visible from East Onstott Road. All planters will have bark mulch as ground cover. The landscape planters will be separated from the paved parking and driveways by six-inch concrete curbing.

A 25-foot-wide landscape planter is proposed along the south property line to provide a landscaped buffer

between the site and the adjacent agricultural use to the south. The proposed planter consists of a single row of photinia spaced at 10 feet on center to be planted on the north side of the proposed fence with privacy slats. A single row of alternating trees is proposed on the north side of the photinia spaced at 20 feet on center. These trees will consist of Chinese pistache, Chinese tallow trees, and California bay trees. This landscape planter does not extend all the way to the east and west property lines due to the presence of developed areas on the parcels to the south.

One monument sign is proposed at the southwest corner of the property along East Onstott Road. The proposed sign consists of a 48 square foot standard fixed sign on top (stating the business name), along with a 48 square foot LED screen changeable sign below with a decorative rock base. A 29 square foot wall sign stating the business name is proposed to be located on the front wall of the sales building.

Phase 2:

Paving of the phase 1 graveled sales areas are proposed during phase 2. Fourteen additional paved employee and customer parking spaces are proposed. Ten of these spaces will be located south of the proposed building on the east side of the paved sales area and four of these spaces will be located north of the proposed building on the east side of the paved sales area. Outdoor lighting is proposed adjacent to the 14 additional parking spaces consisting of three pole mounted LED lights mounted at 18 feet with fixtures tilted toward the project site.

Phase 2 will include the construction of four solar panel covered RV parking structures at the northeast corner of the property. This parking area will be surfaced with gravel. Each structure is 50 feet wide and structures will occupy approximately 48,000 square feet.

Installation of proposed landscaping adjacent to the 14 additional parking spaces and along Live Oak Blvd. will be installed during phase 2. Planter islands adjacent to the paved parking spaces will have photinia, Pinkie Indian Hawthorn, dwarf fountain grass, Chinese tallow trees, and Chinese pistache. Landscaping along the Live Oak Blvd. frontage will consist of a 15-foot-wide landscape strip. This planter will consist of California bay trees spaced at 30 feet on center with photinia, Pinkie Indian Hawthorne, and dwarf fountain grass planted between the trees. All planters will have bark mulch as ground cover. The landscape planters will be separated from the paved parking and driveways by six-inch concrete curbing.

The proposed RV sales and service center will be open for business from 9am to 6pm, 7 days a week excluding holidays. The operation hours for the employees will be from 8am to 6pm. The employees will consist of four sales employees and 11 service employees. The applicant estimates that a total of 15 employees will be working at the facility during phase 1, with the possibility of five additional temporary seasonal employees hired on for the busy season only for a total of 20 employees. The applicant anticipates 30-50 customers per day. Phase 1 construction is planned to begin in the summer/fall of 2021 with phase 2 construction beginning approximately two years later.

9. Surrounding land uses and setting: The entire 18.31± acre site is currently planted with an almond orchard and has been used intermittently for tree crop agriculture in the past. The site is on the east side of East Onstott Road, east of State Highway 99, on the west side of Live Oak Blvd., approximately 950 feet south of Eager Road.

In 2008, the Board of Supervisors approved Project #06-004, a General Plan amendment from AG-20 (Agriculture, 20-acre minimum) to IND (Industrial), a rezone from AG (General Agriculture) District to C-M-PD (Commercial-Industrial, Planned Development) District and M-1-PD (Light-Industrial, Planned Development) District and design review to establish a commercial truck stop facility on 33 acres. This project included the project site for the current project as well as two additional parcels located immediately to the north. This project included the following components:

- a) A 5,625 square foot convenience store.
- b) Separate fuel pumps for automobiles and truck tractors with four 12,000 gallon above ground fuel tanks.
- c) A 9,600 square foot truck maintenance shop, truck wash and driver's lounge to include bathroom and shower facilities, couches, televisions, internet access and laundry facilities.

- d) 46 short-term parking spaces for commercial trucks.
- e) 93 long-term parking spaces for commercial trucks in an area to be gated with card-lock access.
- f) 229,270 square foot retention pond for storm water runoff.
- g) Sewage disposal provided by a private onsite septic system and potable water provided by a private onsite well.

This use was never established and the development plan for that project expired.

The surrounding area is largely rural and features mostly tree crops. Directly north of the project site is a 14-acre parcel that was recently planted with an almond orchard. Like the project site, this parcel is zoned M-1-PD (Light-Industrial, Planned Development) as it was associated with Project #06-004. Directly north of the 14-acre parcel is a 2.7-acre parcel that is developed with three residences. This parcel is zoned C-M-PD (Commercial-Industrial, Planned Development) as it was included with Project #06-004. A Korean Methodist church is located east of this parcel at the southwest corner of Eager Road and Live Oak Blvd. The church sits on a 0.66-acre parcel that is zoned AG (Agriculture). The Church of Glad Tidings is located on the north side of Eager Road.

Property located east, south, and west of the project site is zoned AG (Agriculture). Property east of the project site on the east side of Live Oak Blvd. and east side of the Union Pacific Railroad is developed with a walnut orchard. A fruit packing facility and wireless tower adjoin the project site to the southeast. This site has a row of oleanders at its northern property line that screens it from the project site. A peach orchard is located directly to the south and a residence and agricultural buildings are located to the southwest. Property west of the project site, west of East Onstott Road and State Highway 99, is developed with an almond orchard. Caltrans maintains tree and shrub lined landscaping strips on each side of State Highway 99.

The project site is located in a rural area approximately one-half mile north of the northern most city limits of Yuba City and the sphere of influence boundary. The Yuba College Sutter County Center is located approximately one-half mile south of the project site within the city limits. The project site lies within the possible future Yuba City sphere of influence and is within a defined growth area as per the General Plan Figure 3-1.

The project area is level and there are no streams or rivers in the vicinity. The Feather River lies approximately three-quarters of a mile east of the project site on the opposite side of a large walnut orchard.

North: young almond orchard; South: peach orchard, residence, fruit packing facility, wireless tower; East: Live Oak Blvd., Union Pacific Railroad, walnut orchard; West: East Onstott Road, State Highway 99, almond orchard.

10. Other public agencies whose approval is required: None

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.? The County initiated Assembly Bill 52 (AB 52) consultation through distribution of letters to the Native American tribes provided by the Native American Heritage Commission (NAHC). Wilton Rancheria responded and stated they had no concerns regarding this project. Mooretown Rancheria responded and stated they are not aware of any known cultural resources on this site. Consultation with the United Auburn Indian Community resulted in the addition of a mitigation measure to address potential impacts to Tribal Cultural Resources. No requests for consultation were received from any other Native American tribes during the review period.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “Potentially Significant Impact” as indicated by the checklist on the following pages.

- | | | |
|--|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forestry Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Energy |
| <input type="checkbox"/> Geology and Soils | <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards and Hazardous Materials |
| <input type="checkbox"/> Hydrology and Water Quality | <input type="checkbox"/> Land Use and Planning | <input type="checkbox"/> Mineral Resources |
| <input type="checkbox"/> Noise | <input type="checkbox"/> Population and Housing | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation | <input type="checkbox"/> Tribal Cultural Resources |
| <input type="checkbox"/> Utilities and Service Systems | <input type="checkbox"/> Wildfire | <input type="checkbox"/> Mandatory Findings of Significance |

DETERMINATION

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.**
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Applicant Mitigation Agreement:

CEQA allows a project proponent to make revisions to a project, and/or to agree and comply with, mitigation measures that reduce the project impacts such that the project will not have a significant effect on the environment. CEQA Guidelines Section 15064.

As the applicant/representative for this proposed project, I hereby agree to implement the proposed mitigation measures and mitigation monitoring program identified within this document.

Signature of Applicant/Representative

Date

Casey Murray, Associate Planner

Date

Doug Libby
Environmental Control Officer

Date

DETERMINATION

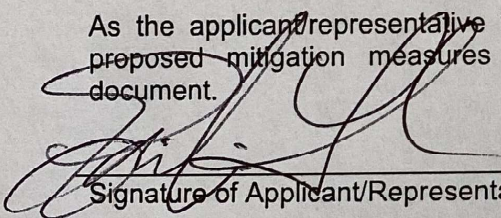
On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Applicant Mitigation Agreement:

CEQA allows a project proponent to make revisions to a project, and/or to agree and comply with, mitigation measures that reduce the project impacts such that the project will not have a significant effect on the environment. CEQA Guidelines Section 15064.

As the applicant representative for this proposed project, I hereby agree to implement the proposed mitigation measures and mitigation monitoring program identified within this document.



 Signature of Applicant/Representative

6-2-2021

 Date

Casey Murray Digitally signed by Casey Murray
Date: 2021.06.02 15:09:33 -07'00'

 Casey Murray, Associate Planner

6-2-2021

 Date

Doug Libby Digitally signed by Doug Libby
Date: 2021.06.02 15:25:28 -07'00'

 Doug Libby
 Environmental Control Officer

6-2-2021

 Date

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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I. AESTHETICS.

Except as provided in Public Resources Code Section 21099, would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Have a substantial adverse effect on a scenic vista? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Responses:

a) **Less than significant impact.** This project will not have a substantial adverse effect on a scenic vista. The General Plan does not inventory any scenic vista on the subject property and there are no scenic vistas proximate to the project site. The General Plan Technical Background Report identifies geographic features such as the Sutter Buttes, Feather River, Sacramento River, and Bear River as scenic resources within the County, which contribute to the County's character. This project is not located within the Sutter Buttes Overlay Zone and is not located in the immediate vicinity of the Bear River, Feather River, or Sacramento River. The project site is located approximately five miles east of the Sutter Buttes and approximately three-quarters of a mile west of the Feather River. As a result, this project will not substantially alter any scenic vista and a less than significant impact is anticipated.

b) **No impact.** This project will not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway because there are no state scenic highway designations in Sutter County. As there are no scenic highways located in Sutter County, no impact is anticipated.

c) **Less than significant impact.** The proposed project is located in a nonurbanized area and will not substantially degrade the existing visual character or quality of public views of the site and its surroundings. Although the area is mostly agricultural in character, urban development has occurred in the vicinity with the Church of Glad Tidings facility north of Eager Road as well as the Korean Methodist church located at the southwest corner of Eager Road and Live Oak Blvd. A fruit packing facility and wireless tower adjoin the project site to the southeast. The Yuba College Sutter County Center is located approximately one-half mile south of the project site within the city limits of Yuba City. In addition, single family homes are scattered throughout the area.

In 2008, the Board of Supervisors approved Project #06-004, a General Plan amendment from AG-20 (Agriculture, 20-acre minimum) to IND (Industrial), a rezone from AG (General Agriculture) District to C-M-PD (Commercial-Industrial, Planned Development) District and M-1-PD (Light-Industrial, Planned Development) District and design review to establish a commercial truck stop facility on 33 acres. This project included the project site for the current project as well as two additional parcels located immediately to the north. This use was never established, due to the "Great Recession," and the development plan for that project expired. The proposed project is considered less intensive compared to the previous project and is consistent with the General Plan designation and existing property zoning.

The project site lies within the possible future Yuba City sphere of influence and is within a defined growth area as per the General Plan. Growth areas are the primary locations in the County for new growth and services.

The County's Commercial and Employment Districts contain specific design requirements for building design and landscaping, which are designed in part to improve the appearance of a site and create a cohesive look (Zoning Code Section 1500-07-050 E). As part of the design review component of the application, the applicant has submitted colored elevation drawings of the proposed RV sales and service building. The main facility portion of the building will have a gray stone wrap finish base with a beige colored cement plaster wall finish, and it will have a covered entry above the front doors. The front and sides of this portion of the building will have several large windows. The service bay portion of the building will have six roll up doors on the north and south sides. Roll up doors will be dark grey with a green border. Walls of the service bay portion of the building will be colored light grey. The north, south, and west sides of the entire building will have a green eave trim. The proposed trash enclosure will have a pair of six-foot solid iron gates and walls will be masonry block with a cement plaster finish to match the building. The applicant's design review application complies with the County's design elements contained in the design checklist in Section 1500-07-050 E of the Zoning Code.

A six-foot-tall wrought iron fence is proposed setback 15 feet along the property's East Onstott Road frontage. A six-foot-tall chain-link fence with privacy slats having at least a 90percent screening ability is proposed to be installed along the north, south, and east sides of the property.

Landscaping requirements are in place for development projects located in Commercial and Employment Districts. The applicant has submitted a landscape plan, demonstrating compliance with the Zoning Code requirements for landscaping. Installation of proposed landscaping along East Onstott Road and within the paved parking area in front of the building will be installed during phase 1. Landscaping will consist of a 15-foot-wide landscape strip along the East Onstott Road frontage. This planter will extend back approximately 21 feet along the north side of the property and approximately 35 feet along the south side of the property. Planter islands are proposed adjacent to the paved parking area. Planters along the front of the property and planters adjacent to paved parking spaces will have photinia, Pinkie Indian Hawthorn, and dwarf fountain grass. Planters adjacent to paved parking spaces will have Chinese tallow trees and Chinese pistache. No trees are proposed to be planted in front of the proposed sales areas at the front of the property so that RVs for sale are visible from East Onstott Road. All planters will have bark mulch as ground cover. The landscape planters will be separated from the paved parking and driveways by six-inch concrete curbing.

Installation of proposed landscaping adjacent to the 14 additional parking spaces and along Live Oak Blvd. will be installed during phase 2. Planter islands adjacent to the paved parking spaces

will have photinia, Pinkie Indian Hawthorn, dwarf fountain grass, Chinese tallow trees, and Chinese pistache. Landscaping along the Live Oak Blvd. frontage will consist of a 15-foot-wide landscape strip. The planter will consist of California bay trees spaced at 30 feet on center with photinia, Pinkie Indian Hawthorne, and dwarf fountain grass planted between the trees. All planters will have bark mulch as ground cover. The landscape planters will be separated from the paved parking and driveways by six-inch concrete curbing.

A 25-foot-wide landscape planter is proposed along the south property line to provide a landscaped buffer between the site and the adjacent agricultural use to the south. The proposed planter consists of a single row of photinia spaced at 10 feet on center to be planted on the north side of the proposed fence with privacy slats. A single row of alternating trees is proposed on the north side of the photinia spaced at 20 feet on center. These trees will consist of Chinese pistache, Chinese tallow trees, and California bay trees. This landscape planter does not extend all the way to the east and west property lines due to the presence of developed areas on the parcels to the south.

All landscaping was selected from the County's Preferred Landscape Plant Materials List and is required to be installed in accordance with the landscape plan prior to issuance of a certificate of occupancy for each phase and shall be continuously maintained.

As this project complies with the design requirements of the Zoning Code Design Checklist, is consistent with the General Plan designation and zoning of the property and is within a defined growth area per the General Plan, this project is not anticipated to substantially degrade the existing visual character or quality of the site or its surroundings and a less than significant impact is anticipated.

d) **Less than significant impact.** This project will not create a new source of substantial light or glare which will adversely affect day or nighttime views in the area. The area of the project has low to moderate levels of ambient lighting predominately from vehicle headlights on State Highway 99 and Live Oak Blvd. and agricultural and rural residential uses.

The County's Commercial and Employment Districts contain specific design requirements for development projects, which include requirements for lighting (Zoning Code Section 1500-07-050 E). These requirements specify that parking lot lighting shall not exceed 20 feet in total height, is oriented and shielded to direct the light downward onto the property and not spill onto adjacent properties or road rights-of-way. The requirements also specify illumination requirements for parking lots, driveways, trash enclosures, exterior doors, and pedestrian walkways and require that a point-by-point exterior lighting (photometric) plan be submitted to demonstrate compliance with the lighting standards. The applicant has submitted an exterior lighting (photometric) plan, demonstrating compliance with this design requirement.

Outdoor lighting is proposed within the paved parking area consisting of ten pole mounted LED lights mounted at 18 feet with fixtures tilted toward the project site. Standard LED wall packs with cutoff are proposed on the sales and service building. One light will be mounted at 16 feet on the front of the service canopy and the sales canopy, two lights will be mounted at eight feet on the front of the building, and eight lights will be mounted at eight feet around the service area portion of the building.

Outdoor lighting on the proposed sales and service building and adjacent to the phase 1 paved parking area will be required to be installed in accordance with the lighting plan prior to issuance of a certificate of occupancy for the sales and service building. Outdoor lighting adjacent to the

phase 2 paved parking area will be required to be installed in accordance with the lighting plan prior to issuance of a certificate of occupancy for the proposed solar panel covered RV storage structures. As a result, it is not anticipated this project will create a new source of substantial light or glare in this area. A less than significant impact is anticipated.

(County of Sutter, General Plan Technical Background Report. 2008)

(County of Sutter, Zoning Code. 2020)

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
II. AGRICULTURE AND FORESTRY RESOURCES.				
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Responses:

a) **Less than significant impact.** In 2008, the Board of Supervisors approved Project #06-004, a General Plan amendment from AG-20 (Agriculture, 20-acre minimum) to IND (Industrial), a rezone from AG (General Agriculture) District to C-M-PD (Commercial-Industrial, Planned Development) District and M-1-PD (Light-Industrial, Planned Development) District and design review to establish a commercial truck stop facility on 33 acres. This project included the project site for the current project as well as two additional parcels located immediately to the north. This use was never established and the development plan for that project expired.

The proposed project is to establish an RV sales and service center that will occupy the entire 18.31-acre property. The development of this existing Light-Industrial zoned land will convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program (FMMP) of the California Resources Agency, to a non-agricultural use. As shown on the 2018 Sutter County Important Farmland map, the project site is designated as "Prime Farmland" and "Farmland of Statewide Importance." This project site has been zoned and committed to light-industrial uses for the past 13 years and light-industrial and commercial uses are an existing permitted use although historically agriculture as an interim use has remained. The State does not consider existing zoning when they establish their farmland mapping. The site was designated as "Other Land" between 2010 and 2014 when it was not being used for an orchard.

This project will not convert Prime Farmland or Farmland of Statewide Importance to non-agricultural use that was not previously planned for by the County's current 2030 General Plan. Development associated with this project site was previously considered by the previously approved Project #06-004. This application will build-out existing industrially designated land, so a less than significant impact is anticipated.

b) **Less than significant impact.** This project will not conflict with existing zoning for agricultural uses or a Williamson Act contract because the Light Industrial District provides for the proposed use. The project site and all adjacent properties are not encumbered by a Williamson Act contract.

The project site and the parcel to the north is zoned M-1-PD (Light-Industrial, Planned Development). As previously discussed, these parcels were rezoned from the AG District with approval of Project #06-004. The parcel to the north was recently planted with an almond orchard and like the project site, the parcel has been used intermittently for tree crop agriculture in the past. The project site will be separated from the parcel to the north by the proposed six-foot-tall chain-link fence with privacy slats having at least a 90 percent screening ability. As the parcel to the north is also not zoned agriculturally and can also be developed industrially, no conflicts are anticipated.

Article 19 of the Zoning Code contains agricultural buffering standards, which are applicable for new or expanded non-agricultural use or development such as commercial or industrial projects that require discretionary approval, are located outside established City sphere of influence boundaries or rural community boundaries, are located on land that is not zoned AG, and is adjacent to agriculturally zoned property with existing agricultural uses. The purpose of agricultural buffers is to provide for the long-term viability of agricultural operations and to minimize potential conflicts between adjacent agricultural and new, non-agricultural development and uses. Agricultural buffers are required to be located on the non-agricultural property.

Orchard crops are located on agriculturally zoned parcels to the west, south, and east of the project site, this project requires discretionary approval, and the site is located outside sphere of influence and rural community boundaries; therefore, agricultural buffering standards apply to this project. The agricultural buffering standards require a 300-foot buffer (setback) between orchards and the proposed development.

Article 19 of the Zoning Code allows for reductions in buffer widths with approval of a use permit where the approving authority determines that:

- A. Specific site characteristics exist such as topography, prevailing winds, vegetation, and other site features that provide adequate buffering such that the required setback is not necessary to promote and protect agriculture and protect public health and safety; or
- B. Site constraints such as parcel size and configuration are such that the required setback is infeasible and the reduced setback provides the maximum feasible buffer from the agricultural district or use.

This project includes a use permit to allow for a reduced agricultural buffer between adjacent agricultural uses and proposed development.

At its closest, the project site boundary is setback from the orchard to the west by approximately 260 feet. The portion of the project site lying within 300 feet of the orchard to the west consists of a portion of the proposed front fencing, front landscaping, and RV sales display area. The project site is separated from the orchard to the west by Caltrans tree and shrub lined landscaping strips located on each side of State Highway 99, the four-lane highway with north bound off ramp, and East Onstott Road. The County Agricultural Commissioner's Office reviewed this project and stated the west boundary setback is adequate due to these features separating the agricultural land from the project.

The project site is setback from the orchard to the east by approximately 170 feet. The portion of the project site lying within 300 feet of the orchard to the east consists of the proposed fencing with privacy slats and proposed 15-foot-wide landscape strip along Live Oak Blvd., a portion of the proposed stormwater retention pond, a portion of the emergency access road, and a portion of the solar covered RV storage buildings. The project site is separated from the orchard to the east by Live Oak Blvd. and a portion of the Union Pacific Railroad. The County Agricultural Commissioner's Office stated the east boundary setback is adequate due to these features separating the agricultural land from the project.

The peach orchard to the south is located immediately adjacent to the project site boundary. The portion of the project site lying within 300 feet of the orchard to the south consists of a portion of the proposed retention pond, the southern half of the sales canopy, and all vehicle and RV parking areas south of the sales and service building. The project site is separated from the orchard to the south by the proposed six-foot-tall chain-link fence with privacy slats having at least a 90 percent screening ability. A 25-foot-wide landscape planter is proposed along the south property line to provide a landscaped buffer between the site and the adjacent orchard to the south. The proposed planter consists of a single row of photinia spaced at 10 feet on center to be planted on the north side of the proposed fence with privacy slats. A single row of alternating trees is proposed on the north side of the photinia spaced at 20 feet on center. These trees will consist of Chinese pistache, Chinese tallow trees, and California bay trees. This landscape planter does not extend all the way to the east and west property lines due to the presence of developed areas on the parcels to the south. The proposed retention pond will also

separate the property to the south from the rest of the project site. The County Agricultural Commissioner's Office reviewed this project, including the proposed 25-foot-wide landscape planter and stated the proposed south boundary setback is adequate due to these features separating the agricultural land from the project.

This project does not propose sensitive uses such as a residence, school, daycare center, playground, or medical facility that may be sensitive to adjacent agricultural uses. Conflicts between the proposed project and adjacent agricultural uses are not anticipated. A less than significant impact is anticipated.

c) **No impact.** This project does not conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g)), because the project site and surrounding area does not contain forest land. The project site is not zoned for forest land or timberland nor is it adjacent to land that is zoned for forest land or timberland. This project is located in the Sacramento Valley, a non-forested region. No impact is anticipated.

d) **No Impact.** This project will not result in the loss of forest land or conversion of forest land to a non-forest use because of its location within Sutter County. Sutter County is located on the valley floor of California's Central Valley, and, as such, does not contain forest land. No impact is anticipated.

e) **Less than significant impact.** This project will not involve other changes to the existing environment which could result in the conversion of farmland to a non-agricultural use or conversion of forest land to a non-forest use. This project does not include land being converted from forest land to non-forest use and no forest land is located in the vicinity. Agricultural uses in the vicinity will continue as they historically have with few incompatibilities anticipated because the proposed RV sales and service center does not present incompatibilities as residential uses can. The project location is unique due to its proximity to an underutilized highway interchange and industrial and commercially zoned property to the north, East Onstott Road and State Highway 99 to the west, and Live Oak Blvd. on the east. Agricultural operations to the south will be buffered by the proposed fencing, 25-foot-wide landscaped agricultural buffer, and retention pond as discussed previously. Staff does not anticipate the project will result in the conversion of other adjacent agricultural lands to non-agricultural use. Therefore, a less than significant impact is anticipated.

(California Dept. of Conservation, Farmland Mapping and Monitoring Program. 2018)

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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III. AIR QUALITY.

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

a) Conflict with or obstruct implementation of the applicable air quality plan?

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Responses:

a-d) **Less than significant with mitigation incorporated.** This project will not conflict with any air quality plan or result in a net increase of any criteria pollutant, nor expose sensitive receptors to substantial pollutant concentrations or objectionable odors.

The proposed project is located within the Northern Sacramento Valley Air Basin (NSVAB) and the jurisdiction of the Feather River Air Quality Management District (FRAQMD). Air quality standards are set at both the federal and state levels. FRAQMD is responsible for the planning and maintenance/attainment of these standards at the local level. FRAQMD sets operational rules and limitations for businesses that emit significant amounts of criteria pollutants.

According to the FRAQMD 2010 Indirect Source Review Guidelines, Significant Impact Thresholds are triggered by the construction of 130 new single-family residences, 225,000 square feet of new light industrial space, or 130,000 gross square feet of new office space. This project will not trigger this threshold of significance and as such, will have a less than significant impact upon air quality. This project was circulated to FRAQMD for review and they had no comments.

While the project will not trigger any air quality significant impact thresholds, there may be fugitive dust created by the applicant as site improvements are made. To address these potential impacts, the following mitigation measure is proposed:

Mitigation Measure No. 1 (Air Quality): Prior to any on-site grading, landscaping, or construction activities, the applicant shall submit a fugitive dust control plan to the Feather River Air Quality Management District (FRAQMD) for review and approval. The applicant shall comply with all FRAQMD standards and construction phase measures. A copy of the approved plan shall be submitted to the Development Services Department. To mitigate long term dust issues in the outdoor storage areas, the applicant shall apply a suppressant compound or reapply gravel on a regular basis as needed to maintain a minimum of four inches of gravel.

All projects are subject to FRAQMD rules in effect at the time of construction. This includes compliance with all construction phase mitigation measures. All new residential, commercial, and industrial land uses in Yuba and Sutter counties are subject to the Indirect Source Fee collected by FRAQMD. These fees are collected by FRAQMD to offset FRAQMD's costs

reviewing projects under CEQA and to mitigate air quality impacts of new development. Projects are subject to the Indirect Source Fee at the time of building permit issuance. Construction activity will be phased and will temporarily increase emissions in the project vicinity during the construction period. Construction activities, including site clearing, excavation, grading, and paving, would be considered an intermittent air quality impact throughout the construction period of the project. Emission levels would fluctuate depending upon construction activity, equipment type, and duration of use. All equipment must comply with California emissions standards. With the above mitigation required, a less than significant impact is anticipated.

(Feather River Air Quality Management District, Indirect Source Review Guidelines. 2010)
 (County of Sutter, General Plan 2030. 2011)

IV. BIOLOGICAL RESOURCES.

Would the project:

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

Responses:

a) **Less than significant impact.** This project will not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS). The California Natural Diversity Database (CNDDDB) is a positive-sighting database managed by CDFW. According to the CNDDDB, there are no candidate, sensitive, or special status species identified as potentially occurring onsite or in the immediate area. The nearest species identified are Bank Swallows located adjacent to the Feather River approximately three-quarters of a mile east of the site on the opposite side of a large walnut orchard. This project was circulated to CDFW for review, and they did not provide any comments. In addition, the following records were searched, and no special status species have been identified within the project site:

- U.S. Fish and Wildlife Service (USFWS) Critical Habitat Mapper
- California Native Plant Society (CNPS) Electronic Inventory

The project site consists of an 18.31-acre light industrial zoned parcel located east of State Highway 99 and west of Live Oak Blvd. The entire site is currently planted with an almond orchard. The site has been used agriculturally in the past. Sites that have been used for orchard crops are generally of limited use to wildlife due to the level of disturbance and are typically devoid of native plant species. There are no waterways in the project vicinity that may provide connectivity for listed species. The uses occurring in the area are not conducive for wildlife to locate within the project site and none have been inventoried. Therefore, a less than significant impact is anticipated.

b) **Less than significant impact.** This project will not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFW or USFWS. There are no streams or rivers in the immediate vicinity. No riparian habitat or other sensitive natural community is known to exist onsite or near the property. The nearest riparian habitat is located at the Feather River approximately three-quarters of a mile east of the project site on the opposite side of a large walnut orchard. Therefore, a less than significant impact is anticipated.

c) **Less than significant impact.** This project will not have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means because there are no known wetlands located within the project site or vicinity. In addition, no wetlands are located at the project site according to the National Wetlands Inventory of the U.S. Fish and Wildlife Service. A less than significant impact is anticipated.

d) **Less than significant impact.** This project will not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of a native wildlife nursery site because the area is predominately developed agriculturally with orchards. The project is not anticipated to significantly interfere with wildlife movement due to the fact that the site is bound by State Highway 99 and East Onstott Road on the west and Live Oak Blvd. on the east. The property is not located near any rivers or streams. A less than significant impact is anticipated.

e) **No impact.** This project will not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance because Sutter County has

not adopted such an ordinance. There are no oak trees located on the property, so no impact is anticipated.

f) **No impact.** The proposed project will not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan because a plan has not been adopted that affects this project site. As a result, not impacts are anticipated.

(County of Sutter, General Plan Technical Background Report. 2008)
 (California Department of Fish and Wildlife, California Natural Diversity Database)
 (U.S. Fish and Wildlife Service, National Wetlands Inventory, 2020)

V. CULTURAL RESOURCES.

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Responses:

a-c) **Less than significant impact.** The proposed project will not cause a substantial adverse change in the significance of a historical resource or archaeological resource pursuant to §15064.5. Also, this project will not disturb any human remains, including those interred outside of dedicated cemeteries. In Section 4.6 of the General Plan Technical Background Report, Figure 4.6-1 does not list the property as being a historic site. There are no unique features or historical resources located on the project site and the property is not located near a cemetery. The project site is not located within the vicinity of the Bear River, Sacramento River, or Feather River. There is no evidence on the project site indicating that historical or archaeological resources exist. The entire site is currently planted with an almond orchard and has been used agriculturally in the past. The property has been extensively disturbed to varying depths due to agricultural uses. A less than significant impact to cultural resources is anticipated.

California Health and Safety Code §7050.5 states that when human remains are discovered, no further site disturbance can occur until the County Coroner has made the necessary findings as to the origin of the remains and their disposition pursuant to Public Resources Code Section 5097.98. If the remains are recognized to be those of a Native American, the coroner shall contact the Native American Heritage Commission (NAHC) within 24 hours.

Public Resources Code §5097.98 states that whenever the NAHC receives notification of a discovery of Native American human remains from a county coroner, it shall immediately notify

the most likely descendent from the deceased Native American. The descendants may inspect the site and recommend to the property owner a means for treating or disposing the human remains. If the Commission cannot identify a descendent, or the descendent identified fails to make a recommendation, or the landowner rejects the recommendation of the descendent, the landowner shall rebury the human remains on the property in a location not subject to further disturbance.

(County of Sutter, General Plan Technical Background Report. 2008)

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. ENERGY.				
Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Responses:

a-b) **Less than significant impact.** The proposed project will not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation or conflict with or obstruct a state or local plan for renewable energy or energy efficiency. This project proposes to establish an RV sales and service center. Future construction at the site is required to comply with the energy requirements of the State Building Codes, including California's energy code, Title 24, and will not result in a wasteful, inefficient, or unnecessary consumption of energy resources because the energy efficiency standards of the State of California are some of the most stringent codes in the nation. In addition, this project incorporates the future construction of solar panel covered RV parking for phase 2, which will offset operational energy needs at the site. A less than significant impact is anticipated.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. GEOLOGY AND SOILS.				
Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geological unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Responses:

a) **Less than significant impact.** This project will not directly or indirectly cause potential substantial adverse effects from rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure, including liquefaction, or landslides because the subject property is not located in an Alquist-Priolo Earthquake Fault Zone. Figure 5.1-1 in the General Plan Technical Background Report does not identify any active earthquake faults in Sutter County as defined by the California Mining and Geology Board. The faults identified in Sutter County include the Quaternary Faults, located in the northern section of the County within the Sutter Buttes, and the Pre-Quaternary Fault, located in the southeastern corner of the County, just east of where Highway 70 enters the County (Figure 5.1-1 of the General Plan Technical Background Report). Both faults are listed as non-active faults but have the potential for seismic activity. The project site is relatively level with no significant slope. Therefore, the potential for earthquakes, liquefaction, or landslides is unlikely and a less than significant impact is anticipated.

b) **Less than significant with mitigation incorporated.** This project will not result in substantial soil erosion or the loss of topsoil. According to the USDA Soil Conservation Service Soil Survey of the County, on-site soils consist of Conejo loam, 0 to 2 percent slopes, and Gridley clay loam, 0 to 1 percent slopes. These soils are unlikely to cause erosion because runoff is very slow with only a slight hazard of water erosion. The General Plan Technical Background Report indicates that soils with a 0 to 9 percent slope have slight erodibility.

Subsequent grading and development of the site has the potential to result in soil erosion. Since the project size is more than one acre, the applicant is required to prepare a Storm Water Pollution Prevention Plan (SWPPP) and obtain a National Pollution Discharge Elimination System (NPDES) General Construction Permit through the Regional Water Quality Control Board (RWQCB) and provide it to the Development Services Engineering Division prior to construction as it is required through all phases of grading and construction to ensure soil is not released in storm water from the project site during construction. To ensure that a less than significant impact occurs, the following mitigation measure is included.

Mitigation Measure No. 2 (Geology and Soils): STORM WATER QUALITY PROTECTION – DURING CONSTRUCTION.

SWPPP – Prior to building permit issuance, the applicant shall prepare and submit a Storm Water Pollution and Prevention Plan (SWPPP) to be executed through all phases of grading and project construction. The SWPPP shall incorporate Best Management Practices (BMPs) to ensure that potential water quality impacts during construction phases are minimized. These measures shall be consistent with the County's Improvement Standards and Land Grading and Erosion Control Ordinance and the requirements of the NPDES General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities. The SWPPP shall be submitted to the County for review and to the Central Valley Regional Water Quality Control Board as required by the NPDES General Permit in effect during construction. During construction, the applicant shall implement actions and procedures established to reduce the pollutant loadings in storm drain systems. The project applicant shall implement BMPs in accordance with the SWPPP and the County's Improvement Standards. The project applicant(s) shall submit a state storm water permit WDID number for each construction project.

NPDES GENERAL CONSTRUCTION PERMIT - Since the project size is more than one acre, the applicant shall file a Notice of Intent (NOI) to obtain coverage under the California State Water Resources - General Construction Activity Storm Water Permit prior to building permit issuance. Permits are issued by the State Water Resources Control Board, which can provide all information necessary to complete and file the necessary documents. Applicant shall comply with the terms of the General Construction Permit, the County's ordinances, and the NPDES Waste Discharge Requirements for the Sutter County Phase II NPDES Permit.

c) **Less than significant impact.** This project is not located on a geological unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. As stated above in b), soils at the site have a 0 to 2 percent slope with only a slight hazard of water erosion. The General Plan Technical Background Report indicates that soils with a 0 to 9 percent slope have slight erodibility. In addition, the project is not located in the Sutter Buttes, the only area identified by the General Plan Technical Background Report as having landslide potential. A less than significant impact is anticipated.

d) **Less than significant impact.** This project is not located on expansive soil creating substantial direct or indirect risks to life or property. The soil types on the project site, as stated above in b), have a low to high shrink-swell potential. All future construction will be required to comply with the adopted California Building Code, specifically Chapter 18 for soils conditions and foundation systems, to address potential expansive soils that may require special

foundation design, a geotechnical survey, and engineering for foundation design. The Building Inspection Division will implement these standards as part of the building permit process. A less than significant impact is anticipated.

e) **Less than significant impact.** This project does not have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater. Properties in the area of the project rely on the use of onsite septic tanks and leach field systems for the disposal of wastewater, as there is no sewer system available in the area. Installation of a septic tank/leach field system and 100 percent replacement area is proposed in the northeast portion of the property. The septic system area will be protected by pipe bollards. An RV dump with a 2000 gallon holding tank is proposed on the east side of the septic system. An existing water well located northwest of the proposed septic system will be utilized for this development and will be protected by pipe bollards. The Development Services Environmental Health Division reviewed this project and determined that soil testing was conducted on June 30, 2020. It was determined that based on information and septic system design submitted by the project engineer, they have determined the proposed project meets Sutter County On-Site Sewage Treatment and Disposal Ordinance Section 700-130. As a result, a less than significant impact is anticipated.

f) **Less than significant impact.** The proposed project will not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. There are no known unique paleontological resources or unique geologic features located in the vicinity of the project. A less than significant impact is anticipated.

(County of Sutter, General Plan Technical Background Report. 2008)
 (USDA Soil Conservation Service, Sutter County Soil Survey. 1988)

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII. GREENHOUSE GAS EMISSIONS.				
Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Responses:

a) **Less than significant impact.** This project will not generate additional greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. Sutter County is required to reduce greenhouse gas (GHG) emissions to 1990 levels by the year 2020 consistent with State reduction goals in Assembly Bill (AB) 32. The Climate Action Plan (CAP) was prepared and adopted as part of the General Plan to ensure compliance with AB 32. Sutter County’s CAP includes a GHG inventory, an emission reduction target, and reduction measures to reach the target. The CAP also includes screening tables used to assign

points for GHG mitigation measures. Projects that achieve 100 points or more do not need to quantify GHG emissions and are assumed to have a less than significant impact.

Sutter County's screening tables apply to all project sizes. Small projects with little or no proposed development and minor levels of GHG emissions typically cannot achieve the 100-point threshold and therefore must quantify GHG emission impacts using other methods, an approach that consumes time and resources with no substantive contribution to achieving the CAP reduction target.

Since the adoption of the CAP, further analysis to determine if a project can be too small to provide the level of GHG emissions reductions expected from the screening tables or alternative emissions analysis methods has been performed. In that study, emissions were estimated for each project within the Governor's Office of Planning and Research (OPR) database. The analysis found that 90 percent of carbon dioxide equivalent (CO₂e) emissions are from CEQA projects that exceed 3,000 metric tons CO₂e per year. Both cumulatively and individually, projects that generate less than 3,000 metric tons CO₂e per year have a negligible contribution to overall emissions.

Since the analysis is based on a statewide database, the resulting value of 3,000 metric tons CO₂e is applicable to Sutter County. Sutter County has concluded that projects generating less than 3,000 metric tons of CO₂e per year are not required to be evaluated using Sutter County's screening tables. Such projects require no further GHG emissions analysis and are assumed to have a less than significant impact.

In June 2016, Sutter County adopted new GHG Pre-Screening Measures to be applied to new projects. Based on these Pre-Screening Measures, the vehicle rentals, sales, and leasing use type must be analyzed using the County's adopted Climate Action Plan. As a result, the applicant provided a GHG Emissions Analysis to determine whether or not the project complies with the Sutter County CAP and the 3,000-metric-ton Tier 1 screening threshold for CO₂e.

For the GHG Emissions Analysis, the applicant had a site-specific analysis prepared by ECORP Consulting, Inc. A copy of this analysis is included as an attachment to this initial study. It is noted in the analysis that the County's bright-line threshold of 3,000 metric tons of CO₂e annually is based, in part, on the GHG reducing target established for the year 2020 under AB 32, but this project will become operational after the year 2020. Statewide goals for GHG reductions in the years beyond 2020 were codified into State law with the passage of SB 32, which mandates that California achieve a statewide GHG emission reduction of at least 40 percent below 1990 levels by no later than December 31, 2030. Therefore, the project's contribution to GHG emissions was compared to a significance threshold of 1,800 metric tons of CO₂e per year, which equates to 40 percent less than 3,000 metric tons.

The GHG analysis calculated construction and operational emissions on site using California Emissions Estimator Model (CalEEMod) version 2016.3.2, which is a computer program that can be used to estimate anticipated emissions associated with land development projects in California, with separate databases for specific counties and air districts. The Sutter County database was used for this project. Based on the project description, it has been determined the proposed project would amass a maximum of 1,097 metric tons of CO₂e per year for construction-related activities during any year and 433 metric tons of CO₂e per year for operational-related activities, which places it below the 1,800-metric-ton established threshold and therefore consistent with the Sutter County CAP. This project will therefore result in a

negligible contribution to overall GHG emissions in the County. Therefore, a less than significant impact is anticipated.

b) **Less than significant impact.** This project will not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases. The project is within the boundaries of the Feather River Air Quality Management District (FRAQMD), which has not individually adopted any plans or regulations for reducing greenhouse gas emissions. However, FRAQMD adopted a document on August 7, 2015, through the Northern Sacramento Valley Planning Area and in collaboration with Butte County AQMD, Colusa County Air Pollution Control District (APCD), Glenn County APCD, Shasta County AQMD, and Tehama County APCD, titled the 2015 Triennial Air Quality Attainment Plan. This document provides thresholds given by some of the AQMDs and APCDs, and the thresholds given by FRAQMD from 2010, which are described and analyzed in the Air Quality impact section, still apply to Sutter County. In addition, the County has adopted a Climate Action Plan (CAP) that details methods to reduce greenhouse gas emissions. This project complies with the requirements of the CAP as discussed in Section a) above so a less than significant impact is anticipated.

(County of Sutter, General Plan Technical Background Report. 2008)
 (County of Sutter, General Plan 2030 Climate Action Plan. 2011)
 (County of Sutter, Greenhouse Gas Pre-Screening Measures for Sutter County. June 28, 2016.)
 (Sacramento Valley Air Quality Engineering and Enforcement Professionals (SVAQEPP), Northern Sacramento Valley Planning Area 2015 Triennial Air Quality Attainment Plan. 2015)
 (ECORP Consulting, Inc., Greenhouse Gas Emissions Assessment. February 2021)

IX. HAZARDS AND HAZARDOUS MATERIALS.

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?				
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Responses:

a-b) **Less than significant impact.** This project will not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, or the creation of a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. The Development Services Environmental Health Division is the Certified Unified Program Agency (CUPA) for Sutter County with responsibility for the administration of the “Unified Hazardous Waste and Hazardous Materials Management Regulatory Program” (Unified Program). Elements of this program include hazardous waste generators and hazardous waste on-site treatment, underground storage tanks, above-ground storage tanks, hazardous material release response plans and inventories, risk management and prevention program, and Uniform Fire Code hazardous materials management plans and inventories. All uses involving the storage and handling of hazardous materials are monitored by CUPA.

Any business that uses, generates, processes, produces, treats, stores, emits, or discharges a hazardous material in quantities at or exceeding 55 gallons, 500 pounds, or 200 cubic feet (compressed gas) at any one time in the course of a year are required to submit a Hazardous Materials Business Plan (HMBP). The primary purpose of the HMBP is to provide readily available information regarding the location, type, and health risks of hazardous materials to emergency response personnel, authorized government officials, and the public. CUPA has reviewed this project and stated the facility will require an HMBP.

During the building permit process, CUPA will require the applicant to enter the facility into the California Environmental Reporting System (CERS). The Building Inspection Division will require a permit and inspections by Building and Yuba City Fire Department. All activities and uses must comply with State and County laws and regulations pertaining to the handling and disposal of all hazardous or acutely hazardous materials. The discharge of fuels, oils, other petroleum products, detergents, cleaners, chemicals, or compost materials to the surface of the ground or to drainage ways on or adjacent to the site is prohibited. As part of compliance with the CUPA program, the facility will undergo periodic inspections during which it will be verified that all materials are being handled, stored, and disposed of properly. A less than significant impact is anticipated.

c) **No impact.** This project will not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed

school. There are no existing or proposed schools within one-quarter mile of the project site. The closest existing school is the Yuba College Sutter County Center located approximately one-half mile to the south of the project site within the City of Yuba City. Twin Rivers Charter School is located approximately 1.5 miles south of the project site within the City of Yuba City; therefore, no impact is anticipated.

d) **No impact.** This project is not located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5. As a result, the project will not create a hazard to the public or the environment; therefore, no impact is anticipated.

e) **Less than significant impact.** This project is not 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; therefore, this project will not result in a safety hazard or excessive noise for people residing or working in the project area. The nearest public airport is the Sutter County Airport, which is located over four miles southeast of the project site. Due to the project's distance from these facilities, a less than significant impact is anticipated.

f) **Less than significant impact.** This project will not impact the implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan because the project site has adequate frontage on East Onstott Road and Live Oak Blvd., which are of sufficient size to not impede any necessary emergency responses. This proposed project does not pose a unique or unusual use or activity that would impair the effective and efficient implementation of an adopted emergency response or evacuation plan. A less than significant impact is anticipated.

g) **Less than significant impact.** This project will not expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires. The General Plan indicates the Sutter Buttes and the "river bottoms," or those areas along the Sacramento, Feather, and Bear Rivers within the levee system, are susceptible to wildfires since much of the areas inside the levees are left in a natural state, thereby allowing combustible fuels to accumulate over long periods of time. Since this property is not located in the Sutter Buttes or "river bottom" areas, a significant risk of loss, injury, or death associated with wildland fires as a result of the proposed project is not anticipated and is considered less than significant.

(County of Sutter, General Plan Technical Background Report. 2008)
 (California Department of Toxic Substances Control, Hazardous Waste and Substances Site List - Site Cleanup (Cortese List). 2019)

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
X. HYDROLOGY AND WATER QUALITY.				
Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

- i) Result in substantial erosion or siltation on- or off-site;
- ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;
- iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or
- iv) Impede or redirect flood flows?
- d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?
- e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Responses:

a) **Less than significant with mitigation incorporated.** This project will not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. Restrooms are proposed inside the proposed sales and service building for use by employees and customers. Soil testing has been performed on the project site. The septic system design and installation will occur under permit from the Environmental Health Division to ensure compliance with applicable water quality standards at the time installation occurs. Additionally, the water well location has also been identified to ensure the required setback from the septic system is maintained. The Environmental Health Division stated that based on information and septic system design submitted by the project engineer, they have determined the proposed project meets Sutter County On-Site Sewage Treatment and Disposal Ordinance Section 700-130.

Since the total land area of the project will exceed one acre, the applicant is required to obtain coverage under the State Construction General Permit, under the National Pollutant Discharge Elimination System (NPDES) program (Mitigation Measure 2). This program requires implementation of erosion control measures designed to avoid significant erosion. The NPDES construction permit requires implementation of a Storm Water Pollution Prevention Program

(SWPPP) that includes storm water best management practices to control runoff, erosion, and sedimentation from the site.

The detail bay portion of the building will be used by employees for RV washing and detailing. Washing will be done by hand and with pressure washers. The applicant anticipates that one or two RVs will be washed per day. A drain leading to a grease trap is proposed to be located in the floor of the detail bay to dispose of any grease or other vehicle related toxins before discharging the resultant water to the proposed stormwater retention pond. There will be no discharge from the proposed retention pond. The pond is designed to hold the water until it infiltrates or evaporates.

This project was reviewed by the Regional Water Quality Control Board (RWQCB). Their Industrial Storm Water Program staff have determined that coverage under the Industrial Storm Water Permit is not required for this project. They have stated the discharge of wastewater from the detail bay into the proposed retention pond is subject to Waste Discharge Requirements (WDRs) as the discharge does have the potential to come into contact with groundwater. They have also stated this discharge may qualify for coverage under a Waiver of Waste Discharge Requirements for Specific Types of Discharge (Resolution R5-2018-0085). Category 14 under this resolution states the following:

"The Low-Threat Waiver only encompasses discharges that will cause no or insignificant impairment to water quality and pose little risk of creating a nuisance. Further, this conditional waiver is in the public interest, as it will reduce the cost of activities that produce innocuous or small amounts of waste, are protective of the environment, and allow Central Valley Water Board staff to direct resources towards addressing waste discharges that have significant potential to degrade water quality or create nuisance conditions."

To ensure compliance with these requirements, the following mitigation measure is proposed:

Mitigation Measure No. 3 (Hydrology and Water Quality): The applicant shall at all times comply with Regional Water Quality Control Board (RWQCB) regulations. The discharge of wastewater from the detail bay into the proposed retention pond is subject to Waste Discharge Requirements. This discharge may qualify for coverage under a Waiver of Waste Discharge Requirements for Specific Types of Discharge. Prior to discharging wastewater from the detail bay to the proposed retention pond, the applicant shall meet all application and permitting requirements required by the RWQCB and provide written evidence of compliance to the Development Services Department. Wastewater from the detail bay shall not be disposed into the on-site sewage system and shall not be discharged to the ground surface. Compliance with this mitigation measure shall commence prior to operation of the facility.

This project is not expected to violate water quality standards or waste discharge requirements with the above mitigation measure in place. Compliance with applicable requirements and water quality standards will minimize the project's impact to water quality. Because no aspect of the facility involving water quality or discharge standards will be allowed to operate until they have complied with all state and local standards. A less than significant impact is anticipated with the above mitigation measure in place.

b) **Less than significant impact.** This project will not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede

sustainable groundwater management of the basin. The General Plan Technical Background Report indicates the property is provided with groundwater by the Sutter Subbasin. Water levels in the Sutter Subbasin have remained approximately 10 feet below ground surface and California's Groundwater Bulletin 118 prepared by the California Department of Water Resources indicates municipal and irrigation wells withdraw groundwater at a rate of 500-2000 gallons per minute.

The project site is not located in an area that is served by a public water provider. Water is provided by an on-site well located northwest of the proposed septic system. The Development Services Environmental Health Division reviewed this project and stated the existing well will not serve more than 25 persons a day at least 60 days per year; therefore, water will be supplied by the private well and not be considered a Public Water System. No additional wells are proposed as part of this project; however, any future wells established on the property will be required to obtain permits from the Environmental Health Division.

This project is not anticipated to substantially increase the amount of water used onsite beyond what is currently used. Irrigation water is currently used for an almond orchard at the site. As part of the building permit process, the project will be required to conform to the water efficiency requirements in the California Plumbing and Green Building codes, which mandate water efficiency for structures including plumbing fixtures.

The proposed landscape plan for this project has demonstrated compliance with the State's current Model Water Efficient Landscaping Ordinance prepared by the California Department of Water Resources. Water use for the proposed project is minimal and will not adversely affect groundwater recharge or groundwater supplies. As a result, a less than significant impact is anticipated.

c) **Less than significant with mitigation incorporated.** This project will not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on or off site or substantially increase the rate or amount of surface runoff in a manner resulting in flooding on or off-site. This project will also not contribute runoff water which will exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff or impede or redirect flood flows.

There are no streams or rivers on or in the immediate vicinity of the project site that could be altered by this project. The property is not located in an area served by a public stormwater drainage system. All storm water runoff is proposed to be directed to an approximate 2.75-foot-deep stormwater retention pond located in the southeast corner of the property. The applicant has submitted drainage calculations, which have been approved by the Development Services Engineering Division. They have determined the size of the proposed retention pond is adequate. The Development Services Engineering Division has recommended the following mitigation measures:

Mitigation Measure No. 4 (Hydrology and Water Quality): PUBLIC DRAINAGE IMPROVEMENTS. The applicant shall construct a roadside swale adjacent to East Onstott Road and Live Oak Blvd. to accommodate road drainage. The applicant must obtain an encroachment permit from the County prior to any grading of roadside swales or improvements in the County Right of Way.

Mitigation Measure No. 5 (Hydrology and Water Quality): PRIVATE DRAINAGE IMPROVEMENT. The applicant shall construct private onsite drainage ditches/basins that provide storm water retention/detention per a County Approved Drainage Study for this project. The drainage ditches/basins shall not be connected to the roadside swales. The applicant must obtain a grading permit from the County prior to any grading for storm water retention ditches/basins.

Mitigation Measure No. 6 (Hydrology and Water Quality): PRIVATE DRAINAGE FACILITIES MAINTENANCE AGREEMENT. Since private drainage facilities are required to mitigate drainage flows, the property owner shall enter into an agreement with Sutter County committing the property owners and all successors in interest to maintain the private drainage facilities (including on-site peak flow attenuation basins) in perpetuity in a manner to preserve storage capacity, drainage patterns, ultimate discharge points and quantities, and water quality treatment controls for stormwater discharges as approved by Sutter County. Owner shall limit maximum discharge rates from the proposed drainage system to pre-project “existing” conditions for peak 10- and 100-year storms per the approved onsite drainage study.

Mitigation Measure No. 7 (Hydrology and Water Quality): DRAINAGE, GRADING, AND CONSTRUCTION. All impacts to the site must be mitigated in the project area or lands acquired for mitigation by the project. Any Grading or Site Improvements shall be done per an approved plan and in accordance with Sutter County Development Standards. Plans shall be reviewed and approved for construction by the Director of Development Services prior to the start of construction.

The applicant will be required to prepare a Stormwater Pollution Prevention Plan (SWPPP) as a component of the General Construction Permit for storm water discharges (Mitigation Measure 2). This plan will be implemented during the construction phase of the project and will reduce erosion and stormwater pollution.

The project site is located within Flood Zone “X” (Shaded) according to Flood Insurance Rate Map (FIRM) No. 0603940085B, dated April 4, 1988, issued by the Federal Emergency Management Agency (FEMA). Flood Zone “X” (Shaded) consists of areas of moderate flood hazard, usually the area between the limits of the 100-year and 500-year floods. The applicant shall comply with all provisions of the Sutter County – Floodplain Management Ordinance and FEMA regulations, which will be included as a proposed project condition. A less than significant impact is anticipated with the proposed mitigation measures incorporated into the project.

d) **Less than significant impact.** This project will not risk release of pollutants due to project inundation in flood hazard, tsunami, or seiche zones. The applicant is required to comply with all provisions of the Sutter County – Floodplain Management Ordinance. This project is not anticipated to risk the release of pollutants due to project inundation in a flood hazard area. There is no anticipated impact to this project site resulting from tsunamis and seiches because the land is not located adjacent to or near any water bodies of sufficient size to create such situations. A less than significant impact is anticipated.

e) **No Impact.** This project will not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. There are no currently adopted water quality control plans or sustainable groundwater management plans for the subject area. No impact is anticipated.

(California Department of Water Resources (DWR), California's Groundwater – Bulletin 118 (Update 2003). 2003)
 (County of Sutter, General Plan Technical Background Report. 2008)
 (Federal Emergency Management Agency, Flood Insurance Rate Map. 1988)

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XI. LAND USE AND PLANNING.				
Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Responses:

a) **No impact.** This project will not physically divide an established community because the project is located outside the Live Oak and Yuba City spheres of influence and the County's recognized rural communities within an area identified by the 2030 General Plan Figure A1-5 for Light Industrial development. This project is located north of Yuba City in a predominantly agricultural area. This project will not result in a physical barrier that will divide a community, so no impact is anticipated.

b) **Less than significant impact.** This project will not conflict with an applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect because the General Plan does not consider the site to be within a hazardous or biologically sensitive area. The Zoning Code permits the proposed project in the M-1-PD (Light Industrial-Planned Development) District with an approved planned development amendment and design review. The requirements to establish such a facility are being followed. As discussed previously under Agriculture and Forestry Resources (Section II b), approval of a use permit is required to allow for a reduced agricultural buffer from adjacent agricultural uses. The County has not adopted any land use plan, policy, or regulation for the purpose of avoiding or mitigating a specific environmental effect that affects this project. Where necessary, mitigation has been incorporated into the project and no additional mitigation measures are necessary. A less than significant impact is anticipated.

(County of Sutter, General Plan 2030. 2011)
 (County of Sutter, General Plan Technical Background Report. 2008)
 (County of Sutter, Zoning Code. 2020)

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. MINERAL RESOURCES.				
Would the project:				
a) Result in the loss of availability of a known mineral	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

resource that would be of value to the region and the residents of the state?

- b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

Responses:

a-b) **No impact.** This project will not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state or the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. The General Plan and State of California Division of Mines and Geology Special Publication 132 do not list the site as having any substantial mineral deposits of a significant or substantial nature, nor is the site located in the vicinity of any existing surface mines. No impact is anticipated.

(California Department of Conservation, Division of Mines and Geology, Special Report 132: Mineral Land Classification: Portland Cement Concrete-Grade Aggregate in the Yuba City-Marysville Production-Consumption Region. 1988)
(County of Sutter, General Plan Technical Background Report. 2008)

XIII. NOISE.

Would the project result in:

- | | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|--------------------------------|--|-------------------------------------|--------------------------|
| a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Generation of excessive groundborne vibration or groundborne noise levels? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Responses:

a-b) **Less than significant with mitigation incorporated.** This project will not result in a substantial temporary or permanent increase in ambient noise levels in the project vicinity in excess of standards established in the local general plan or noise ordinances, or applicable standards of other agencies. This project will also not result in excessive groundborne vibration or groundborne noise levels. The Sutter County General Plan Noise Element provides a basis for local policies to control and abate environmental noise and to protect the citizens of Sutter County from excessive noise exposure. The Sutter County Noise Ordinance (Article 21.5 of the

Zoning Code) establishes standards and procedures to protect the health and safety of County residents from the harmful effects of exposure to excessive, unnecessary, or offensive noise. The proposed project is required to operate business in a manner that complies with the noise ordinance.

The 18.31± acre project site is located on the east side of East Onstott Road, east of State Highway 99, on the west side of Live Oak Blvd., approximately 950 feet south of Eager Road. The surrounding area is largely rural and features mostly tree crops. The parcel located to the north is zoned M-1-PD (Light-Industrial, Planned Development) and it was recently planted with an almond orchard. Parcels located to the east, south, and west are zoned AG (Agriculture). Property east of the project site on the east side of Live Oak Blvd. and east side of the Union Pacific Railroad is developed with a walnut orchard. A fruit packing facility and wireless tower adjoin the project site to the southeast. This site has a row of oleanders at its northern property line that screens it from the project site. A peach orchard is located directly to the south and a residence and agricultural buildings are located to the southwest. Property west of the project site, west of East Onstott Road and State Highway 99, is developed with an almond orchard. The area surrounding the project site has moderate levels of ambient noise predominately from vehicles on State Highway 99, East Onstott Road, and Live Oak Blvd., trains running along the Union Pacific Railroad, orchard crops, and a fruit packing facility.

In 2008, the Board of Supervisors approved Project #06-004, a General Plan amendment from AG-20 (Agriculture, 20-acre minimum) to IND (Industrial), a rezone from AG (General Agriculture) District to C-M-PD (Commercial-Industrial, Planned Development) District and M-1-PD (Light-Industrial, Planned Development) District and design review to establish a commercial truck stop facility on 33 acres. This project included the project site for the current project as well as two additional parcels located immediately to the north. This use was never established and the development plan for that project expired. The proposed project is considered less intensive compared to the previous project since it will result in substantially less traffic and noise.

The project site is impacted by existing traffic noise from State Highway 99, which is located approximately 100 feet to the west and from Live Oak Blvd., which borders the site to the east. According to Figure 11-1 (2009 Noise Levels) of the Sutter County General Plan, existing noise levels along this segment of State Highway 99 are above 70 dB and noise levels along this segment of Live Oak Blvd. are between 60 dB and 64.9 dB. Noise levels along these road segments are projected to remain unchanged by 2030. Appendix G of the 2030 General Plan EIR states it is approximately 78 feet from the centerline of State Highway 99 to the 70 Ldn contour and 168 feet to the 65 Ldn contour. The site already experiences elevated noise levels due to the proximity of the site to these roads.

The proposed RV sales and service center will be open for business from 9am to 6pm, 7 days a week excluding holidays. The operation hours for the employees will be from 8am to 6pm. Therefore, all operational noise generated from the proposed project will not occur during the evening or early morning hours. In addition, all servicing of RVs will be conducted indoors within the service area of the building, which will assist to reduce the amount of noise generated from the facility.

The closest potential sensitive receptor proximate to the site is an existing manufactured home located adjacent to orchard trees and agricultural buildings southwest of the project site. This dwelling is located approximately 90 feet south of the project site boundary. This dwelling is already exposed to excessive noise levels due to its location near State Highway 99 and existing adjacent agricultural uses. This adjacent property will be separated from the project site

by proposed landscaping and proposed chain link fencing with privacy slats. The southwest corner of the project site will be used for parking RVs for sale, which is not anticipated to generate a substantial amount of noise. Another residence is located approximately 700 feet north of the project site. This dwelling is located between East Onstott Road and the northbound State Highway 99 off ramp. Three other residences are located more than 750 feet north of the project site located on the south side of Eager Road and west of the Korean Methodist church. These residences are already exposed to excessive noise levels due to their location near State Highway 99 and Live Oak Blvd. Due to the nature of the proposed project, which consists of storing RVs on the property for sale with sales and services conducted during daylight hours within the proposed building, this project is not anticipated to result in a substantial amount of noise that will impact sensitive receptors in the area.

Construction activity will occur over two separate phases and will temporarily increase noise levels in the project vicinity during the construction period. Construction activities, including site clearing, excavation, grading, building construction, and paving, would be considered an intermittent noise impact throughout the construction period of the project. Noise levels would fluctuate depending upon construction activity, equipment type, and duration of use, and the distance between noise source and receiver.

General Plan Policy N 1.6 requires discretionary projects to limit noise-generating construction activities within 1,000 feet of noise-sensitive uses, such as residences, to specific daytime hours during weekdays and on Saturdays, and prohibits construction on Sundays and holidays unless permission for the latter has been applied for and granted by the County. The proposed project will result in temporary site construction noise associated with proposed and required improvements. Five residences reside within 1,000 feet of the project site. To ensure compliance with General Plan Policy N 1.6, the following mitigation measure is proposed:

Mitigation Measure No. 8 (Noise): All project related noise-generating construction activities shall be limited to daytime hours between 7:00 a.m. and 6:00 p.m. on weekdays, 8:00 a.m. and 5:00 p.m. on Saturdays, and prohibited on Sundays and holidays unless permission for the latter has been applied for and granted by the County.

The proposed project is not anticipated to result in a significant new source of substantial noise beyond existing noise levels in the area. Noise impacts at the site are minimized due to the distance from neighboring residences, its location in a rural area, and operating during daylight hours. This project is not anticipated to significantly increase noise beyond the conditions which already exist in this area; therefore, a less than significant impact is anticipated with the above mitigation measure in place.

c) **Less than significant impact.** This project is not located within the vicinity of a private airstrip, public airport, or public use airport; therefore, it will not result in excessive noise levels for people residing or working in the project area. The nearest public airport is the Sutter County Airport, which is located over four miles southeast of the project site. The closest private airstrips are located over two miles north of the project site. Due to the project's distance from these facilities, a less than significant impact is anticipated.

(County of Sutter, General Plan 2030. 2011)

(County of Sutter, General Plan Technical Background Report. 2008)

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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XIV. POPULATION AND HOUSING.

Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Responses:

a) **Less than significant impact.** This project will not induce substantial unplanned population growth in an area, directly or indirectly. According to the applicant, a maximum of 20 employees are anticipated to work at this site. It is anticipated that these employees will come from the local area; therefore, they will not create a direct increase in population. No residential use is proposed with this project. As a result, the amount of population growth in the area will be negligible and a less than significant impact is anticipated.

b) **No impact.** This project will not displace substantial numbers of people or existing housing, necessitating the construction of replacement housing elsewhere. The proposed project will not expand beyond the property boundaries and will not displace any housing or people. There are no residences existing on the subject parcel and no residences are proposed. No impact is anticipated.

(County of Sutter, General Plan Technical Background Report. 2008)

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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XV. PUBLIC SERVICES.

Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: | | | | |
| i) Fire protection? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| ii) Police protection? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
v) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Responses:

i) **Less than significant impact.** This project will have a less than significant impact upon fire protection that is provided by County Service Area (CSA) G. Sutter County contracts with Yuba City Fire Department to provide fire protection within CSA G's boundaries. The nearest City fire station is located in north Yuba City at 1641 Gray Avenue, approximately two miles away from the site. Response time will not be affected by the proposed project. Access roads will provide adequate transportation routes to reach the project site in the event of a fire. During the building permit review process, Yuba City Fire Department will review the project for compliance with applicable fire codes. Potential impacts to fire services will be mitigated through the collection of the County's development impact fee for fire protection. Using the County's currently adopted impact fee for fire protection of \$0.23204 per square foot for commercial uses, \$0.28857 per square foot for office uses, and \$0.07789 per square foot for industrial uses, this project will result in the collection of \$4,166.50 in fire impact fees at build-out (construction of proposed sales and service building). No comments were provided by the Yuba City Fire Department regarding this project. A less than significant impact is anticipated.

ii) **Less than significant impact.** This project will not have a significant impact on police protection. Law enforcement for unincorporated portions of Sutter County is provided by the Sutter County Sheriff's Department and traffic investigation services by the California Highway Patrol. The Sheriff's Department has reviewed this project and had no comments. Response time will not be affected by the proposed project. Existing State Highways or County roads will provide adequate transportation routes to reach the project site in the event of an emergency. Potential impacts to the Sutter County Sheriff's Department will be mitigated through the collection of the County's current development impact fee in the "Sheriff" and "Criminal Justice" impact fee categories. Using the County's currently adopted impact fees for Sheriff and Criminal Justice of \$0.3379 per square foot for commercial uses, \$0.482 per square foot for office uses, and \$0.1689 per square foot for industrial uses, this project will result in the collection of \$7,070.84 in impact fees at build-out. A less than significant impact is anticipated.

iii) **Less than significant impact.** This project will not have a significant impact on schools because this project will not generate additional demand for school services. At the time of building permit issuance, school impact fees will be collected by the Nuestro School District to offset potential impacts. No comments were provided by the school district indicating this project will result in a significant impact. A less than significant impact is anticipated.

iv) **Less than significant impact.** This project will not have a significant impact upon parks because it will not generate a need for additional park land or create an additional impact upon existing parks in the region. This project will not have a significant impact on parks countywide. This project will not result in any new residences which require park services; therefore, a less than significant impact is anticipated.

v) **Less than significant impact.** There are a limited number of other public facilities in the area that may be impacted by this project; however, potential impacts to general government, health and social services, and Yuba City basin levee will be mitigated through the collection of the County's adopted development impact fees for each category listed. Using the currently adopted impact fees for the general government, health and social services, and Yuba City basin levee categories, this project will result in the collection of \$21,889.44 in impact fees at build-out. A less than significant impact is anticipated.

(County of Sutter, Zoning Code. 2020)

(County of Sutter, General Plan Technical Background Report. 2008)

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. RECREATION.				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Responses:

a-b) **No impact.** This project will not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility will occur or be accelerated nor will the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. This project will not result in residential development. There are no existing neighborhood or regional parks in the project vicinity and this project does not propose recreational facilities or require the expansion of existing recreational facilities; therefore, no impacts are anticipated.

(County of Sutter, General Plan Technical Background Report. 2008)

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. TRANSPORTATION.				
Would the project:				
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Responses:

a) **Less than significant impact.** This project will not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. This property is located in a rural area approximately one-half mile north of the northern most city limits of Yuba City and the sphere of influence boundary. The project area is not served by mass transit or bicycle paths. There are no designated pedestrian or bicycle routes in the project area. Given the rural location, personal vehicles will be the most likely form of transportation.

The project site has frontage on East Onstott Road and Live Oak Blvd., which are both County maintained roads. Two 35-foot-wide paved driveway entrances are proposed off of East Onstott Road. An emergency 20-foot-wide gravel surfaced access road is proposed along the north side of the retention pond and will connect to Live Oak Blvd. via a paved driveway entrance. The applicant will be required to obtain a commercial encroachment permit to improve driveways to a County standard. The Development Services Engineering Division has determined the proposed 35-foot-wide driveways are adequate to accommodate the largest RVs anticipated to access the site.

East Onstott Road is classified as a Local Road, Live Oak Blvd. is classified as a Minor Arterial, and Eager Road is classified as a Rural Major Collector by the Sutter County General Plan. Traffic count data was collected by the Engineering Division for East Onstott Road in March 2021. Traffic count data resulted in an Average Daily Traffic (ADT) count of 860 vehicles and a Level of Service (LOS) A. The General Plan Technical Background Report completed in 2008 lists an ADT count of 6,620 vehicles and a LOS B for Live Oak Blvd. The Engineering Division indicates Eager Road had an ADT count of 1375 vehicles in 2005 and a LOS A.

The resulting traffic from this facility is estimated by the applicant to be 20 trips a day from employees, 30-50 trips or visits a day from potential and new customers in standard size vehicles, 2-10 trips or visits a day from existing or new customers in RVs in need of servicing, two trips a week from delivery service vehicles, four trips a week from liquid propane delivery trucks, and one visit a week from a garbage disposal truck. Based on this data, the project could generate between 53 and 81 daily vehicle trips.

The applicant retained the services of KD Anderson & Associates, Inc. to prepare a vehicle miles traveled (VMT) analysis for the proposed project. VMT refers to the amount and distance of automobile travel attributable to a project. A copy of this analysis is included with this initial study and is further discussed in section b) below. As noted in the analysis, the proposed project is expected to generate 110 daily trips based on average daily trip generation rates published by the Institute of Transportation Engineers for RV sales and service.

According to Table 3.2-6 of the Technical Background Report, an ADT range of 7,000 – 10,600 is necessary for a rural two-lane roadway to be classified as LOS C. The additional amount of traffic generated by this project is minimal, as a minimum of 7,000 daily vehicle trips is required for East Onstott Road, Live Oak Blvd., or Eager Road to be classified as LOS C. This project will not generate an increase in traffic levels resulting in a change to the LOS for East Onstott Road, Live Oak Blvd., or Eager Road.

As stated previously, the proposed project is anticipated to result in a maximum increase of 110 daily vehicle trips. This increase in traffic is not considered significant in relation to the existing traffic volumes or road capacities and will not reduce the existing LOS of East Onstott Road, Live Oak Blvd., or Eager Road. The General Plan has a policy to maintain roads at an LOS C or better (7,000-10,600 trips per day) during non-peak hours (Policy M 2.5); therefore, this project is consistent with this policy.

This project was circulated to Caltrans for review and comment since the subject property is located east of State Highway 99 and it is anticipated that vehicles will access the site by using the State Highway 99 interchange at Eager Road. Caltrans had no comments regarding the proposed project.

The Development Services Engineering Division has reviewed this project and determined the applicant is required to dedicate sufficient rights of way and/or public service easements as necessary to Sutter County. East Onstott Road requires a half-width right-of-way of 25 feet plus a uniform 10-foot P.S.E. Live Oak Blvd. requires a half-width right-of-way of 33 feet plus a uniform 10-foot P.S.E. This requirement will be included as a proposed project condition.

In 2008, the Board of Supervisors approved Project #06-004, a General Plan amendment from AG-20 (Agriculture, 20-acre minimum) to IND (Industrial), a rezone from AG (General Agriculture) District to C-M-PD (Commercial-Industrial, Planned Development) District and M-1-PD (Light-Industrial, Planned Development) District and design review to establish a commercial truck stop facility on 33 acres. This project included the project site for the current project as well as two additional parcels located immediately to the north. This project included the following components:

- a) A 5,625 square foot convenience store.
- b) Separate fuel pumps for automobiles and truck tractors with four 12,000 gallon above ground fuel tanks.
- c) A 9,600 square foot truck maintenance shop, truck wash and driver's lounge to include bathroom and shower facilities, couches, televisions, internet access and laundry facilities.
- d) 46 short-term parking spaces for commercial trucks.
- e) 93 long-term parking spaces for commercial trucks in an area to be gated with card-lock access.
- f) 229,270 square foot retention pond for storm water runoff.
- g) Sewage disposal provided by a private onsite septic system and potable water provided by a private onsite well.

This use was never established and the development plan for that project expired. A traffic impact study was prepared in 2007 for this project. The traffic study at that time analyzed the existing traffic conditions and the existing plus project scenario on roadways and intersections during the weekday as well as Sunday. Under the existing conditions analysis, all intersections (Highway ramps and road intersections) were found to operate at a LOS of A or B. Roadway segments analyzed were Live Oak Blvd., Eager Road, and the East Onstott Road. Live Oak

Blvd. was said to operate at LOS B whereas both Eager Road and East Onstott Road were said to operate at LOS A during the weekday and on Sunday.

The study estimated that project would add 4,908 daily vehicle trips to area roadways and intersections with 266 trips (133 inbound and 133 outbound) in the Weekday AM peak hour and 398 trips (199 inbound and 199 outbound) in the PM peak hour. On a typical Sunday, the proposed project was estimated to add 6,741 daily vehicle trips to area roadways and intersections with 280 trips (140 inbound and 140 outbound) in the Sunday peak hour.

In the existing plus project analysis, Live Oak Blvd. would operate at LOS D (south of Eager Road) during the weekday and at LOS C on Sundays. North of Eager Road, Live Oak Blvd. would operate at LOS C during the weekdays and Sundays. Eager Road would operate at LOS C both during the weekday and on Sundays and the East Onstott Road (south of Eager Road) would operate at LOS A. It was determined that all roadway segments with existing plus project traffic would operate at service levels in accordance with the County General Plan and Caltrans standards in place at that time.

As stated previously, the proposed project is anticipated to result in a maximum increase of 110 daily vehicle trips, which is significantly fewer trips than the 4,908 trips anticipated for the previously approved project at the site. Based on this information, a less than significant impact is anticipated.

b) Less than significant impact. This project will not conflict or be inconsistent with CEQA Guidelines §15064.3, subdivision (b). This section of CEQA states that vehicle miles traveled (VMT) is the most appropriate measure of transportation impacts. VMT refers to the amount and distance of automobile travel attributable to a project. This section also states VMT exceeding an applicable threshold of significance may indicate a significant impact. The County has not adopted a threshold of significance for VMT.

The applicant retained the services of KD Anderson & Associates, Inc. to prepare a VMT analysis for the proposed project. A copy of this analysis is included with this initial study. As noted in the analysis, the proposed project is expected to generate 110 daily trips based on average daily trip generation rates published by the Institute of Transportation Engineers for RV sales and service. Also noted in the analysis is that the proposed project will replace two existing RV centers operated by the applicant in Yuba City. Their locations on State Highway 20 (Colusa Avenue) near State Highway 99 and on Live Oak Blvd. are approximately two miles apart. The proposed project will relocate the trips currently associated with these existing businesses to the new location. The proposed project will consolidate sales and service at one location. Currently when an RV sale is made at the State Highway 20 location, the customer needs to travel to the Live Oak Blvd. location for final detailing. The proposed project will eliminate these additional trips.

Senate Bill (SB) 743 governs the application of new CEQA guidelines for addressing transportation impacts based on VMT. Because Sutter County has not yet adopted guidelines or policies for dealing with VMT, guidance from the Governor's Office of Planning and Research (OPR) Technical Advisory was employed to evaluate VMT impacts. Screening criteria can be used to quickly identify whether sufficient evidence exists to presume a project will have a less than significant VMT impact without conducting a detailed study. Projects meeting at least one of the criteria below can be presumed to have a less than significant VMT impact, absent substantial evidence that the project will lead to a significant impact.

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

The OPR **Small Project** criteria is applicable to this project. This project is projected to generate 110 daily vehicle trips based on ITE trip generation rates for this type of use. In addition, the project will eliminate some trips now occurring between existing sales and service centers that will be consolidated at the site, so the net daily trip generation may be slightly less. As the 110 ADT threshold for automobiles is not exceeded, the project's VMT impact can be presumed to be less than significant based on this criteria.

To a degree, the project may be viewed as a **Local Serving Retail** use. The project building area falls within the 50,000 sf of retail area identified under this criteria, and the project's customer base falls within the Yuba City / Marysville / Live Oak area of northern Sutter County – Yuba County and southern Butte County. By their nature local serving uses provide additional opportunities for goods and services and reduce VMT by eliminating the need for regional travel to more distant locations. OPR guidance does not provide a clear definition of “local”. While the project has locally serving characteristics, because some project trips will be drawn from beyond the immediate area, its impact cannot be presumed to be less than significant under tis criteria alone.

The analysis concludes that because the 110 ADT threshold for automobile trip generation is not exceeded, the project's VMT impact can be presumed to be less than significant based on the Small Project criteria. Further support for this finding can be drawn as a locally serving retail use, although the project does not appear to meet all the qualifications for a significance finding under that criteria alone. Based on the findings of the VMT analysis, a less than significant impact is anticipated.

c) **Less than significant impact.** This project will not substantially increase hazards due to a geometric design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). The project site has frontage on East Onstott Road and Live Oak Blvd. Two 35-foot-wide paved driveway entrances are proposed off of East Onstott Road. An emergency 20-foot-wide gravel surfaced access road is proposed along the north side of the retention pond and will connect to Live Oak Blvd. via a paved driveway entrance. The applicant will be required to obtain a commercial encroachment permit to improve driveways to a County standard. The Development Services Engineering Division has determined the driveways will be required to be paved with asphalt or concrete from the existing roadway to the right-of-way line. This requirement will be included as a proposed project condition. No impacts have been identified by the Development Services Engineering Division or Yuba City Fire Department indicating an increased hazard will result. The Engineering Division has stated the proposed 35-

foot-wide driveways are adequate to accommodate the largest RVs anticipated to access the site. A less than significant impact is anticipated.

d) **Less than significant impact.** This project will not result in inadequate emergency access. The project site has adequate frontage on East Onstott Road and Live Oak Blvd., which are both County maintained roads. Two 35-foot-wide paved driveway entrances are proposed off of East Onstott Road. An emergency 20-foot-wide gravel surfaced access road is proposed along the north side of the retention pond and will connect to Live Oak Blvd. via a paved driveway entrance. The applicant will be required to obtain a commercial encroachment permit to improve driveways to a County standard. The Development Services Engineering Division has determined the driveways will be required to be paved with asphalt or concrete from the existing roadway to the right-of-way line. This requirement will be included as a proposed project condition. No impacts have been identified by the Development Services Engineering Division or Yuba City Fire Department indicating that the site will result in inadequate emergency access. A less than significant impact is anticipated.

(County of Sutter, General Plan Technical Background Report. 2008)

(County of Sutter, General Plan 2030. 2011)

(KD Anderson & Associates, Inc., Vehicle Miles Traveled Analysis. April 2021)

(FAO Consulting, Eager Road Truck Stop Traffic Study. August 2007)

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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VIII. TRIBAL CULTURAL RESOURCES.

a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Responses:

i-ii) **Less than significant impact.** In September of 2014, the California Legislature passed Assembly Bill (AB) 52, which added provisions to the Public Resources Code regarding the evaluation of impacts on tribal cultural resources under CEQA, and consultation requirements

with California Native American tribes. The County initiated AB 52 consultation through distribution of letters to seven Native American tribes provided by the Native American Heritage Commission (NAHC). Wilton Rancheria responded and stated they had no concerns regarding this project. Mooretown Rancheria responded and stated they are not aware of any known cultural resources on this site. The United Auburn Indian Community (UAIC) stated their records show that the area is potentially sensitive for buried cultural resources, but none are recorded in the project area. They stated they would like to have the opportunity to survey the parcel once the orchard trees have been removed, but prior to any grading, to ensure that there are no buried tribal cultural resources present. The UAIC provided the following mitigation measures to address potential impacts to tribal cultural resources:

Mitigation Measure No. 9 (Tribal Cultural Resources):

Due to the cultural sensitivity of the project area, the following mitigation measure is intended to address the potential for buried Tribal Cultural Resources (TCRs) that may be unearthed during ground disturbing activities.

After the removal of the orchard trees, but prior to any grading, earthwork, or other soil disturbing activities, the applicant shall contact the Development Services Department so that a United Auburn Indian Community (UAIC) Tribal Representative or Tribal Monitor can be invited to inspect the project site. During this inspection, a UAIC Tribal Representative or Tribal Monitor may provide an on-site meeting for construction personnel information on TCRs and workers awareness brochure.

If any TCRs are encountered during this initial inspection or during any subsequent construction activities, work shall be suspended within 100 feet of the find and the measures included in the Inadvertent/Unanticipated Discoveries Mitigation Measure shall be implemented. Preservation in place is the preferred alternative under CEQA and UAIC protocols, and every effort must be made to preserve the resources in place, including through project redesign.

The contractor shall implement any measures deemed by the CEQA lead agency to be necessary and feasible to preserve in place, avoid, or minimize significant effects to the resources, including the use of a paid Native American Monitor during ground disturbing activities.

With the addition of this mitigation measure, potential impacts to tribal cultural resources are less than significant.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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XIX. UTILITIES AND SERVICE SYSTEMS.

Would the project:

a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Responses:

a) **Less than significant impact.** This project will not require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.

This project will require no new water service. Water will be provided by an existing on-site well. Wastewater treatment will be provided by installation of a new septic tank/leach field system. The Development Services Environmental Health Division reviewed this project and stated that soil testing was conducted on June 30, 2020. They stated that based on information and septic system design submitted by the project engineer, they have determined the proposed project meets Sutter County On-Site Sewage Treatment and Disposal Ordinance Section 700-130. Storm water drainage will be handled by a proposed stormwater retention pond and required roadside drainage swales as discussed previously in the Hydrology and Water Quality section. The applicant is required to obtain coverage under the State Construction General Permit, under the National Pollutant Discharge Elimination System (NPDES) program (Mitigation Measure 2). This program requires implementation of erosion control measures designed to avoid significant erosion. The NPDES construction permit requires implementation of a Storm Water Pollution Prevention Program (SWPPP) that includes storm water best management practices to control runoff, erosion, and sedimentation from the site. This project was reviewed by the Pacific Gas and Electric Company (PG&E) and they stated the proposed improvements do not appear to directly interfere with existing PG&E facilities or impact easement rights. Any additional utility needs would tie into existing utilities being provided to the area. A less than significant impact is anticipated.

b) **Less than significant impact.** This project will have sufficient water supplies available to serve the project and reasonably foreseeable future development. The proposed project is not located in an area that is served by a public water provider. Water is provided by an on-site well that is assumed to be sufficient to serve this project. The Development Services Environmental

Health Division reviewed this project and stated the existing well will not serve more than 25 persons a day at least 60 days per year; therefore, water will be supplied by the private well and not be considered a Public Water System. A less than significant impact is anticipated.

c) **No impact.** This project will not result in a determination by a wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments. This project is not located in an area that is served by a wastewater treatment provider. Individual sewage disposal systems are currently the only method of providing sewage disposal for the project area. Therefore, a demand will not be placed on a local sanitary sewer system and no impact is anticipated.

d-e) **Less than significant impact.** This project will have a less than significant impact on solid waste. Solid waste from this project will be disposed of through the local waste disposal company in a sanitary landfill in Yuba County which has sufficient capacity to serve this project. Project disposal of solid waste into that facility will comply with all federal, state, and local statutes and regulations related to solid waste. As a result, a less than significant impact is anticipated.

(County of Sutter, General Plan Technical Background Report. 2008)

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

Responses:

a-d) **No impact.** The subject property is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones; therefore, no impacts are anticipated.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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XXI. MANDATORY FINDINGS OF SIGNIFICANCE.

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Responses:

a) **Less than significant impact.** No environmental effects were identified in the initial study which indicate the project will have the ability to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory.

b) **Less than significant impact.** No environmental effects were identified in the initial study which indicates the project would have impacts that are individually limited, but cumulatively considerable.

c) **Less than significant impact.** No environmental effects which will cause substantial adverse effects on human beings either directly or indirectly were identified in the initial study.

MITIGATION MONITORING PROGRAM – Project #U-20-022 (Toche)

Mitigation Measure	Timing	Monitoring Agency
<p>Mitigation Measure No. 1 (Air Quality): Prior to any on-site grading, landscaping, or construction activities, the applicant shall submit a fugitive dust control plan to the Feather River Air Quality Management District (FRAQMD) for review and approval. The applicant shall comply with all FRAQMD standards and construction phase measures. A copy of the approved plan shall be submitted to the Development Services Department. To mitigate long term dust issues in the outdoor storage areas, the applicant shall apply a suppressant compound or reapply gravel on a regular basis as needed to maintain a minimum of four inches of gravel.</p>	<p>Prior to any on-site grading, landscaping, or construction activities/ Ongoing</p>	<p>FRAQMD / Development Services</p>
<p>Mitigation Measure No. 2 (Geology and Soils): STORM WATER QUALITY PROTECTION – DURING CONSTRUCTION.</p> <p>SWPPP – Prior to building permit issuance, the applicant shall prepare and submit a Storm Water Pollution and Prevention Plan (SWPPP) to be executed through all phases of grading and project construction. The SWPPP shall incorporate Best Management Practices (BMPs) to ensure that potential water quality impacts during construction phases are minimized. These measures shall be consistent with the County’s Improvement Standards and Land Grading and Erosion Control Ordinance and the requirements of the NPDES General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities. The SWPPP shall be submitted to the County for review and to the Central Valley Regional Water Quality Control Board as required by the NPDES General Permit in effect during construction. During construction, the applicant shall implement actions and procedures established to reduce the pollutant loadings in storm drain systems. The project applicant shall implement BMPs in accordance with the SWPPP and the County’s Improvement Standards. The project applicant(s) shall submit a state storm water permit WDID number for each construction project.</p> <p>NPDES GENERAL CONSTRUCTION PERMIT - Since the project size is more than one acre, the applicant shall file a Notice of Intent (NOI) to obtain coverage under the California State Water Resources - General Construction Activity Storm Water Permit prior to building permit issuance. Permits are issued by the State Water Resources Control Board, which can provide all information necessary to complete and file the necessary documents. Applicant shall comply with the terms of the General Construction Permit, the County’s ordinances, and the NPDES Waste Discharge Requirements for the Sutter County Phase II NPDES Permit.</p>	<p>Prior to building permit issuance</p>	<p>Development Services Engineering Division</p>

Mitigation Measure	Timing	Monitoring Agency
<p>Mitigation Measure No. 3 (Hydrology and Water Quality): The applicant shall at all times comply with Regional Water Quality Control Board (RWQCB) regulations. The discharge of wastewater from the detail bay into the proposed retention pond is subject to Waste Discharge Requirements. This discharge may qualify for coverage under a Waiver of Waste Discharge Requirements for Specific Types of Discharge. Prior to discharging wastewater from the detail bay to the proposed retention pond, the applicant shall meet all application and permitting requirements required by the RWQCB and provide written evidence of compliance to the Development Services Department. Wastewater from the detail bay shall not be disposed into the on-site sewage system and shall not be discharged to the ground surface. Compliance with this mitigation measure shall commence prior to operation of the facility.</p>	<p>Prior to discharging wastewater from the detail bay</p>	<p>RWQCB / Development Services</p>
<p>Mitigation Measure No. 4 (Hydrology and Water Quality): PUBLIC DRAINAGE IMPROVEMENTS. The applicant shall construct a roadside swale adjacent to East Onstott Road and Live Oak Blvd. to accommodate road drainage. The applicant must obtain an encroachment permit from the County prior to any grading of roadside swales or improvements in the County Right of Way.</p>	<p>Prior to Certificate of Occupancy or commercial use of the site</p>	<p>Development Services Engineering Division</p>
<p>Mitigation Measure No. 5 (Hydrology and Water Quality): PRIVATE DRAINAGE IMPROVEMENT. The applicant shall construct private onsite drainage ditches/basins that provide storm water retention/detention per a County Approved Drainage Study for this project. The drainage ditches/basins shall not be connected to the roadside swales. The applicant must obtain a grading permit from the County prior to any grading for storm water retention ditches/basins.</p>	<p>Prior to Certificate of Occupancy or commercial use of the site</p>	<p>Development Services Engineering Division</p>
<p>Mitigation Measure No. 6 (Hydrology and Water Quality): PRIVATE DRAINAGE FACILITIES MAINTENANCE AGREEMENT. Since private drainage facilities are required to mitigate drainage flows, the property owner shall enter into an agreement with Sutter County committing the property owners and all successors in interest to maintain the private drainage facilities (including on-site peak flow attenuation basins) in perpetuity in a manner to preserve storage capacity, drainage patterns, ultimate discharge points and quantities, and water quality treatment controls for stormwater discharges as approved by Sutter County. Owner shall limit maximum discharge rates from the proposed drainage system to pre-project "existing" conditions for peak 10- and 100-year storms per the approved onsite drainage study.</p>	<p>Prior to commercial use of the site</p>	<p>Development Services Engineering Division</p>
<p>Mitigation Measure No. 7 (Hydrology and Water Quality): DRAINAGE, GRADING, AND CONSTRUCTION. All impacts to the site must be mitigated in the project area or lands acquired</p>	<p>During and prior to completion of</p>	<p>Development Services Engineering</p>

Mitigation Measure	Timing	Monitoring Agency
<p>for mitigation by the project. Any Grading or Site Improvements shall be done per an approved plan and in accordance with Sutter County Development Standards. Plans shall be reviewed and approved for construction by the Director of Development Services prior to the start of construction.</p>	<p>the project</p>	<p>Division</p>
<p>Mitigation Measure No. 8 (Noise): All project related noise-generating construction activities shall be limited to daytime hours between 7:00 a.m. and 6:00 p.m. on weekdays, 8:00 a.m. and 5:00 p.m. on Saturdays, and prohibited on Sundays and holidays unless permission for the latter has been applied for and granted by the County.</p>	<p>During construction</p>	<p>Development Services Planning Division</p>
<p>Mitigation Measure No. 9 (Tribal Cultural Resources):</p> <p>Due to the cultural sensitivity of the project area, the following mitigation measure is intended to address the potential for buried Tribal Cultural Resources (TCRs) that may be unearthed during ground disturbing activities.</p> <p>After the removal of the orchard trees, but prior to any grading, earthwork, or other soil disturbing activities, the applicant shall contact the Development Services Department so that a United Auburn Indian Community (UAIC) Tribal Representative or Tribal Monitor can be invited to inspect the project site. During this inspection, a UAIC Tribal Representative or Tribal Monitor may provide an on-site meeting for construction personnel information on TCRs and workers awareness brochure.</p> <p>If any TCRs are encountered during this initial inspection or during any subsequent construction activities, work shall be suspended within 100 feet of the find and the measures included in the Inadvertent/Unanticipated Discoveries Mitigation Measure shall be implemented. Preservation in place is the preferred alternative under CEQA and UAIC protocols, and every effort must be made to preserve the resources in place, including through project redesign.</p> <p>The contractor shall implement any measures deemed by the CEQA lead agency to be necessary and feasible to preserve in place, avoid, or minimize significant effects to the resources, including the use of a paid Native American Monitor during ground disturbing activities.</p>	<p>After removal of orchard trees, but prior to any grading, earthwork, or other soil disturbing activities</p>	<p>Development Services</p>

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Greenhouse Gas Emissions Assessment

Emilio Toche-ET Quality RV Project

Sutter County, California

Prepared For:

Laughlin and Spence Civil Engineers and Surveyors
1008 Live Oak Blvd.
Yuba City, California 95991

February 2021



ECORP Consulting, Inc.
ENVIRONMENTAL CONSULTANTS

CONTENTS

1.0 INTRODUCTION 1
 1.1 Project Location 1
 1.1 Project Description 1
2.0 GREENHOUSE GASES 2
 2.1 Greenhouse Gas Setting..... 2
 2.1.1 Sources of Greenhouse Gas Emissions 3
 2.2 Regulatory Framework..... 4
 2.2.1 State..... 4
 2.2.2 Regional 5
 2.3 Greenhouse Gas Emissions Impact Assessment 6
 2.3.1 Thresholds of Significance 6
 2.3.2 Methodology 8
 2.3.3 Impacts Analysis..... 9
 2.3.4 Conclusions..... 16
3.0 REFERENCES..... 17

LIST OF TABLES

Table 2-1. Greenhouse Gases 3
Table 2-2. Screening Table for Implementation of GHG Reduction Measures for Commercial or Industrial Development..... 10
Table 2-3. Construction-Related Greenhouse Gas Emissions 15
Table 2-4. Operational-Related Greenhouse Gas Emissions 15

LIST OF ATTACHMENTS

Attachment A – CalEEMod Output Files

LIST OF ACRONYMS AND ABBREVIATIONS

AB	Assembly Bill
AG	Agriculture zoning
CARB	California Air Resources Board
CalEEMod	California Emissions Estimator Model
CAP	Sutter County Climate Action Plan
CEQA	California Environmental Quality Act
CH ₄	Methane
CO ₂	Carbon dioxide
CO ₂ e	Carbon dioxide equivalents
County	Sutter County
EO	Executive Order
GHG	Greenhouse gas
IPCC	Intergovernmental Panel on Climate Change
LED	Light-emitting diode
MTP/SCS	Metropolitan Transportation Plan/Sustainable Communities Strategy
N ₂ O	Nitrous oxide
OPR	Office of Planning and Research
Project	Emilio Toche – ET Quality RV Project
SACOG	Sacramento Area Council of Governments
SB	Senate Bill
SR	State Route
USEPA	U.S. Environmental Protection Agency
VMT	Vehicle miles traveled

1.0 INTRODUCTION

This report documents the results of a greenhouse gas (GHG) emissions assessment completed for the Emilio Toche-ET Quality RV Project (Project) in Sutter County, California. The purpose of this assessment is to estimate Project-generated GHG emissions attributable to the Project and to determine the level of impact the Project would have on the environment. GHG emissions were modeled using the (CalEEMod), version 2016.3.2. Emissions modeling results are included as Attachment A.

1.1 Project Location

The ±18.31 acre- Project site is positioned between East Onstott Road and Live Oak Boulevard approximately 0.2 mile south of Eager Road and 0.78 mile north of the Yuba City limits, in unincorporated Sutter County (County). The State Route (SR) 99/Eager Road offramp traverses approximately 90 feet from the western boundary of the Project site, parallel with East Onstott Road. The site is generally bounded by orchard land to the north, orchard land and some agricultural-related industrial facilities to the south, East Onstott Road to the west, with SR 99 and more orchard lands beyond, and Live Oak Boulevard to the east, with orchard lands beyond.

1.1 Project Description

The proposed Project is the development of a Recreational Vehicle (RV) sales and service center on ±18.31 acres. Project construction would be conducted in two distinct phases, with Phase 2 land remaining undeveloped during Phase 1. Specifically, Phase 1 proposes the construction of a sales, service, and office space (20,000 square feet including a second floor office and storage area totaling 1,499 square feet) and associated sales and services canopies (Sales Canopy, Service Canopy, and Detail Bay totaling 7,000 square feet), an asphalt parking area with 29 spaces (± 26 acres), graveled RV storage areas (± 9.73 acres), and a leach field and retention pond (±2.45 acres). Phase 2 involves the construction of three solar-paneled covered RV storage spaces and paving of a portion of the Phase 1 graveled area (± 0.49 and ± 1.10 acres along East Onstott Road), adding 14 parking spaces. The Project proposes to construct two driveways on the western boundary with an additional emergency access gate on the eastern boundary. Once fully constructed the Project would consist of 20,000 square feet of sales, service, and office space (including a second floor office and storage area of 1,499 square feet), 7,000 square feet of sales and service canopy space, ± 4.04 acres of parking and sales space with 43 parking spaces for customers and employees along East Onstott Road, ± 5.51 acres of paved RV parking storage spaces with a portion being covered with solar-panels, and ± 2.45 acres of areas designated for a leach field and retention pond.

The applicant proposes perimeter fencing with slats around the Project site to provide 90 percent screening from the adjacent roadways. The Project is expected to generate approximately 100 personal automobile trips daily, 20 daily trips involving RVs and 14 daily trips involving heavy-duty trucks (delivery service vehicles, and garbage disposal). The estimates are derived from information provided by the Project Applicant, which projects the Project site would receive visits from a maximum of 50 standard vehicles, 10 RV's, and 15 employee vehicles daily. For the purposes of this analysis, the sum of these values is doubled in order to account for these vehicles arriving at the Project site and leaving the Project

site. The Project Applicant also projects a maximum of four service supply utility vehicles weekly, three tractor/trailer or other heavy vehicles weekly, and one customer/vendor vehicle monthly. In order to provide a conservative analysis, this analysis accounts for the potential of all these vehicles arriving at the Project site on the same day. The sum of these values is doubled in order to account for these vehicles arriving at the Project site and leaving the Project site.

The Project site is located in unincorporated Sutter County on land that is zoned M-1-PD (Light Industrial Planned Development) with a County General Plan Designation of Industrial (IND).

2.0 GREENHOUSE GASES

2.1 Greenhouse Gas Setting

Certain gases in the earth's atmosphere, classified as GHGs, play a critical role in determining the earth's surface temperature. Solar radiation enters the earth's atmosphere from space. A portion of the radiation is absorbed by the earth's surface and a smaller portion of this radiation is reflected back toward space. This absorbed radiation is then emitted from the earth as low-frequency infrared radiation. The frequencies at which bodies emit radiation are proportional to temperature. Because the earth has a much lower temperature than the sun, it emits lower-frequency radiation. Most solar radiation passes through GHGs; however, infrared radiation is absorbed by these gases. As a result, radiation that otherwise would have escaped back into space is instead "trapped," resulting in a warming of the atmosphere. This phenomenon, known as the greenhouse effect, is responsible for maintaining a habitable climate on earth. Without the greenhouse effect, the earth would not be able to support life as we know it.

Prominent GHGs contributing to the greenhouse effect are carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O). Fluorinated gases also make up a small fraction of the GHGs that contribute to climate change. Fluorinated gases include chlorofluorocarbons, hydrofluorocarbons, perfluorocarbons, sulfur hexafluoride, and nitrogen trifluoride; however, it is noted that these gases are not associated with typical land use development. Human-caused emissions of these GHGs in excess of natural ambient concentrations are believed to be responsible for intensifying the greenhouse effect and leading to a trend of unnatural warming of the earth's climate, known as global climate change or global warming. It is "extremely likely" that more than half of the observed increase in global average surface temperature from 1951 to 2010 was caused by the anthropogenic increase in GHG concentrations and other anthropogenic factors together (Intergovernmental Panel on Climate Change [IPCC] 2014).

Table 2-1 describes the primary GHGs attributed to global climate change, including their physical properties, primary sources, and contributions to the greenhouse effect.

Each GHG differs in its ability to absorb heat in the atmosphere based on the lifetime, or persistence, of the gas molecule in the atmosphere. CH₄ traps over 25 times more heat per molecule than CO₂, and N₂O absorbs 298 times more heat per molecule than CO₂ (IPCC 2014). Often, estimates of GHG emissions are presented in carbon dioxide equivalents (CO₂e), which weight each gas by its global warming potential. Expressing GHG emissions in CO₂e takes the contribution of all GHG emissions to the greenhouse effect and converts them to a single unit equivalent to the effect that would occur if only CO₂ were being emitted.

Climate change is a global problem. GHGs are global pollutants, unlike criteria air pollutants and toxic air contaminants, which are pollutants of regional and local concern. Whereas pollutants with localized air quality effects have relatively short atmospheric lifetimes (about one day), GHGs have long atmospheric lifetimes (one to several thousand years). GHGs persist in the atmosphere long enough to be dispersed around the globe. Although the exact lifetime of any particular GHG molecule is dependent on multiple variables and cannot be pinpointed, it is understood that more CO₂ is emitted into the atmosphere than is sequestered by ocean uptake, vegetation, or other forms. Of the total annual human-caused CO₂ emissions, approximately 55 percent is sequestered through ocean and land uptakes every year, averaged over the last 50 years, whereas the remaining 45 percent of human-caused CO₂ emissions remains stored in the atmosphere (IPCC 2013).

Table 2-1. Greenhouse Gases	
Greenhouse Gas	Description
CO ₂	CO ₂ is a colorless, odorless gas that is emitted in a number of ways, both naturally and through human activities. The largest source of CO ₂ emissions globally is the combustion of fossil fuels such as coal, oil, and gas in power plants, automobiles, industrial facilities, and other sources. A number of specialized industrial production processes and product uses such as mineral production, metal production, and the use of petroleum-based products can also lead to CO ₂ emissions. The atmospheric lifetime of CO ₂ is variable because it is so readily exchanged in the atmosphere. ¹
CH ₄	CH ₄ is a colorless, odorless gas and is the major component of natural gas, about 87 percent by volume. It is also formed and released to the atmosphere by biological processes occurring in anaerobic environments. CH ₄ is emitted from a variety of both human-related and natural sources. Human-related sources include fossil fuel production, animal husbandry (intestinal fermentation in livestock and manure management), rice cultivation, biomass burning, and waste management. These activities release significant quantities of CH ₄ to the atmosphere. Natural sources of CH ₄ include wetlands, gas hydrates, permafrost, termites, oceans, freshwater bodies, non-wetland soils, and other sources such as wildfires. The atmospheric lifetime of CH ₄ is about 12 years. ²
N ₂ O	N ₂ O is a clear, colorless gas with a slightly sweet odor. N ₂ O is produced by both natural and human-related sources. Primary human-related sources of N ₂ O are agricultural soil management, animal manure management, sewage treatment, mobile and stationary combustion of fossil fuels, adipic acid production, and nitric acid production. N ₂ O is also produced naturally from a wide variety of biological sources in soil and water, particularly microbial action in wet tropical forests. The atmospheric lifetime of N ₂ O is approximately 120 years. ³

Sources: ¹ U.S. Environmental Protection Agency (USEPA) 2016a, ² USEPA 2016b, ³ USEPA 2016c.

The quantity of GHGs that it takes to ultimately result in climate change is not precisely known. Suffice to say, the quantity is enormous and no single project alone would measurably contribute to a noticeable incremental change in the global average temperature or to global, local, or microclimates. From the standpoint of the California Environmental Quality Act (CEQA), GHG impacts to global climate change are inherently cumulative.

2.1.1 Sources of Greenhouse Gas Emissions

In 2020, CARB released the 2020 edition of the California GHG inventory covering calendar year 2018 emissions. In 2018, California emitted 425.3 million gross metric tons of CO₂e including from imported

electricity. Combustion of fossil fuel in the transportation sector was the single largest source of California's GHG emissions in 2018, accounting for approximately 30 percent of total GHG emissions in the state. This sector was followed by the industrial sector (21 percent) and the electric power sector including both in-state and out-of-state sources (15 percent) (CARB 2020). Emissions of CO₂ are byproducts of fossil fuel combustion. CH₄, a highly potent GHG, primarily results from off-gassing (the release of chemicals from nonmetallic substances under ambient or greater pressure conditions) and is largely associated with agricultural practices and landfills. N₂O is also largely attributable to agricultural practices and soil management. Carbon dioxide sinks, or reservoirs, include vegetation and the ocean, which absorb CO₂ through sequestration and dissolution (CO₂ dissolving into the water), respectively, two of the most common processes for removing CO₂ from the atmosphere.

2.2 Regulatory Framework

2.2.1 State

Executive Order S-3-05

Executive Order (EO) S-3-05, signed by Governor Arnold Schwarzenegger in 2005, proclaims that California is vulnerable to the impacts of climate change. It declares that increased temperatures could reduce the Sierra Nevada snowpack, further exacerbate California's air quality problems, and potentially cause a rise in sea levels. To combat those concerns, the executive order established total GHG emission targets for the state. Specifically, emissions are to be reduced to the 2000 level by 2010, the 1990 level by 2020, and to 80 percent below the 1990 level by 2050.

Assembly Bill 32 Climate Change Scoping Plan and Updates

In 2006, the California legislature passed Assembly Bill (AB) 32 (Health and Safety Code § 38500 et seq., or AB 32), also known as the Global Warming Solutions Act. AB 32 requires CARB to design and implement feasible and cost-effective emission limits, regulations, and other measures, such that statewide GHG emissions are reduced to 1990 levels by 2020 (representing a 25 percent reduction in emissions). Pursuant to AB 32, CARB adopted a Scoping Plan in December 2008, which outlines measures to meet the 2020 GHG reduction goals. California is on track to meet or exceed the target of reducing GHG emissions to 1990 levels by the end of 2020.

The Scoping Plan is required by AB 32 to be updated at least every five years. The latest update, the 2017 Scoping Plan Update, addresses the 2030 target established by Senate Bill (SB) 32 as discussed below and establishes a proposed framework of action for California to meet a 40 percent reduction in GHG emissions by 2030 compared to 1990 levels. The key programs that the Scoping Plan Update builds on include increasing the use of renewable energy in the state, the Cap-and-Trade Regulation, the Low Carbon Fuel Standard, and reduction of methane emissions from agricultural and other wastes.

Senate Bill 32 and AB 197 of 2016

In August 2016, Governor Brown signed Senate Bill (SB) 32 and AB 197, which serve to extend California's GHG reduction programs beyond 2020. SB 32 amended the Health and Safety Code to include Section 38566, which contains language to authorize CARB to achieve a statewide GHG emission reduction of at least 40 percent below 1990 levels by no later than December 31, 2030. SB 32 codified the targets established by EO B-30-15 for 2030, which set the next interim step in the State's continuing efforts to pursue the long-term target expressed in EOs S-3-05 and B-30-15 of 80 percent below 1990 emissions levels by 2050.

Senate Bill 100 of 2018

In 2018, SB 100 was signed by Governor Brown, codifying a goal of 60 percent renewable procurement by 2030 and 100 percent by 2045 Renewables Portfolio Standard.

2019 Building Energy Efficiency Standards for Residential and Nonresidential Buildings

The Building and Efficiency Standards (Energy Standards) were first adopted and put into effect in 1978 and have been updated periodically in the intervening years. These standards are a unique California asset that have placed the State on the forefront of energy efficiency, sustainability, energy independence and climate change issues. The 2019 Building Energy Efficiency Standards improve upon the 2016 Energy Standards for new construction of, and additions and alterations to, residential and nonresidential buildings. The 2019 update to the Building Energy Efficiency Standards focuses on several key areas to improve the energy efficiency of newly constructed buildings and additions and alterations to existing buildings. The 2019 standards are a major step toward meeting Zero Net Energy. Buildings permitted on or after January 1, 2020, must comply with the 2019 Standards.

In 2008, the California Building Standards Commission adopted the nation's first green building standards. The California Green Building Standards Code (Part 11 of Title 24) is commonly referred to as CalGreen Building Standard (CalGreen), and establishes voluntary and mandatory standards pertaining to the planning and design of sustainable site development, energy efficiency, water conservation, material conservation, and interior air quality. Like Part 6 of Title 24, the CalGreen standards are periodically updated, with increasing energy savings and efficiencies associated with each code update. CalGreen contains voluntary "Tier 1" and "Tier 2" standards that are not mandatory statewide but could be required by a City or County. These are 'reach' standards that can be adopted by local jurisdictions and may be incorporated as mandatory standards in future code cycles.

2.2.2 Regional

Sacramento Area Council of Governments

The Sacramento Area Council of Governments' (SACOG's) 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) is the latest update of a long-range policy and planning program that establishes GHG emissions goals for automobiles and light-duty trucks 2035, and thus establishes an overall GHG target for the region beyond 2020 applicable to these subsectors of the transportation sector. SACOG has been tasked by CARB to achieve a 19 percent per capita reduction

compared to 2012 vehicle emissions by 2035, which CARB confirmed the region would achieve by implementing its MTP/SCS (SACOG 2019).

Sutter County Climate Action Plan

The Sutter County Climate Action Plan (CAP) was designed under the premise that the County is uniquely capable of addressing emissions associated with sources under the County's jurisdiction. The County's emissions reduction efforts coordinate with State strategies in order to accomplish emissions reductions in an efficient and cost-effective manner.

In July 2010, the County adopted the CAP based on the premise that the County and the community it represents are uniquely capable of addressing emissions associated with sources under the County's jurisdiction and that the County's emission reduction efforts should coordinate with the State strategies of reducing emissions in order to reduce emissions in an efficient and cost-effective manner. This CAP presents a comprehensive set of actions to reduce the County's internal and external GHG emissions to 15 percent below current levels by 2020, consistent with the Scoping Plan. The CAP identifies GHG emissions reduction measures categorized in six sectors: Building Energy (addressing energy efficiency and alternative energy in buildings and renewable energy generation facilities), Solid Waste/Landfills, Landscapes, Agriculture, Transportation, and Industrial/Stationary Sources. For each sector, reduction strategies have been developed to achieve the County's 2020 emissions reduction target.

Sutter County Greenhouse Gas Pre-Screening Measures

As part of the 2016 update to the CAP, the County developed Pre-Screening Tables for land use projects. The purpose of the CAP Screening Tables is to provide guidance on how to determine the significance of a project's GHG contribution. The County has developed a two-tiered screening procedure that uses a threshold of 3,000 metric tons of CO₂e per year. Under Tier 1, projects are pre-screened out based on project type and under Tier 2, projects are pre-screened out based on estimated emissions.

2.3 Greenhouse Gas Emissions Impact Assessment

2.3.1 Thresholds of Significance

The impact analysis provided below is based on the following CEQA Guidelines Appendix G thresholds of significance. The Project would result in a significant impact to greenhouse gas emissions if it would:

- 1) Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment.
- 2) Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases.

Project GHG Thresholds

The Appendix G thresholds for GHG emissions do not prescribe specific methodologies for performing an assessment, do not establish specific thresholds of significance, and do not mandate specific mitigation measures. Rather, the CEQA Guidelines emphasize the lead agency's discretion to determine the

appropriate methodologies and thresholds of significance consistent with the manner in which other impact areas are handled in CEQA. With respect to GHG emissions, the CEQA Guidelines Section 15064.4(a) states that lead agencies “shall make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate” GHG emissions resulting from a project. The CEQA Guidelines note that an agency has the discretion to either quantify a project’s GHG emissions or rely on a “qualitative analysis or other performance-based standards.” (14 CCR 15064.4(b)). A lead agency may use a “model or methodology” to estimate GHG emissions and has the discretion to select the model or methodology it considers “most appropriate to enable decision makers to intelligently take into account the project’s incremental contribution to climate change.” (14 CCR 15064.4(c)). Section 15064.4(b) provides that the lead agency should consider the following when determining the significance of impacts from GHG emissions on the environment:

1. The extent a project may increase or reduce GHG emissions as compared to the existing environmental setting.
2. Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project.
3. The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions (14 CCR 15064.4(b)).

In addition, Section 15064.7(c) of the CEQA Guidelines specifies that “[w]hen adopting or using thresholds of significance, a lead agency may consider thresholds of significance previously adopted or recommended by other public agencies, or recommended by experts, provided the decision of the lead agency to adopt such thresholds is supported by substantial evidence” (14 CCR 15064.7(c)). The CEQA Guidelines also clarify that the effects of GHG emissions are cumulative and should be analyzed in the context of CEQA’s requirements for cumulative impact analysis (see CEQA Guidelines Section 15130). As a note, the CEQA Guidelines were amended in response to Senate Bill 97. In particular, the CEQA Guidelines were amended to specify that compliance with a GHG emissions reduction plan renders a cumulative impact insignificant.

Per CEQA Guidelines Section 15064(h)(3), a project’s incremental contribution to a cumulative impact can be found not cumulatively considerable if the project would comply with an approved plan or mitigation program that provides specific requirements that would avoid or substantially lessen the cumulative problem within the geographic area of the project. To qualify, such plans or programs must be specified in law or adopted by the public agency with jurisdiction over the affected resources through a public review process to implement, interpret, or make specific the law enforced or administered by the public agency. Examples of such programs include a “water quality control plan, air quality attainment or maintenance plan, integrated waste management plan, habitat conservation plan, natural community conservation plans [and] plans or regulations for the reduction of greenhouse gas emissions.” Put another way, CEQA Guidelines Section 15064(h)(3) allows a lead agency to make a finding of less than significant for GHG emissions if a project complies with adopted programs, plans, policies and/or other regulatory strategies to reduce GHG emissions.

The assessment of GHG emissions below is based on guidance from the County. The Sutter County CAP contains CEQA Threshold and Screening Tables for land use projects. The purpose of the CAP CEQA Threshold and Screening Tables are to provide guidance on how to determine the significance of a project's GHG contribution. They are based on the CAP, the GHG inventories within the CAP, and the GHG reduction measures that reduce emissions consistent with the reduction goals of AB 32, which promulgates the statewide GHG-reduction goal of achieving 1990 levels of statewide GHG emissions by the end of the year 2020. The CAP CEQA Threshold and Screening Tables are used by Sutter County staff for review of development projects in order to ensure that the specific reduction strategies in the CAP are implemented as part of the CEQA process from development projects.

The Screening Tables, used for larger land use development projects, use a point system geared towards encouraging efficiency in building developments. Projects that achieve 100 points or more do not need to quantify GHG emissions and are assumed to have a less than significant impact. Small projects with minor levels of GHG emissions, or ones that do not propose buildings to accommodate the majority of project operations, typically cannot achieve the 100-point threshold and therefore must quantify GHG emission impacts. As such, Sutter County developed a two-tier pre-screening procedure using a threshold of 3,000 metric tons of CO₂e per year. This threshold is based on evidence that 90 percent of CO₂e emissions are from CEQA projects that exceed 3,000 metric tons CO₂e per year. Both cumulatively and individually, projects that generate less than 3,000 metric tons CO₂e per year have a negligible contribution to overall emissions. Therefore, the County has concluded that projects generating less than 3,000 metric tons of CO₂e would be less than significant and would not have to be further evaluated.

For the purposes of this evaluation, the Project is first compared against the County CAP CEQA Thresholds and Screening Tables. Additionally, the Project is evaluated with the County two-tier pre-screening procedure. Tier one of the procedure involves the Project's comparison with the 2016 Pre-Screening Tables. The purpose of the 2016 Pre-Screening Tables is to provide a screening method to "[M]inimize time spent on small projects, allowing staff to focus their efforts on larger projects where meaningful reductions in GHG emissions can be achieved" (Sutter County 2016), and allowing a project to potentially be pre-screened out from unnecessary analysis. [As demonstrated below, the most applicable land use corresponding to that proposed by the Project is not a land use pre-screened under the County Tier one protocol.] Tier two of the procedure involves quantification of Project GHG emissions and their comparison to the County's bright-line threshold of 3,000 metric tons of CO₂e annually. It is noted that the County's bright-line threshold of 3,000 metric tons of CO₂e annually is based, in part, on the GHG-reducing target established for the year 2020 under AB 32, but the Project would become operational after the year 2020. Statewide goals for GHG reductions in the years beyond 2020 were codified into State law with the passage of SB 32, which as previously described mandates that California achieve a statewide GHG emission reduction of at least 40 percent below 1990 levels by no later than December 31, 2030. Therefore, the Project's contribution to GHG emissions will be compared to a significance threshold of 1,800 metric tons of CO₂e per year, which equates to 40 percent less than 3,000 metric tons.

2.3.2 Methodology

GHG emissions were modeled using the California Emissions Estimator Model (CalEEMod) version 2016.3.2. CalEEMod is a statewide land use emissions computer model designed to quantify potential

GHG emissions associated with both construction and operations from a variety of land use projects. Project construction-generated GHG emissions were primarily calculated using CalEEMod defaults. Operational air pollutant emissions were based on the Project site plans and the estimated traffic trip generation rates provided by the Project Applicant.

2.3.3 Impacts Analysis

Impact- *Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases*

Sutter County CAP

The CAP was adopted in 2010 and establishes a GHG emissions reduction target for the year 2020 that is 15 percent below current emission levels, consistent with the Scoping Plan. The CAP sets the County on a path to achieve a more substantial long-term reduction in the post-2020 period. Achieving this level of emissions would ensure that the contribution to GHG emissions from activities covered by the CAP would not be cumulatively considerable.

The County CAP CEQA Thresholds and Screening Table method, shown below in Table 2-2, are used to pre-determine whether the Project is automatically consistent with the CAP. The CAP uses a point system geared towards encouraging efficiency in building developments. In order to avoid having to quantify GHG emissions, projects must achieve 100 points from the CEQA Thresholds and Screening Tables. This is accomplished by demonstrating increases beyond specific requirements contained in the 2010 Title 24 Building Efficiency Standards. (The baseline year of the Sutter County CAP is 2010.)

Table 2-2. Screening Table for Implementation of GHG Reduction Measures for Commercial or Industrial Development		
Feature	Description	Assigned Point Values
Building Envelope		
Insulation	Title 24 standard (required) Modestly Enhanced Insulation (5% > Title 24) Enhanced Insulation (15% > Title 24) Greatly Enhanced Insulation (20% > Title 24)	0 points 4 points 8 points 12 points
Windows	Title 24 standard (required) Modestly Enhanced Window Insulation (5% > Title 24) Enhanced Window Insulation (15% > Title 24) Greatly Enhanced Window Insulation (20% > Title 24)	0 points 4 points 8 points 12 points
Doors	Title 24 standard (required) Modestly Enhanced Insulation (5% > Title 24) Enhanced Insulation (15% > Title 24) Greatly Enhanced Insulation (20% > Title 24)	0 points 4 points 8 points 12 points
Air Infiltration	Minimizing leaks in the building envelope is as important as the insulation properties of the building. Insulation does not work effectively if there is excess air leakage. Title 24 standard (required) Modest Building Envelope Leakage (5% > Title 24) Reduced Building Envelope Leakage (15% > Title 24) Minimum Building Envelope Leakage (20% > Title 24)	0 points 4 points 8 points 12 points
Thermal Storage of Building	Thermal storage is a design characteristic that helps keep a constant temperature in the building. Common thermal storage devices include strategically placed water filled columns, water storage tanks, and thick masonry walls. Thermal storage designed to reduce heating/cooling by 5°F within the building. Thermal storage to reduce heating/cooling by 10°F within the building Note: Engineering details must be provided to substantiate the efficiency of the thermal storage device.	6 points 12 points
Indoor Space Efficiencies		
Heating/Cooling Distribution System	Title 24 standard (required) Modest Distribution Losses (5% > Title 24) Reduced Distribution Losses (15% > Title 24) Greatly Reduced Distribution Losses (15% > Title 24)	0 points 4 points 8 points 12 points
Space Heating/ Cooling Equipment	Title 24 standard (required) Efficiency HVAC (5% > Title 24) High Efficiency HVAC (15% > Title 24) Very High Efficiency HVAC (20% > Title 24)	0 points 4 points 8 points 12 points
Water Heaters	Title 24 standard (required) Efficiency Water Heater (Energy Star conventional that is 5% > Title 24) High Efficiency Water Heater (conventional water heater that is 15% > Title 24) High Efficiency Water Heater (conventional water heater that is 20% > Title 24) Solar Water Heating System	0 points 4 points 8 points 12 points 14 points
Daylighting	Daylighting is the ability of each room within the building to provide outside light during the day reducing the need for artificial lighting during daylight hours. All peripheral rooms within the living space have at least one window (required). All rooms within the living space have daylight (through use of windows, solar tubes, skylights, etc.) such that each room has at least 800 lumens of light during a sunny day All rooms daylighted to at least 1,000 lumens	1 points 5 points 7 points

Table 2-2. Screening Table for Implementation of GHG Reduction Measures for Commercial or Industrial Development		
Feature	Description	Assigned Point Values
Artificial Lighting	Title 24 standard (required) Efficient Lights (5% > Title 24) High Efficiency Lights (LED, etc. 15% > Title 24) Very High Efficiency Lights (LED, etc. 20% > Title 24)	0 points 4 points 6 points 8 points
Appliances	Title 24 standard (required) Efficient Appliances (5% > Title 24) High Efficiency Energy Star Appliances (15% > Title 24) Very High Efficiency Appliances (20% > Title 24)	0 points 4 points 8 points 12 points
Miscellaneous Commercial Building Efficiencies		
Existing Commercial Building Retrofits	The applicant may wish to provide energy efficiency retrofit projects to existing commercial buildings to further the point value of their project. Retrofitting existing commercial buildings within the unincorporated County is a key reduction measure that is needed to reach the reduction goal. The potential for an applicant to take advantage of this program will be decided on a case by case basis and must have the approval of the Sutter County Community Services Department. The decision to allow applicants the ability to participate in this program will be evaluated based upon, but not limited to the following: Will the energy efficiency retrofit project benefit low income or disadvantaged communities? Does the energy efficiency retrofit project fit within the overall assumption in Reduction measure R2E4? Does the energy efficiency retrofit project provide co-benefits important to the County?	Point value will be determined based upon engineering and design criteria of the energy efficiency retrofit project.
Photovoltaic	Solar photovoltaic panels installed on commercial buildings or in collective arrangements within a commercial development such that the total power provided augments: Solar Ready Homes (sturdy roof and electric hookups) 10 percent of the power needs of the project 20 percent of the power needs of the project 30 percent of the power needs of the project 40 percent of the power needs of the project 50 percent of the power needs of the project 60 percent of the power needs of the project 70 percent of the power needs of the project 80 percent of the power needs of the project 90 percent of the power needs of the project 100 percent of the power needs of the project 110 percent of the power needs of the project 120 percent of the power needs of the project 130 percent of the power needs of the project 140 percent of the power needs of the project 150 percent of the power needs of the project 160 percent of the power needs of the project 170 percent of the power needs of the project 180 percent of the power needs of the project 190 percent of the power needs of the project 200 percent of the power needs of the project	1 point 3 points 5 points 8 points 10 points 12 points 15 points 18 points 20 points 23 points 25 points 27 points 30 points 33 points 36 points 39 points 42 points 45 points 48 points 49 points 52 points
Off-Site Renewable Energy Project	The applicant may submit a proposal to supply an off-site renewable energy project such as renewable energy retrofits of existing commercial/industrial that will help implement R2E9. The off-site renewable energy retrofit project proposals will be determined on a case by case basis accompanied by a detailed plan documenting the quantity of renewable energy the proposal will generate.	Point values are based upon the energy generated by the proposal

Greenhouse Gas Emissions Assessment
Emilio Toche-ET Quality RV Project

Table 2-2. Screening Table for Implementation of GHG Reduction Measures for Commercial or Industrial Development		
Feature	Description	Assigned Point Values
Other Renewable Energy Generation	The applicant may have innovative designs or unique site circumstances (such as geothermal) that allow the project to generate electricity from renewable energy not provided in the table. The ability to supply other renewable energy and the point values allowed will be decided based upon engineering data documenting the ability to generate electricity.	TBD
Irrigation and Landscaping		
Water Efficient Landscaping	Eliminate conventional turf from landscaping Eliminate turf and only provide drought tolerant plants Xeroscaping that requires no irrigation (after plants are established)	3 points 4 points 6 points
Water Efficient Irrigation Systems	Drip irrigation Smart irrigation control systems combined with drip irrigation (demonstrate 20 reduced water use)	1 point 5 points
Recycled Water	Graywater (purple pipe) irrigation system on site	5 points
Stormwater Reuse Systems	Innovative on-site stormwater collection, filtration and reuse systems are being developed that provide supplemental irrigation water and provide vector control. These systems can greatly reduce the irrigation needs of a project. Point values for these types of systems will be determined based upon design and engineering data documenting the water savings.	TBD
Potable Water		
Showers	Title 24 standard (required) EPA High Efficiency Showerheads (15% > Title 24)	0 points 3 points
Toilets	Title 24 standard (required) EPA High Efficiency Toilets (15% > Title 24)	0 points 3 points
Faucets	Title 24 standard (required) EPA High Efficiency faucets (15% > Title 24)	0 points 3 points
Construction		
Recycling	County initiated recycling program diverting 75% of waste requires coordination in neighborhoods to realize this goal. The following recycling features will help the County fulfill this goal: Adopt a voluntary procurement standard and prioritize those products that have less packaging, are reusable, recyclable, or compostable Provide green-waste composting bins in each building Provide dedicated recycling bins separated by types of recyclables with instructions/ education program explaining the importance and use of bins.	5 points 3 points 5 points
Material Sources	Use a minimum of 15% locally sourced construction materials Use 15% recycled building materials and cement substitutes	3 points 5 points
Construction Waste Recycling	Recycle 50% of debris (required) Recycle 55% of debris Recycle 60% of debris Recycle 65% of debris Recycle 70% of debris Applicant needs to provide recycling monitoring program to County	0 points 4 points 8 points 12 points 14 points
Transportation		
Compressed Work Week	Reduce the number of days per week that employees are on site to reduce vehicle trips associated with commercial/industrial development. Compressed work week such that full time employees are on site: 5 days per week 4 days per week on site 3 days per week on site	0 points 4 points 8 points

Table 2-2. Screening Table for Implementation of GHG Reduction Measures for Commercial or Industrial Development		
Feature	Description	Assigned Point Values
Cars/Vanpools	Car/vanpool program	1 point
	Car/vanpool program with preferred parking	2 points
	Car/Vanpool with guaranteed ride home program	3 points
	Subsidized employee incentive car/vanpool program	5 points
Employee Bicycle/Pedestrian Programs	Complete sidewalk to residential within ½ mile	1 point
	Complete bike path to residential within 3 miles	1 point
	Bike lockers and secure racks	1 point
	Showers and changing facilities	2 points
Shuttle/Transit Programs	Subsidized employee walk/bike program	3 points
	Local transit within ¼ mile	1 point
	Light rail transit within ½ mile	3 points
	Shuttle service to light rail transit station	5 points
Signal Improvements along arterials used by Project	Guaranteed ride home program	1 point
	Subsidized transit passes	2 points
Sidewalks	Signal synchronization – 1 point per signal	1 point/signal
	Traffic signals connected to Intelligent Traffic Systems (ITS)	3 point/signal
Bicycle Paths	Provide sidewalks on both sides of the street	1 point
	Provide pedestrian linkage between residential and commercial uses located within 1 mile of each other	3 points
Electric Vehicle Recharging	Provide bicycle paths within project boundaries	TBD
	Provide bicycle path linkages between commercial or industrial and other land uses	2 points
	Provide bicycle path linkages between commercial or industrial and transit	5 points
Electric Vehicle Recharging	Provide circuit and capacity in garage/parking areas for installation of electric vehicle charging stations	2 points/area
	Install electric vehicle charging stations in garages/parking areas	8 points/station

Source: Sutter County 2010

Projects must achieve 100 points from the CEQA Thresholds and Screening Tables by demonstrating increases beyond specific requirements contained in the 2010 Title 24 Building Efficiency Standards, as the baseline year of the County CAP is 2010.

It is noted that under the current regulatory framework, all new development projects in California are required to meet the updated 2019 Title 24 Building Energy Efficiency Standards, which went into effect on January 1, 2020. The 2019 update to the Building Energy Efficiency Standards focuses on several key areas to improve the energy efficiency of newly constructed buildings and additions and alterations to existing buildings. The 2019 standards are a major step toward meeting Zero Net Energy. Buildings permitted on or after January 1, 2020, must comply with the 2019 Standards. The 2019 Building Energy Efficiency Standards improve upon the 2016 Energy Standards for new construction of, and additions and alterations to, residential and nonresidential buildings. The 2019 Building Energy Efficiency Standards are approximately 30 percent more efficient than the previous 2016 Standards for nonresidential construction (CEC 2018). The 2016 Building Energy Efficiency Standards were 28 percent more efficient than the previous 2013 Standards for residential construction, and five percent better for nonresidential construction. The 2013 Standards were 25 percent more efficient than the 2010 Standards for nonresidential construction. Energy-efficient buildings require less electricity, and increased energy

efficiency reduces fossil fuel consumption and decreases GHG emissions. Furthermore, as of January 2017, owners/builders of construction projects have been required to divert (recycle) 65 percent of construction waste materials generated during the project. This requirement greatly reduces the generation of GHG emissions by reducing decomposition at landfills, which is a source of CH₄, and reducing demand for natural resources.

Therefore, all new development, including that proposed by the Project, will exceed 2010 Building Energy Efficiency Standards beyond 20 percent simply by complying with the 2019 Title 24 standards.

County Pre-Screening Procedure

As shown, the Project proposal does not align well with the CAP Thresholds and Screening Table protocol. For projects such as this, the County developed Pre-Screening Tables for land use projects as part of the 2016 update to the CAP. The purpose of the 2016 Pre-Screening Tables is to provide a screening method to “[M]inimize time spent on small projects, allowing staff to focus their efforts on larger projects where meaningful reductions in GHG emissions can be achieved” (Sutter County 2016), and allowing a project to potentially be pre-screened out from unnecessary analysis.

As previously stated, the proposed Project is an RV Sales and Service Center with associated features. A review of Table 2 of the 2016 Pre-Screening Measures for the County identifies the “Vehicle Rentals, Sales, and Leasing, Light” as the most applicable land use corresponding to that proposed by the Project. However, the Vehicle Rentals, Sales, and Leasing, Light category is not pre-screened under the County protocol for analyzing Project GHG emissions.

The 2016 Pre-Screening Tables provide further guidance on how to determine the significance of a project’s GHG contribution; the use of a numeric threshold of 3,000 metric tons of CO₂e per year, which is based on a study conducted for San Bernardino County that used a statewide list of projects compiled by the Governor’s Office of Planning and Research (OPR). In that study, emissions were estimated for each project within OPR’s database (Sutter County 2016). The analysis found that 90 percent of CO₂e emissions are from CEQA projects that exceed 3,000 metric tons CO₂e per year (Sutter County 2016). Both cumulatively and individually, projects that generate less than 3,000 metric tons CO₂e per year have a negligible contribution to overall emissions (Sutter County 2016). Since the analysis for San Bernardino County was based on a statewide database, the resulting value of 3,000 metric tons CO₂e is also applicable to Sutter County (Sutter County 2016). The County has concluded that projects generating less than 3,000 metric tons of CO₂e would be less than significant and would not have to be further evaluated. As previously noted, the County’s bright-line threshold of 3,000 metric tons of CO₂e annually is based, in part, on the GHG-reducing target established for the year 2020 under AB 32, but the Project would become operational after the year 2020. Therefore, the Project’s contribution to GHG emissions is compared to a significance threshold of 1,800 metric tons of CO₂e per year, which equates to 40 percent less than 3,000 metric tons, consistent with the GHG-reducing target established for the year 2030 under SB 32.

Construction

Construction-related activities that would generate GHGs include worker commute trips, haul trucks carrying supplies and materials to and from the Project site, and off-road construction equipment (e.g., dozers, loaders, excavators). Table 2-3 illustrates the specific construction-generated GHG emissions that would result from construction of the Project.

Table 2-3. Construction-Related Greenhouse Gas Emissions	
Emissions Source	CO₂e (Metric Tons/ Year)
Construction 2022 (Phase 1)	689
Construction 2023 (Phase 1 and Phase 2)	1,097
Construction 2024 (Phase 2)	170
<i>Sutter County CAP Threshold</i>	<i>1,800</i>
Exceeds Threshold?	No

Source: CalEEMod version 2016.3.2. Refer to Attachment A for Model Data Outputs.

As shown in Table 2-3, Project construction (including site preparation, grading, and paving) would result in the generation of a maximum 1,097 metric tons of CO₂e during any year. Once construction is complete, the generation of these GHG emissions would cease. Annual construction emissions generated by the development would not exceed the County significance threshold of 1,800 metric tons of CO₂e in a single year during construction.

Operations

Operation of the Project would result in GHG emissions predominantly associated with motor vehicle use. Table 2-4 summarizes the direct and indirect annual GHG emissions level associated with the Project.

Table 2-4. Operational-Related Greenhouse Gas Emissions	
Emissions Source	CO₂e (Metric tons/Year)
Proposed Project	
Area Source (landscaping, on-site natural gas)	0
Energy	125
Mobile	277
Waste	14
Water	17
Total	433
<i>Sutter County CAP Threshold</i>	<i>1,800</i>
Exceeds Threshold?	No

Source: CalEEMod version 2016.3.2. Refer to Attachment A for Model Data Outputs.

As shown in Table 2-4, operation of the Project would result in the generation of approximately 433 metric tons of CO₂e annually. Annual operational emissions would not exceed the County significance

threshold of 1,800 metric tons of CO₂e. Additionally, the Project proposes the installation of solar photovoltaic panels on the covered parking areas, which would produce clean, renewable energy onsite and reduce the Project's reliance on delivered energy, an indirect source of GHG emissions. The GHG reductions attributable to the proposed solar panels were not accounted for in the CalEEMod modeling, and thus the Project GHG emissions identified in Table 2-4 would likely be less. The County thresholds were developed based on substantial evidence that such thresholds represent a substantial source of GHG emissions. Compliance means that the environmental impact of the GHG emissions will not be cumulatively considerable under CEQA. Compliance with such thresholds will be part of the solution to the cumulative GHG emissions problem, rather than hinder the State's ability to meet its goals of reduced statewide GHG emissions.

2.3.4 Conclusions

As demonstrated with this assessment, the development complies with the requirements of the County CAP. All new development, including that proposed by the Project, will exceed 2010 Building Energy Efficiency Standards beyond 20 percent simply by complying with the 2019 Title 24 standards. Further, the Project is projected to generate 433 metric tons of CO₂e annually, which is less than the significance threshold of 1,800 metric tons annually. This threshold was developed based on substantial evidence that such thresholds represent quantitative levels of GHG emissions, compliance with which means that the environmental impact of the GHG emissions will normally not be cumulatively considerable under CEQA. Compliance with this threshold will be part of the solution to the cumulative GHG emissions problem, rather than hinder the State's ability to meet its goals of reduced statewide GHG emissions.

In sum, the Project will have a less than significant impact on GHG emissions.

3.0 REFERENCES

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CalEEMod Output File for Greenhouse Gas Emissions

ET Quality RV Sales and Service Construction Phase 1 - Sutter County, Annual

**ET Quality RV Sales and Service Construction Phase 1
Sutter County, Annual**

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	20.00	1000sqft	0.46	20,000.00	0
General Light Industry	7.00	1000sqft	0.16	7,000.00	0
Other Non-Asphalt Surfaces	12.18	Acre	12.18	530,560.80	0
Parking Lot	29.00	Space	0.26	11,600.00	0

1.2 Other Project Characteristics

Urbanization	Rural	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	61
Climate Zone	3			Operational Year	2024
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MW hr)	641.35	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

ET Quality RV Sales and Service Construction Phase 1 - Sutter County, Annual

Project Characteristics -

Land Use - Land Use "Other Non-Asphalt Surfaces" accounts for graveled area (including sales and parking area along East Onstott Rd being paved in Phase 2), leach field, and retention pond as per Project Applicant

Construction Phase - No demolition required, combined construction, paving and architectural coating as these phases typically happen simultaneously

Off-road Equipment -

Off-road Equipment -

Off-road Equipment - no demo

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Vehicle Trips - Operations modeling done separately

Energy Use - Operational modeling done separately

Water And Wastewater - Operational modeling done seperatly

Solid Waste - Operational modeling done separately

Water Mitigation -

Trips and VMT -

ET Quality RV Sales and Service Construction Phase 1 - Sutter County, Annual

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	300.00	340.00
tblConstructionPhase	NumDays	20.00	0.00
tblConstructionPhase	NumDays	20.00	0.00
tblConstructionPhase	PhaseEndDate	7/17/2023	9/11/2023
tblConstructionPhase	PhaseEndDate	8/14/2023	7/17/2023
tblConstructionPhase	PhaseEndDate	9/11/2023	8/14/2023
tblProjectCharacteristics	UrbanizationLevel	Urban	Rural
tblSolidWaste	SolidWasteGenerationRate	8.68	0.00
tblSolidWaste	SolidWasteGenerationRate	18.60	0.00
tblVehicleTrips	ST_TR	1.32	0.00
tblVehicleTrips	ST_TR	2.46	0.00
tblVehicleTrips	SU_TR	0.68	0.00
tblVehicleTrips	SU_TR	1.05	0.00
tblVehicleTrips	WD_TR	6.97	0.00
tblVehicleTrips	WD_TR	11.03	0.00
tblWater	IndoorWaterUseRate	1,618,750.00	0.00
tblWater	IndoorWaterUseRate	3,554,674.96	0.00
tblWater	OutdoorWaterUseRate	2,178,671.75	0.00

2.0 Emissions Summary

ET Quality RV Sales and Service Construction Phase 1 - Sutter County, Annual

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	3-1-2022	5-31-2022	1.1889	1.1889
2	6-1-2022	8-31-2022	0.9513	0.9513
3	9-1-2022	11-30-2022	0.9459	0.9459
4	12-1-2022	2-28-2023	0.8649	0.8649
5	3-1-2023	5-31-2023	0.8410	0.8410
6	6-1-2023	8-31-2023	0.8391	0.8391
7	9-1-2023	9-30-2023	0.1003	0.1003
		Highest	1.1889	1.1889

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.1907	1.0000e-005	6.3000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.2200e-003	1.2200e-003	0.0000	0.0000	1.3000e-003
Energy	2.2000e-003	0.0200	0.0168	1.2000e-004		1.5200e-003	1.5200e-003		1.5200e-003	1.5200e-003	0.0000	93.9281	93.9281	3.6800e-003	1.0700e-003	94.3401
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.1929	0.0200	0.0174	1.2000e-004	0.0000	1.5200e-003	1.5200e-003	0.0000	1.5200e-003	1.5200e-003	0.0000	93.9293	93.9293	3.6800e-003	1.0700e-003	94.3414

ET Quality RV Sales and Service Construction Phase 1 - Sutter County, Annual

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.1907	1.0000e-005	6.3000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.2200e-003	1.2200e-003	0.0000	0.0000	1.3000e-003
Energy	2.2000e-003	0.0200	0.0168	1.2000e-004		1.5200e-003	1.5200e-003		1.5200e-003	1.5200e-003	0.0000	93.9281	93.9281	3.6800e-003	1.0700e-003	94.3401
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.1929	0.0200	0.0174	1.2000e-004	0.0000	1.5200e-003	1.5200e-003	0.0000	1.5200e-003	1.5200e-003	0.0000	93.9293	93.9293	3.6800e-003	1.0700e-003	94.3414

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

ET Quality RV Sales and Service Construction Phase 1 - Sutter County, Annual

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	3/1/2022	3/28/2022	5	20	
2	Site Preparation	Site Preparation	3/29/2022	4/11/2022	5	10	
3	Grading	Grading	4/12/2022	5/23/2022	5	30	
4	Building Construction phase 1	Building Construction	5/24/2022	9/11/2023	5	340	
5	Paving	Paving	7/18/2023	7/17/2023	5	0	
6	Architectural Coating	Architectural Coating	8/15/2023	8/14/2023	5	0	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 75

Acres of Paving: 12.44

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 40,500; Non-Residential Outdoor: 13,500; Striped Parking Area: 32,530 (Architectural Coating – sqft)

OffRoad Equipment

ET Quality RV Sales and Service Construction Phase 1 - Sutter County, Annual

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction phase 1	Cranes	1	7.00	231	0.29
Building Construction phase 1	Forklifts	3	8.00	89	0.20
Building Construction phase 1	Generator Sets	1	8.00	84	0.74
Building Construction phase 1	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction phase 1	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

ET Quality RV Sales and Service Construction Phase 1 - Sutter County, Annual

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction phase 1	9	237.00	93.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	47.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0264	0.2572	0.2059	3.9000e-004		0.0124	0.0124		0.0116	0.0116	0.0000	33.9902	33.9902	9.5500e-003	0.0000	34.2289
Total	0.0264	0.2572	0.2059	3.9000e-004		0.0124	0.0124		0.0116	0.0116	0.0000	33.9902	33.9902	9.5500e-003	0.0000	34.2289

ET Quality RV Sales and Service Construction Phase 1 - Sutter County, Annual

3.2 Demolition - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.4000e-004	5.1000e-004	4.9500e-003	2.0000e-005	1.8500e-003	1.0000e-005	1.8600e-003	4.9000e-004	1.0000e-005	5.0000e-004	0.0000	1.3993	1.3993	3.0000e-005	0.0000	1.4002
Total	6.4000e-004	5.1000e-004	4.9500e-003	2.0000e-005	1.8500e-003	1.0000e-005	1.8600e-003	4.9000e-004	1.0000e-005	5.0000e-004	0.0000	1.3993	1.3993	3.0000e-005	0.0000	1.4002

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0264	0.2572	0.2059	3.9000e-004		0.0124	0.0124		0.0116	0.0116	0.0000	33.9902	33.9902	9.5500e-003	0.0000	34.2289
Total	0.0264	0.2572	0.2059	3.9000e-004		0.0124	0.0124		0.0116	0.0116	0.0000	33.9902	33.9902	9.5500e-003	0.0000	34.2289

ET Quality RV Sales and Service Construction Phase 1 - Sutter County, Annual

3.2 Demolition - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.4000e-004	5.1000e-004	4.9500e-003	2.0000e-005	1.8500e-003	1.0000e-005	1.8600e-003	4.9000e-004	1.0000e-005	5.0000e-004	0.0000	1.3993	1.3993	3.0000e-005	0.0000	1.4002
Total	6.4000e-004	5.1000e-004	4.9500e-003	2.0000e-005	1.8500e-003	1.0000e-005	1.8600e-003	4.9000e-004	1.0000e-005	5.0000e-004	0.0000	1.3993	1.3993	3.0000e-005	0.0000	1.4002

3.3 Site Preparation - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0903	0.0000	0.0903	0.0497	0.0000	0.0497	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0159	0.1654	0.0985	1.9000e-004		8.0600e-003	8.0600e-003		7.4200e-003	7.4200e-003	0.0000	16.7197	16.7197	5.4100e-003	0.0000	16.8549
Total	0.0159	0.1654	0.0985	1.9000e-004	0.0903	8.0600e-003	0.0984	0.0497	7.4200e-003	0.0571	0.0000	16.7197	16.7197	5.4100e-003	0.0000	16.8549

ET Quality RV Sales and Service Construction Phase 1 - Sutter County, Annual

3.3 Site Preparation - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.9000e-004	3.0000e-004	2.9700e-003	1.0000e-005	1.1100e-003	1.0000e-005	1.1100e-003	2.9000e-004	1.0000e-005	3.0000e-004	0.0000	0.8396	0.8396	2.0000e-005	0.0000	0.8401
Total	3.9000e-004	3.0000e-004	2.9700e-003	1.0000e-005	1.1100e-003	1.0000e-005	1.1100e-003	2.9000e-004	1.0000e-005	3.0000e-004	0.0000	0.8396	0.8396	2.0000e-005	0.0000	0.8401

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0903	0.0000	0.0903	0.0497	0.0000	0.0497	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0159	0.1654	0.0985	1.9000e-004		8.0600e-003	8.0600e-003		7.4200e-003	7.4200e-003	0.0000	16.7197	16.7197	5.4100e-003	0.0000	16.8549
Total	0.0159	0.1654	0.0985	1.9000e-004	0.0903	8.0600e-003	0.0984	0.0497	7.4200e-003	0.0571	0.0000	16.7197	16.7197	5.4100e-003	0.0000	16.8549

ET Quality RV Sales and Service Construction Phase 1 - Sutter County, Annual

3.3 Site Preparation - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.9000e-004	3.0000e-004	2.9700e-003	1.0000e-005	1.1100e-003	1.0000e-005	1.1100e-003	2.9000e-004	1.0000e-005	3.0000e-004	0.0000	0.8396	0.8396	2.0000e-005	0.0000	0.8401
Total	3.9000e-004	3.0000e-004	2.9700e-003	1.0000e-005	1.1100e-003	1.0000e-005	1.1100e-003	2.9000e-004	1.0000e-005	3.0000e-004	0.0000	0.8396	0.8396	2.0000e-005	0.0000	0.8401

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1301	0.0000	0.1301	0.0540	0.0000	0.0540	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0544	0.5827	0.4356	9.3000e-004		0.0245	0.0245		0.0226	0.0226	0.0000	81.8019	81.8019	0.0265	0.0000	82.4633
Total	0.0544	0.5827	0.4356	9.3000e-004	0.1301	0.0245	0.1546	0.0540	0.0226	0.0765	0.0000	81.8019	81.8019	0.0265	0.0000	82.4633

ET Quality RV Sales and Service Construction Phase 1 - Sutter County, Annual

3.4 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2900e-003	1.0100e-003	9.9100e-003	3.0000e-005	3.6900e-003	2.0000e-005	3.7100e-003	9.8000e-004	2.0000e-005	1.0000e-003	0.0000	2.7986	2.7986	7.0000e-005	0.0000	2.8003
Total	1.2900e-003	1.0100e-003	9.9100e-003	3.0000e-005	3.6900e-003	2.0000e-005	3.7100e-003	9.8000e-004	2.0000e-005	1.0000e-003	0.0000	2.7986	2.7986	7.0000e-005	0.0000	2.8003

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1301	0.0000	0.1301	0.0540	0.0000	0.0540	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0544	0.5827	0.4356	9.3000e-004		0.0245	0.0245		0.0226	0.0226	0.0000	81.8018	81.8018	0.0265	0.0000	82.4632
Total	0.0544	0.5827	0.4356	9.3000e-004	0.1301	0.0245	0.1546	0.0540	0.0226	0.0765	0.0000	81.8018	81.8018	0.0265	0.0000	82.4632

ET Quality RV Sales and Service Construction Phase 1 - Sutter County, Annual

3.4 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2900e-003	1.0100e-003	9.9100e-003	3.0000e-005	3.6900e-003	2.0000e-005	3.7100e-003	9.8000e-004	2.0000e-005	1.0000e-003	0.0000	2.7986	2.7986	7.0000e-005	0.0000	2.8003
Total	1.2900e-003	1.0100e-003	9.9100e-003	3.0000e-005	3.6900e-003	2.0000e-005	3.7100e-003	9.8000e-004	2.0000e-005	1.0000e-003	0.0000	2.7986	2.7986	7.0000e-005	0.0000	2.8003

3.5 Building Construction phase 1 - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1357	1.2414	1.3009	2.1400e-003		0.0643	0.0643		0.0605	0.0605	0.0000	184.2216	184.2216	0.0441	0.0000	185.3249
Total	0.1357	1.2414	1.3009	2.1400e-003		0.0643	0.0643		0.0605	0.0605	0.0000	184.2216	184.2216	0.0441	0.0000	185.3249

ET Quality RV Sales and Service Construction Phase 1 - Sutter County, Annual

3.5 Building Construction phase 1 - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0216	0.7650	0.1317	1.9900e-003	0.0440	1.7500e-003	0.0457	0.0127	1.6700e-003	0.0144	0.0000	189.0902	189.0902	0.0171	0.0000	189.5187
Worker	0.0810	0.0635	0.6222	1.9400e-003	0.2319	1.2700e-003	0.2332	0.0617	1.1700e-003	0.0629	0.0000	175.7667	175.7667	4.2400e-003	0.0000	175.8726
Total	0.1025	0.8285	0.7539	3.9300e-003	0.2759	3.0200e-003	0.2789	0.0744	2.8400e-003	0.0772	0.0000	364.8570	364.8570	0.0214	0.0000	365.3913

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1357	1.2414	1.3009	2.1400e-003		0.0643	0.0643		0.0605	0.0605	0.0000	184.2214	184.2214	0.0441	0.0000	185.3247
Total	0.1357	1.2414	1.3009	2.1400e-003		0.0643	0.0643		0.0605	0.0605	0.0000	184.2214	184.2214	0.0441	0.0000	185.3247

ET Quality RV Sales and Service Construction Phase 1 - Sutter County, Annual

3.5 Building Construction phase 1 - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0216	0.7650	0.1317	1.9900e-003	0.0440	1.7500e-003	0.0457	0.0127	1.6700e-003	0.0144	0.0000	189.0902	189.0902	0.0171	0.0000	189.5187
Worker	0.0810	0.0635	0.6222	1.9400e-003	0.2319	1.2700e-003	0.2332	0.0617	1.1700e-003	0.0629	0.0000	175.7667	175.7667	4.2400e-003	0.0000	175.8726
Total	0.1025	0.8285	0.7539	3.9300e-003	0.2759	3.0200e-003	0.2789	0.0744	2.8400e-003	0.0772	0.0000	364.8570	364.8570	0.0214	0.0000	365.3913

3.5 Building Construction phase 1 - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1423	1.3018	1.4701	2.4400e-003		0.0633	0.0633		0.0596	0.0596	0.0000	209.7833	209.7833	0.0499	0.0000	211.0309
Total	0.1423	1.3018	1.4701	2.4400e-003		0.0633	0.0633		0.0596	0.0596	0.0000	209.7833	209.7833	0.0499	0.0000	211.0309

ET Quality RV Sales and Service Construction Phase 1 - Sutter County, Annual

3.5 Building Construction phase 1 - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0173	0.7031	0.1216	2.2200e-003	0.0501	6.2000e-004	0.0507	0.0145	5.9000e-004	0.0151	0.0000	210.9966	210.9966	0.0132	0.0000	211.3273
Worker	0.0855	0.0645	0.6491	2.1300e-003	0.2640	1.4200e-003	0.2654	0.0702	1.3100e-003	0.0715	0.0000	192.3842	192.3842	4.2800e-003	0.0000	192.4910
Total	0.1027	0.7675	0.7707	4.3500e-003	0.3141	2.0400e-003	0.3161	0.0847	1.9000e-003	0.0866	0.0000	403.3807	403.3807	0.0175	0.0000	403.8183

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1423	1.3018	1.4701	2.4400e-003		0.0633	0.0633		0.0596	0.0596	0.0000	209.7830	209.7830	0.0499	0.0000	211.0307
Total	0.1423	1.3018	1.4701	2.4400e-003		0.0633	0.0633		0.0596	0.0596	0.0000	209.7830	209.7830	0.0499	0.0000	211.0307

ET Quality RV Sales and Service Construction Phase 1 - Sutter County, Annual

3.7 Architectural Coating - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

ET Quality RV Sales and Service Construction Phase 1 - Sutter County, Annual

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Light Industry	0.00	0.00	0.00		
General Office Building	0.00	0.00	0.00		
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Light Industry	14.70	6.60	6.60	59.00	28.00	13.00	92	5	3
General Office Building	14.70	6.60	6.60	33.00	48.00	19.00	77	19	4
Other Non-Asphalt Surfaces	14.70	6.60	6.60	0.00	0.00	0.00	0	0	0
Parking Lot	14.70	6.60	6.60	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

ET Quality RV Sales and Service Construction Phase 1 - Sutter County, Annual

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Light Industry	0.527593	0.026380	0.166205	0.101803	0.022997	0.005275	0.029421	0.113989	0.000826	0.000486	0.003365	0.000985	0.000676
General Office Building	0.527593	0.026380	0.166205	0.101803	0.022997	0.005275	0.029421	0.113989	0.000826	0.000486	0.003365	0.000985	0.000676
Other Non-Asphalt Surfaces	0.527593	0.026380	0.166205	0.101803	0.022997	0.005275	0.029421	0.113989	0.000826	0.000486	0.003365	0.000985	0.000676
Parking Lot	0.527593	0.026380	0.166205	0.101803	0.022997	0.005275	0.029421	0.113989	0.000826	0.000486	0.003365	0.000985	0.000676

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	72.2042	72.2042	3.2600e-003	6.8000e-004	72.4871
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	72.2042	72.2042	3.2600e-003	6.8000e-004	72.4871
NaturalGas Mitigated	2.2000e-003	0.0200	0.0168	1.2000e-004		1.5200e-003	1.5200e-003		1.5200e-003	1.5200e-003	0.0000	21.7239	21.7239	4.2000e-004	4.0000e-004	21.8530
NaturalGas Unmitigated	2.2000e-003	0.0200	0.0168	1.2000e-004		1.5200e-003	1.5200e-003		1.5200e-003	1.5200e-003	0.0000	21.7239	21.7239	4.2000e-004	4.0000e-004	21.8530

ET Quality RV Sales and Service Construction Phase 1 - Sutter County, Annual

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
General Light Industry	146090	7.9000e-004	7.1600e-003	6.0200e-003	4.0000e-005		5.4000e-004	5.4000e-004		5.4000e-004	5.4000e-004	0.0000	7.7959	7.7959	1.5000e-004	1.4000e-004	7.8423
General Office Building	261000	1.4100e-003	0.0128	0.0108	8.0000e-005		9.7000e-004	9.7000e-004		9.7000e-004	9.7000e-004	0.0000	13.9280	13.9280	2.7000e-004	2.6000e-004	14.0107
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		2.2000e-003	0.0200	0.0168	1.2000e-004		1.5100e-003	1.5100e-003		1.5100e-003	1.5100e-003	0.0000	21.7239	21.7239	4.2000e-004	4.0000e-004	21.8530

ET Quality RV Sales and Service Construction Phase 1 - Sutter County, Annual

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
General Light Industry	146090	7.9000e-004	7.1600e-003	6.0200e-003	4.0000e-005		5.4000e-004	5.4000e-004		5.4000e-004	5.4000e-004	0.0000	7.7959	7.7959	1.5000e-004	1.4000e-004	7.8423
General Office Building	261000	1.4100e-003	0.0128	0.0108	8.0000e-005		9.7000e-004	9.7000e-004		9.7000e-004	9.7000e-004	0.0000	13.9280	13.9280	2.7000e-004	2.6000e-004	14.0107
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		2.2000e-003	0.0200	0.0168	1.2000e-004		1.5100e-003	1.5100e-003		1.5100e-003	1.5100e-003	0.0000	21.7239	21.7239	4.2000e-004	4.0000e-004	21.8530

ET Quality RV Sales and Service Construction Phase 1 - Sutter County, Annual

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Light Industry	61740	17.9609	8.1000e-004	1.7000e-004	18.0313
General Office Building	182400	53.0623	2.4000e-003	5.0000e-004	53.2702
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	4060	1.1811	5.0000e-005	1.0000e-005	1.1857
Total		72.2042	3.2600e-003	6.8000e-004	72.4872

ET Quality RV Sales and Service Construction Phase 1 - Sutter County, Annual

5.3 Energy by Land Use - Electricity**Mitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Light Industry	61740	17.9609	8.1000e-004	1.7000e-004	18.0313
General Office Building	182400	53.0623	2.4000e-003	5.0000e-004	53.2702
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	4060	1.1811	5.0000e-005	1.0000e-005	1.1857
Total		72.2042	3.2600e-003	6.8000e-004	72.4872

6.0 Area Detail**6.1 Mitigation Measures Area**

ET Quality RV Sales and Service Construction Phase 1 - Sutter County, Annual

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.1907	1.0000e-005	6.3000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.2200e-003	1.2200e-003	0.0000	0.0000	1.3000e-003
Unmitigated	0.1907	1.0000e-005	6.3000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.2200e-003	1.2200e-003	0.0000	0.0000	1.3000e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0501					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.1405					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	6.0000e-005	1.0000e-005	6.3000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.2200e-003	1.2200e-003	0.0000	0.0000	1.3000e-003
Total	0.1907	1.0000e-005	6.3000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.2200e-003	1.2200e-003	0.0000	0.0000	1.3000e-003

ET Quality RV Sales and Service Construction Phase 1 - Sutter County, Annual

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0501					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.1405					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	6.0000e-005	1.0000e-005	6.3000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.2200e-003	1.2200e-003	0.0000	0.0000	1.3000e-003
Total	0.1907	1.0000e-005	6.3000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.2200e-003	1.2200e-003	0.0000	0.0000	1.3000e-003

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

ET Quality RV Sales and Service Construction Phase 1 - Sutter County, Annual

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Light Industry	0 / 0	0.0000	0.0000	0.0000	0.0000
General Office Building	0 / 0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

ET Quality RV Sales and Service Construction Phase 1 - Sutter County, Annual

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Light Industry	0 / 0	0.0000	0.0000	0.0000	0.0000
General Office Building	0 / 0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

8.0 Waste Detail

8.1 Mitigation Measures Waste

ET Quality RV Sales and Service Construction Phase 1 - Sutter County, Annual

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Light Industry	0	0.0000	0.0000	0.0000	0.0000
General Office Building	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

ET Quality RV Sales and Service Construction Phase 1 - Sutter County, Annual

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Light Industry	0	0.0000	0.0000	0.0000	0.0000
General Office Building	0	0.0000	0.0000	0.0000	0.0000
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
----------------	--------	-----------	-----------	-------------	-------------	-----------

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
----------------	--------	-----------	------------	-------------	-------------	-----------

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

ET Quality RV Sales and Service Construction Phase 1 - Sutter County, Annual

Equipment Type	Number
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11.0 Vegetation

ET Quality RV Sales and Service Construction Phase 2 - Sutter County, Annual

**ET Quality RV Sales and Service Construction Phase 2
Sutter County, Annual**

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	7.10	Acre	7.10	309,276.00	0

1.2 Other Project Characteristics

Urbanization	Rural	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	61
Climate Zone	3			Operational Year	2024
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MW hr)	641.35	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

ET Quality RV Sales and Service Construction Phase 2 - Sutter County, Annual

Project Characteristics -

Land Use - Land Uses account for Phase 2 paved areas, including the paving of graveled areas from phase 1 (paved sales areas and remaining 14 parking spaces) as per project Plans

Construction Phase - No demolition or architectural coating, paving and construction anticipated to occur simultaneously

Off-road Equipment - No painting anticipated during phase 2

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Vehicle Trips -

Energy Use - Operations modeled seperately

Water And Wastewater -

Solid Waste -

Off-road Equipment -

Table Name	Column Name	Default Value	New Value
tblEnergyUse	LightingElect	0.35	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblProjectCharacteristics	UrbanizationLevel	Urban	Rural

2.0 Emissions Summary

ET Quality RV Sales and Service Construction Phase 2 - Sutter County, Annual

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	3-1-2023	5-31-2023	0.7545	0.7545
2	6-1-2023	8-31-2023	0.6969	0.6969
3	9-1-2023	11-30-2023	0.6915	0.6915
4	12-1-2023	2-29-2024	0.6675	0.6675
5	3-1-2024	5-31-2024	0.4117	0.4117
		Highest	0.7545	0.7545

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0308	0.0000	7.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.3000e-004	1.3000e-004	0.0000	0.0000	1.4000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0308	0.0000	7.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	1.3000e-004	1.3000e-004	0.0000	0.0000	1.4000e-004

ET Quality RV Sales and Service Construction Phase 2 - Sutter County, Annual

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0308	0.0000	7.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.3000e-004	1.3000e-004	0.0000	0.0000	1.4000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0308	0.0000	7.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	1.3000e-004	1.3000e-004	0.0000	0.0000	1.4000e-004

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

ET Quality RV Sales and Service Construction Phase 2 - Sutter County, Annual

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	3/1/2023	3/28/2023	5	20	
2	Site Preparation	Site Preparation	3/29/2023	4/11/2023	5	10	
3	Grading	Grading	4/12/2023	5/9/2023	5	20	
4	Building Construction	Building Construction	5/10/2023	3/26/2024	5	230	
5	Paving	Paving	3/27/2024	4/23/2024	5	20	
6	Architectural Coating	Architectural Coating	4/24/2024	5/21/2024	5	20	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 10

Acres of Paving: 7.1

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 18,557 (Architectural Coating – sqft)

OffRoad Equipment

ET Quality RV Sales and Service Construction Phase 2 - Sutter County, Annual

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	0	6.00	78	0.48

Trips and VMT

ET Quality RV Sales and Service Construction Phase 2 - Sutter County, Annual

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	130.00	51.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	0	26.00	0.00	0.00	16.80	6.60	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0227	0.2148	0.1964	3.9000e-004		9.9800e-003	9.9800e-003		9.2800e-003	9.2800e-003	0.0000	33.9921	33.9921	9.5200e-003	0.0000	34.2301
Total	0.0227	0.2148	0.1964	3.9000e-004		9.9800e-003	9.9800e-003		9.2800e-003	9.2800e-003	0.0000	33.9921	33.9921	9.5200e-003	0.0000	34.2301

ET Quality RV Sales and Service Construction Phase 2 - Sutter County, Annual

3.2 Demolition - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.0000e-004	4.5000e-004	4.5400e-003	1.0000e-005	1.8500e-003	1.0000e-005	1.8600e-003	4.9000e-004	1.0000e-005	5.0000e-004	0.0000	1.3454	1.3454	3.0000e-005	0.0000	1.3462
Total	6.0000e-004	4.5000e-004	4.5400e-003	1.0000e-005	1.8500e-003	1.0000e-005	1.8600e-003	4.9000e-004	1.0000e-005	5.0000e-004	0.0000	1.3454	1.3454	3.0000e-005	0.0000	1.3462

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0227	0.2148	0.1964	3.9000e-004		9.9800e-003	9.9800e-003		9.2800e-003	9.2800e-003	0.0000	33.9920	33.9920	9.5200e-003	0.0000	34.2300
Total	0.0227	0.2148	0.1964	3.9000e-004		9.9800e-003	9.9800e-003		9.2800e-003	9.2800e-003	0.0000	33.9920	33.9920	9.5200e-003	0.0000	34.2300

ET Quality RV Sales and Service Construction Phase 2 - Sutter County, Annual

3.2 Demolition - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.0000e-004	4.5000e-004	4.5400e-003	1.0000e-005	1.8500e-003	1.0000e-005	1.8600e-003	4.9000e-004	1.0000e-005	5.0000e-004	0.0000	1.3454	1.3454	3.0000e-005	0.0000	1.3462
Total	6.0000e-004	4.5000e-004	4.5400e-003	1.0000e-005	1.8500e-003	1.0000e-005	1.8600e-003	4.9000e-004	1.0000e-005	5.0000e-004	0.0000	1.3454	1.3454	3.0000e-005	0.0000	1.3462

3.3 Site Preparation - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0903	0.0000	0.0903	0.0497	0.0000	0.0497	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0133	0.1376	0.0912	1.9000e-004		6.3300e-003	6.3300e-003		5.8200e-003	5.8200e-003	0.0000	16.7254	16.7254	5.4100e-003	0.0000	16.8606
Total	0.0133	0.1376	0.0912	1.9000e-004	0.0903	6.3300e-003	0.0967	0.0497	5.8200e-003	0.0555	0.0000	16.7254	16.7254	5.4100e-003	0.0000	16.8606

ET Quality RV Sales and Service Construction Phase 2 - Sutter County, Annual

3.3 Site Preparation - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.6000e-004	2.7000e-004	2.7200e-003	1.0000e-005	1.1100e-003	1.0000e-005	1.1100e-003	2.9000e-004	1.0000e-005	3.0000e-004	0.0000	0.8073	0.8073	2.0000e-005	0.0000	0.8077
Total	3.6000e-004	2.7000e-004	2.7200e-003	1.0000e-005	1.1100e-003	1.0000e-005	1.1100e-003	2.9000e-004	1.0000e-005	3.0000e-004	0.0000	0.8073	0.8073	2.0000e-005	0.0000	0.8077

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0903	0.0000	0.0903	0.0497	0.0000	0.0497	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0133	0.1376	0.0912	1.9000e-004		6.3300e-003	6.3300e-003		5.8200e-003	5.8200e-003	0.0000	16.7253	16.7253	5.4100e-003	0.0000	16.8606
Total	0.0133	0.1376	0.0912	1.9000e-004	0.0903	6.3300e-003	0.0967	0.0497	5.8200e-003	0.0555	0.0000	16.7253	16.7253	5.4100e-003	0.0000	16.8606

ET Quality RV Sales and Service Construction Phase 2 - Sutter County, Annual

3.3 Site Preparation - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.6000e-004	2.7000e-004	2.7200e-003	1.0000e-005	1.1100e-003	1.0000e-005	1.1100e-003	2.9000e-004	1.0000e-005	3.0000e-004	0.0000	0.8073	0.8073	2.0000e-005	0.0000	0.8077
Total	3.6000e-004	2.7000e-004	2.7200e-003	1.0000e-005	1.1100e-003	1.0000e-005	1.1100e-003	2.9000e-004	1.0000e-005	3.0000e-004	0.0000	0.8073	0.8073	2.0000e-005	0.0000	0.8077

3.4 Grading - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0655	0.0000	0.0655	0.0337	0.0000	0.0337	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0171	0.1794	0.1475	3.0000e-004		7.7500e-003	7.7500e-003		7.1300e-003	7.1300e-003	0.0000	26.0606	26.0606	8.4300e-003	0.0000	26.2713
Total	0.0171	0.1794	0.1475	3.0000e-004	0.0655	7.7500e-003	0.0733	0.0337	7.1300e-003	0.0408	0.0000	26.0606	26.0606	8.4300e-003	0.0000	26.2713

ET Quality RV Sales and Service Construction Phase 2 - Sutter County, Annual

3.4 Grading - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.0000e-004	4.5000e-004	4.5400e-003	1.0000e-005	1.8500e-003	1.0000e-005	1.8600e-003	4.9000e-004	1.0000e-005	5.0000e-004	0.0000	1.3454	1.3454	3.0000e-005	0.0000	1.3462
Total	6.0000e-004	4.5000e-004	4.5400e-003	1.0000e-005	1.8500e-003	1.0000e-005	1.8600e-003	4.9000e-004	1.0000e-005	5.0000e-004	0.0000	1.3454	1.3454	3.0000e-005	0.0000	1.3462

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0655	0.0000	0.0655	0.0337	0.0000	0.0337	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0171	0.1794	0.1475	3.0000e-004		7.7500e-003	7.7500e-003		7.1300e-003	7.1300e-003	0.0000	26.0606	26.0606	8.4300e-003	0.0000	26.2713
Total	0.0171	0.1794	0.1475	3.0000e-004	0.0655	7.7500e-003	0.0733	0.0337	7.1300e-003	0.0408	0.0000	26.0606	26.0606	8.4300e-003	0.0000	26.2713

ET Quality RV Sales and Service Construction Phase 2 - Sutter County, Annual

3.4 Grading - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.0000e-004	4.5000e-004	4.5400e-003	1.0000e-005	1.8500e-003	1.0000e-005	1.8600e-003	4.9000e-004	1.0000e-005	5.0000e-004	0.0000	1.3454	1.3454	3.0000e-005	0.0000	1.3462
Total	6.0000e-004	4.5000e-004	4.5400e-003	1.0000e-005	1.8500e-003	1.0000e-005	1.8600e-003	4.9000e-004	1.0000e-005	5.0000e-004	0.0000	1.3454	1.3454	3.0000e-005	0.0000	1.3462

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1321	1.2083	1.3645	2.2600e-003		0.0588	0.0588		0.0553	0.0553	0.0000	194.7160	194.7160	0.0463	0.0000	195.8740
Total	0.1321	1.2083	1.3645	2.2600e-003		0.0588	0.0588		0.0553	0.0553	0.0000	194.7160	194.7160	0.0463	0.0000	195.8740

ET Quality RV Sales and Service Construction Phase 2 - Sutter County, Annual

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	8.7900e-003	0.3579	0.0619	1.1300e-003	0.0255	3.1000e-004	0.0258	7.3700e-003	3.0000e-004	7.6700e-003	0.0000	107.3973	107.3973	6.7300e-003	0.0000	107.5656
Worker	0.0435	0.0328	0.3305	1.0800e-003	0.1344	7.2000e-004	0.1351	0.0358	6.6000e-004	0.0364	0.0000	97.9479	97.9479	2.1800e-003	0.0000	98.0023
Total	0.0523	0.3907	0.3924	2.2100e-003	0.1599	1.0300e-003	0.1609	0.0431	9.6000e-004	0.0441	0.0000	205.3452	205.3452	8.9100e-003	0.0000	205.5679

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1321	1.2083	1.3645	2.2600e-003		0.0588	0.0588		0.0553	0.0553	0.0000	194.7158	194.7158	0.0463	0.0000	195.8738
Total	0.1321	1.2083	1.3645	2.2600e-003		0.0588	0.0588		0.0553	0.0553	0.0000	194.7158	194.7158	0.0463	0.0000	195.8738

ET Quality RV Sales and Service Construction Phase 2 - Sutter County, Annual

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	8.7900e-003	0.3579	0.0619	1.1300e-003	0.0255	3.1000e-004	0.0258	7.3700e-003	3.0000e-004	7.6700e-003	0.0000	107.3973	107.3973	6.7300e-003	0.0000	107.5656
Worker	0.0435	0.0328	0.3305	1.0800e-003	0.1344	7.2000e-004	0.1351	0.0358	6.6000e-004	0.0364	0.0000	97.9479	97.9479	2.1800e-003	0.0000	98.0023
Total	0.0523	0.3907	0.3924	2.2100e-003	0.1599	1.0300e-003	0.1609	0.0431	9.6000e-004	0.0441	0.0000	205.3452	205.3452	8.9100e-003	0.0000	205.5679

3.5 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0456	0.4168	0.5012	8.4000e-004		0.0190	0.0190		0.0179	0.0179	0.0000	71.8732	71.8732	0.0170	0.0000	72.2981
Total	0.0456	0.4168	0.5012	8.4000e-004		0.0190	0.0190		0.0179	0.0179	0.0000	71.8732	71.8732	0.0170	0.0000	72.2981

ET Quality RV Sales and Service Construction Phase 2 - Sutter County, Annual

3.5 Building Construction - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.1300e-003	0.1311	0.0213	4.1000e-004	9.4000e-003	1.1000e-004	9.5200e-003	2.7200e-003	1.1000e-004	2.8300e-003	0.0000	39.3074	39.3074	2.5900e-003	0.0000	39.3722
Worker	0.0149	0.0108	0.1121	3.8000e-004	0.0496	2.6000e-004	0.0499	0.0132	2.4000e-004	0.0134	0.0000	34.7140	34.7140	7.1000e-004	0.0000	34.7318
Total	0.0181	0.1419	0.1334	7.9000e-004	0.0590	3.7000e-004	0.0594	0.0159	3.5000e-004	0.0163	0.0000	74.0214	74.0214	3.3000e-003	0.0000	74.1040

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0456	0.4168	0.5012	8.4000e-004		0.0190	0.0190		0.0179	0.0179	0.0000	71.8731	71.8731	0.0170	0.0000	72.2980
Total	0.0456	0.4168	0.5012	8.4000e-004		0.0190	0.0190		0.0179	0.0179	0.0000	71.8731	71.8731	0.0170	0.0000	72.2980

ET Quality RV Sales and Service Construction Phase 2 - Sutter County, Annual

3.5 Building Construction - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.1300e-003	0.1311	0.0213	4.1000e-004	9.4000e-003	1.1000e-004	9.5200e-003	2.7200e-003	1.1000e-004	2.8300e-003	0.0000	39.3074	39.3074	2.5900e-003	0.0000	39.3722
Worker	0.0149	0.0108	0.1121	3.8000e-004	0.0496	2.6000e-004	0.0499	0.0132	2.4000e-004	0.0134	0.0000	34.7140	34.7140	7.1000e-004	0.0000	34.7318
Total	0.0181	0.1419	0.1334	7.9000e-004	0.0590	3.7000e-004	0.0594	0.0159	3.5000e-004	0.0163	0.0000	74.0214	74.0214	3.3000e-003	0.0000	74.1040

3.6 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	9.8800e-003	0.0953	0.1463	2.3000e-004		4.6900e-003	4.6900e-003		4.3100e-003	4.3100e-003	0.0000	20.0265	20.0265	6.4800e-003	0.0000	20.1885
Paving	9.3000e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0192	0.0953	0.1463	2.3000e-004		4.6900e-003	4.6900e-003		4.3100e-003	4.3100e-003	0.0000	20.0265	20.0265	6.4800e-003	0.0000	20.1885

ET Quality RV Sales and Service Construction Phase 2 - Sutter County, Annual

3.6 Paving - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.6000e-004	4.0000e-004	4.1700e-003	1.0000e-005	1.8500e-003	1.0000e-005	1.8600e-003	4.9000e-004	1.0000e-005	5.0000e-004	0.0000	1.2921	1.2921	3.0000e-005	0.0000	1.2928
Total	5.6000e-004	4.0000e-004	4.1700e-003	1.0000e-005	1.8500e-003	1.0000e-005	1.8600e-003	4.9000e-004	1.0000e-005	5.0000e-004	0.0000	1.2921	1.2921	3.0000e-005	0.0000	1.2928

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	9.8800e-003	0.0953	0.1463	2.3000e-004		4.6900e-003	4.6900e-003		4.3100e-003	4.3100e-003	0.0000	20.0265	20.0265	6.4800e-003	0.0000	20.1884
Paving	9.3000e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0192	0.0953	0.1463	2.3000e-004		4.6900e-003	4.6900e-003		4.3100e-003	4.3100e-003	0.0000	20.0265	20.0265	6.4800e-003	0.0000	20.1884

ET Quality RV Sales and Service Construction Phase 2 - Sutter County, Annual

3.7 Architectural Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.6000e-004	7.0000e-004	7.2300e-003	2.0000e-005	3.2000e-003	2.0000e-005	3.2200e-003	8.5000e-004	2.0000e-005	8.7000e-004	0.0000	2.2396	2.2396	5.0000e-005	0.0000	2.2408
Total	9.6000e-004	7.0000e-004	7.2300e-003	2.0000e-005	3.2000e-003	2.0000e-005	3.2200e-003	8.5000e-004	2.0000e-005	8.7000e-004	0.0000	2.2396	2.2396	5.0000e-005	0.0000	2.2408

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

ET Quality RV Sales and Service Construction Phase 2 - Sutter County, Annual

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Parking Lot	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Parking Lot	14.70	6.60	6.60	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Parking Lot	0.527593	0.026380	0.166205	0.101803	0.022997	0.005275	0.029421	0.113989	0.000826	0.000486	0.003365	0.000985	0.000676

5.0 Energy Detail

Historical Energy Use: N

ET Quality RV Sales and Service Construction Phase 2 - Sutter County, Annual

5.2 Energy by Land Use - Natural Gas

Mitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

ET Quality RV Sales and Service Construction Phase 2 - Sutter County, Annual

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0308	0.0000	7.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.3000e-004	1.3000e-004	0.0000	0.0000	1.4000e-004
Unmitigated	0.0308	0.0000	7.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.3000e-004	1.3000e-004	0.0000	0.0000	1.4000e-004

ET Quality RV Sales and Service Construction Phase 2 - Sutter County, Annual

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0108					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0200					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.0000e-005	0.0000	7.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.3000e-004	1.3000e-004	0.0000	0.0000	1.4000e-004
Total	0.0308	0.0000	7.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.3000e-004	1.3000e-004	0.0000	0.0000	1.4000e-004

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0108					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0200					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.0000e-005	0.0000	7.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.3000e-004	1.3000e-004	0.0000	0.0000	1.4000e-004
Total	0.0308	0.0000	7.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.3000e-004	1.3000e-004	0.0000	0.0000	1.4000e-004

7.0 Water Detail

ET Quality RV Sales and Service Construction Phase 2 - Sutter County, Annual

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

ET Quality RV Sales and Service Construction Phase 2 - Sutter County, Annual

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

ET Quality RV Sales and Service Construction Phase 2 - Sutter County, Annual

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
----------------	--------	-----------	-----------	-------------	-------------	-----------

ET Quality RV Sales and Service Construction Phase 2 - Sutter County, Annual

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
----------------	--------	-----------	------------	-------------	-------------	-----------

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
----------------	--------	----------------	-----------------	---------------	-----------

User Defined Equipment

Equipment Type	Number
----------------	--------

11.0 Vegetation

ET Quality RV Sales and Service Operations - Sutter County, Annual

ET Quality RV Sales and Service Operations
Sutter County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	20.00	1000sqft	0.46	20,000.00	0
General Light Industry	7.00	1000sqft	0.16	7,000.00	0
Other Non-Asphalt Surfaces	10.59	Acre	10.59	461,300.40	0
Parking Lot	7.10	Acre	7.10	309,276.00	0

1.2 Other Project Characteristics

Urbanization	Rural	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	61
Climate Zone	3			Operational Year	2024
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MW hr)	641.35	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

ET Quality RV Sales and Service Operations - Sutter County, Annual

Project Characteristics -

Land Use - Land Uses account for all paved parking/sales areas along East Onstott Road (43 total parking spaces); the remaining graveled areas, leach field and retention pond areas; and sales and services buildings and canopy areas (General Light Industrial to account for equipment use)

Construction Phase - Operations-only modeling

Off-road Equipment - Operations-only modeling

Off-road Equipment - Operations-only modeling

Off-road Equipment - Operations-only modeling

Off-road Equipment - Operations-only modeling

Off-road Equipment - Operations-only modeling

Off-road Equipment - Operations-only modeling

Trips and VMT - Operations-only modeling

Vehicle Trips - Average Daily trips per Project Applicant

Fleet Mix - Fleet mix as per Project Applicant

Energy Use -

Water And Wastewater -

Solid Waste -

Water Mitigation -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	0.00
tblConstructionPhase	NumDays	10.00	0.00
tblConstructionPhase	NumDays	30.00	0.00
tblConstructionPhase	NumDays	300.00	0.00
tblConstructionPhase	NumDays	20.00	0.00
tblConstructionPhase	NumDays	20.00	0.00
tblConstructionPhase	PhaseEndDate	3/9/2021	2/9/2021
tblConstructionPhase	PhaseEndDate	3/23/2021	3/9/2021
tblConstructionPhase	PhaseEndDate	5/4/2021	3/23/2021

ET Quality RV Sales and Service Operations - Sutter County, Annual

tblConstructionPhase	PhaseEndDate	6/28/2022	5/4/2021
tblConstructionPhase	PhaseEndDate	7/26/2022	6/28/2022
tblConstructionPhase	PhaseEndDate	8/23/2022	7/26/2022
tblFleetMix	HHD	0.11	0.07
tblFleetMix	HHD	0.11	0.07
tblFleetMix	LDA	0.53	0.84
tblFleetMix	LDA	0.53	0.84
tblFleetMix	LDT1	0.03	0.00
tblFleetMix	LDT1	0.03	0.00
tblFleetMix	LDT2	0.17	0.00
tblFleetMix	LDT2	0.17	0.00
tblFleetMix	LHD1	0.02	0.00
tblFleetMix	LHD1	0.02	0.00
tblFleetMix	LHD2	5.2750e-003	0.00
tblFleetMix	LHD2	5.2750e-003	0.00
tblFleetMix	MCY	3.3650e-003	0.00
tblFleetMix	MCY	3.3650e-003	0.00
tblFleetMix	MDV	0.10	0.00
tblFleetMix	MDV	0.10	0.00
tblFleetMix	MH	6.7600e-004	0.09
tblFleetMix	MH	6.7600e-004	0.09
tblFleetMix	MHD	0.03	0.00
tblFleetMix	MHD	0.03	0.00
tblFleetMix	OBUS	8.2600e-004	0.00
tblFleetMix	OBUS	8.2600e-004	0.00
tblFleetMix	SBUS	9.8500e-004	0.00
tblFleetMix	SBUS	9.8500e-004	0.00

ET Quality RV Sales and Service Operations - Sutter County, Annual

tblFleetMix	UBUS	4.8600e-004	0.00
tblFleetMix	UBUS	4.8600e-004	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblProjectCharacteristics	UrbanizationLevel	Urban	Rural
tblTripsAndVMT	VendorTripNumber	131.00	0.00
tblTripsAndVMT	WorkerTripNumber	333.00	0.00
tblTripsAndVMT	WorkerTripNumber	67.00	0.00
tblVehicleTrips	ST_TR	1.32	2.00
tblVehicleTrips	ST_TR	2.46	10.00

ET Quality RV Sales and Service Operations - Sutter County, Annual

tblVehicleTrips	SU_TR	0.68	2.00
tblVehicleTrips	SU_TR	1.05	10.00
tblVehicleTrips	WD_TR	6.97	2.00
tblVehicleTrips	WD_TR	11.03	10.00

2.0 Emissions Summary

ET Quality RV Sales and Service Operations - Sutter County, Annual

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
		Highest		

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.2134	0.0000	4.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	8.0000e-004	8.0000e-004	0.0000	0.0000	8.5000e-004
Energy	2.2000e-003	0.0200	0.0168	1.2000e-004		1.5200e-003	1.5200e-003		1.5200e-003	1.5200e-003	0.0000	124.2372	124.2372	5.0500e-003	1.3600e-003	124.7680
Mobile	0.0529	0.4428	0.5854	3.0000e-003	0.2304	3.7100e-003	0.2341	0.0623	3.5100e-003	0.0659	0.0000	276.6104	276.6104	0.0119	0.0000	276.9085
Waste						0.0000	0.0000		0.0000	0.0000	5.5376	0.0000	5.5376	0.3273	0.0000	13.7192
Water						0.0000	0.0000		0.0000	0.0000	1.6413	10.3619	12.0032	0.1690	4.0800e-003	17.4444
Total	0.2685	0.4628	0.6026	3.1200e-003	0.2304	5.2300e-003	0.2356	0.0623	5.0300e-003	0.0674	7.1789	411.2102	418.3891	0.5133	5.4400e-003	432.8408

ET Quality RV Sales and Service Operations - Sutter County, Annual

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.2134	0.0000	4.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	8.0000e-004	8.0000e-004	0.0000	0.0000	8.5000e-004
Energy	2.2000e-003	0.0200	0.0168	1.2000e-004		1.5200e-003	1.5200e-003		1.5200e-003	1.5200e-003	0.0000	124.2372	124.2372	5.0500e-003	1.3600e-003	124.7680
Mobile	0.0529	0.4428	0.5854	3.0000e-003	0.2304	3.7100e-003	0.2341	0.0623	3.5100e-003	0.0659	0.0000	276.6104	276.6104	0.0119	0.0000	276.9085
Waste						0.0000	0.0000		0.0000	0.0000	5.5376	0.0000	5.5376	0.3273	0.0000	13.7192
Water						0.0000	0.0000		0.0000	0.0000	1.3130	8.7332	10.0462	0.1353	3.2700e-003	14.4009
Total	0.2685	0.4628	0.6026	3.1200e-003	0.2304	5.2300e-003	0.2356	0.0623	5.0300e-003	0.0674	6.8506	409.5815	416.4321	0.4795	4.6300e-003	429.7973

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4.57	0.40	0.47	6.58	14.89	0.70

3.0 Construction Detail

Construction Phase

ET Quality RV Sales and Service Operations - Sutter County, Annual

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	2/10/2021	2/9/2021	5	0	
2	Site Preparation	Site Preparation	3/10/2021	3/9/2021	5	0	
3	Grading	Grading	3/24/2021	3/23/2021	5	0	
4	Building Construction phase 1	Building Construction	5/5/2021	5/4/2021	5	0	
5	Paving	Paving	6/29/2022	6/28/2022	5	0	
6	Architectural Coating	Architectural Coating	7/27/2022	7/26/2022	5	0	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 17.69

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 40,500; Non-Residential Outdoor: 13,500; Striped Parking Area: 46,235 (Architectural Coating – sqft)

OffRoad Equipment

ET Quality RV Sales and Service Operations - Sutter County, Annual

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	0	8.00	81	0.73
Demolition	Excavators	0	8.00	158	0.38
Demolition	Rubber Tired Dozers	0	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	0	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Grading	Excavators	0	8.00	158	0.38
Grading	Graders	0	8.00	187	0.41
Grading	Rubber Tired Dozers	0	8.00	247	0.40
Grading	Scrapers	0	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Building Construction phase 1	Cranes	0	7.00	231	0.29
Building Construction phase 1	Forklifts	0	8.00	89	0.20
Building Construction phase 1	Generator Sets	0	8.00	84	0.74
Building Construction phase 1	Tractors/Loaders/Backhoes	0	7.00	97	0.37
Building Construction phase 1	Welders	0	8.00	46	0.45
Paving		0		0	
Paving	Pavers	0	8.00	130	0.42
Paving	Paving Equipment	0	8.00	132	0.36
Paving	Rollers	0	8.00	80	0.38
Architectural Coating	Air Compressors	0	6.00	78	0.48

Trips and VMT

ET Quality RV Sales and Service Operations - Sutter County, Annual

3.7 Architectural Coating - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

ET Quality RV Sales and Service Operations - Sutter County, Annual

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0529	0.4428	0.5854	3.0000e-003	0.2304	3.7100e-003	0.2341	0.0623	3.5100e-003	0.0659	0.0000	276.6104	276.6104	0.0119	0.0000	276.9085
Unmitigated	0.0529	0.4428	0.5854	3.0000e-003	0.2304	3.7100e-003	0.2341	0.0623	3.5100e-003	0.0659	0.0000	276.6104	276.6104	0.0119	0.0000	276.9085

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Light Industry	14.00	14.00	14.00	54,089	54,089
General Office Building	200.00	200.00	200.00	552,165	552,165
Other Non-Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Total	214.00	214.00	214.00	606,253	606,253

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Light Industry	14.70	6.60	6.60	59.00	28.00	13.00	92	5	3
General Office Building	14.70	6.60	6.60	33.00	48.00	19.00	77	19	4
Other Non-Asphalt Surfaces	14.70	6.60	6.60	0.00	0.00	0.00	0	0	0
Parking Lot	14.70	6.60	6.60	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

ET Quality RV Sales and Service Operations - Sutter County, Annual

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Light Industry	0.841121	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.065421	0.000000	0.000000	0.000000	0.000000	0.093458
General Office Building	0.841121	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.065421	0.000000	0.000000	0.000000	0.000000	0.093458
Other Non-Asphalt Surfaces	0.527593	0.026380	0.166205	0.101803	0.022997	0.005275	0.029421	0.113989	0.000826	0.000486	0.003365	0.000985	0.000676
Parking Lot	0.527593	0.026380	0.166205	0.101803	0.022997	0.005275	0.029421	0.113989	0.000826	0.000486	0.003365	0.000985	0.000676

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	102.5133	102.5133	4.6400e-003	9.6000e-004	102.9150
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	102.5133	102.5133	4.6400e-003	9.6000e-004	102.9150
NaturalGas Mitigated	2.2000e-003	0.0200	0.0168	1.2000e-004		1.5200e-003	1.5200e-003		1.5200e-003	1.5200e-003	0.0000	21.7239	21.7239	4.2000e-004	4.0000e-004	21.8530
NaturalGas Unmitigated	2.2000e-003	0.0200	0.0168	1.2000e-004		1.5200e-003	1.5200e-003		1.5200e-003	1.5200e-003	0.0000	21.7239	21.7239	4.2000e-004	4.0000e-004	21.8530

ET Quality RV Sales and Service Operations - Sutter County, Annual

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
General Light Industry	146090	7.9000e-004	7.1600e-003	6.0200e-003	4.0000e-005		5.4000e-004	5.4000e-004		5.4000e-004	5.4000e-004	0.0000	7.7959	7.7959	1.5000e-004	1.4000e-004	7.8423
General Office Building	261000	1.4100e-003	0.0128	0.0108	8.0000e-005		9.7000e-004	9.7000e-004		9.7000e-004	9.7000e-004	0.0000	13.9280	13.9280	2.7000e-004	2.6000e-004	14.0107
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		2.2000e-003	0.0200	0.0168	1.2000e-004		1.5100e-003	1.5100e-003		1.5100e-003	1.5100e-003	0.0000	21.7239	21.7239	4.2000e-004	4.0000e-004	21.8530

ET Quality RV Sales and Service Operations - Sutter County, Annual

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
General Light Industry	146090	7.9000e-004	7.1600e-003	6.0200e-003	4.0000e-005		5.4000e-004	5.4000e-004		5.4000e-004	5.4000e-004	0.0000	7.7959	7.7959	1.5000e-004	1.4000e-004	7.8423
General Office Building	261000	1.4100e-003	0.0128	0.0108	8.0000e-005		9.7000e-004	9.7000e-004		9.7000e-004	9.7000e-004	0.0000	13.9280	13.9280	2.7000e-004	2.6000e-004	14.0107
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		2.2000e-003	0.0200	0.0168	1.2000e-004		1.5100e-003	1.5100e-003		1.5100e-003	1.5100e-003	0.0000	21.7239	21.7239	4.2000e-004	4.0000e-004	21.8530

ET Quality RV Sales and Service Operations - Sutter County, Annual

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Light Industry	61740	17.9609	8.1000e-004	1.7000e-004	18.0313
General Office Building	182400	53.0623	2.4000e-003	5.0000e-004	53.2702
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	108247	31.4902	1.4200e-003	2.9000e-004	31.6136
Total		102.5133	4.6300e-003	9.6000e-004	102.9150

ET Quality RV Sales and Service Operations - Sutter County, Annual

5.3 Energy by Land Use - Electricity**Mitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Light Industry	61740	17.9609	8.1000e-004	1.7000e-004	18.0313
General Office Building	182400	53.0623	2.4000e-003	5.0000e-004	53.2702
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	108247	31.4902	1.4200e-003	2.9000e-004	31.6136
Total		102.5133	4.6300e-003	9.6000e-004	102.9150

6.0 Area Detail**6.1 Mitigation Measures Area**

ET Quality RV Sales and Service Operations - Sutter County, Annual

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.2134	0.0000	4.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	8.0000e-004	8.0000e-004	0.0000	0.0000	8.5000e-004
Unmitigated	0.2134	0.0000	4.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	8.0000e-004	8.0000e-004	0.0000	0.0000	8.5000e-004

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0581					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.1553					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	4.0000e-005	0.0000	4.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	8.0000e-004	8.0000e-004	0.0000	0.0000	8.5000e-004
Total	0.2134	0.0000	4.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	8.0000e-004	8.0000e-004	0.0000	0.0000	8.5000e-004

ET Quality RV Sales and Service Operations - Sutter County, Annual

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0581					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.1553					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	4.0000e-005	0.0000	4.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	8.0000e-004	8.0000e-004	0.0000	0.0000	8.5000e-004
Total	0.2134	0.0000	4.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	8.0000e-004	8.0000e-004	0.0000	0.0000	8.5000e-004

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

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	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	10.0462	0.1353	3.2700e-003	14.4009
Unmitigated	12.0032	0.1690	4.0800e-003	17.4444

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Light Industry	1.61875 / 0	3.0617	0.0529	1.2700e-003	4.7615
General Office Building	3.55467 / 2.17867	8.9415	0.1162	2.8100e-003	12.6829
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		12.0032	0.1690	4.0800e-003	17.4444

ET Quality RV Sales and Service Operations - Sutter County, Annual

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Light Industry	1.295 / 0	2.4493	0.0423	1.0200e-003	3.8092
General Office Building	2.84374 / 2.17867	7.5969	0.0930	2.2500e-003	10.5917
Other Non-Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		10.0462	0.1353	3.2700e-003	14.4009

8.0 Waste Detail

8.1 Mitigation Measures Waste

ET Quality RV Sales and Service Operations - Sutter County, Annual

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	5.5376	0.3273	0.0000	13.7192
Unmitigated	5.5376	0.3273	0.0000	13.7192

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Light Industry	8.68	1.7620	0.1041	0.0000	4.3652
General Office Building	18.6	3.7756	0.2231	0.0000	9.3540
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		5.5376	0.3273	0.0000	13.7192

ET Quality RV Sales and Service Operations - Sutter County, Annual

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Light Industry	8.68	1.7620	0.1041	0.0000	4.3652
General Office Building	18.6	3.7756	0.2231	0.0000	9.3540
Other Non-Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		5.5376	0.3273	0.0000	13.7192

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

ET Quality RV Sales and Service Operations - Sutter County, Annual

Equipment Type	Number
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11.0 Vegetation

April 26, 2021

Mr. Jeff Spence, P.E., L.S.
LAUGHLIN AND SPENCE, Civil Engineers
1008 Live Oak Blvd.
Yuba City, CA 95991

**RE: VEHICLE MILES TRAVELED (VMT) ANALYSIS FOR ET QUALITY RV CENTER,
SUTTER COUNTY, CALIFORNIA.**

Dear Mr. Spence:

Thank you for contacting our firm regarding the ET Quality RV Center in the unincorporated area of Sutter County north of Yuba. As we understand, the project proposes a 22.0 ksf RV Sales and Service Center south of Eager Road between Onstott Frontage Road on the west and Live Oak Blvd on the east (refer to Figures 1 and 2). The project will occupy a portion of a larger site previously approved for a Highway Convenience Center / Truck Stop. With the implementation of SB 743 the analysis of transportation impacts under CEQA moves from consideration of operating Level of Service to evaluation of a project's effects on regional Vehicle Miles Traveled (VMT). Thus, while Sutter County staff have not asked for analysis of the project's traffic operational effects, it is necessary to determine whether this project will have a significant impact on regional VMT.

Project Travel Characteristics

As noted in Table 1, the proposed project will generate 110 daily trips based on average daily trip generation rates published by the Institute of Transportation Engineers (ITE) for RV Sales and Service. These rates are based on observation of Recreational Vehicles Sales centers that average 24.0 ksf, and the rates account for the full range of sales and service activities that typically occur.

TABLE 1 DAILY TRIP GENERATION ESTIMATE				
Land Use	Unit	Rate per Unit	Quantity	Daily Vehicle Trips
Recreational Vehicle Sales – Code 842	ksf	5.0	22	110
Source: Institute of Transportation Engineers, <i>Trip Generation Manual, 10th Edition, 2018</i>				

The project will replace two separate sales and service centers in Yuba City. Their locations on SR 20 (Colusa Avenue) near SR 99 and on Live Oak Blvd are roughly two miles apart. While the project will relocate the trips currently associated with these businesses to the new location, consolidating sales and service at one location will eliminate trips made after a sale when a customer now visits the service center for final detailing.

SB 743

SB 743 governs the application of new CEQA guidelines for addressing transportation impacts based on Vehicle Miles Traveled (VMT).

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

The California Governor’s Office of Planning and Research (OPR) document *Technical Advisory on Evaluating Transportation Impacts in CEQA* (California Governor’s Office of Planning and Research 2018) provides general direction regarding the methods to be employed and significance criteria to evaluate VMT impacts, absent policies adopted by local agencies. At the time this analysis was prepared, Sutter County had not adopted guidelines for analyzing VMT or determining the significance of a project’s impact on VMT. The VMT analysis presented herein is not intended to pre-empt any County process for developing and adopting VMT guidelines. Rather, the analysis presented in this study is intended to be a good-faith effort at disclosing and identifying the VMT impacts of the project based on currently available data and guidance.

Vehicle Miles Traveled (VMT) Analysis

VMT refers to the amount and distance of vehicle travel attributable to a project. VMT generally represents the number of vehicle trips generated by a project multiplied by the average trip length for those trips. For CEQA transportation impact assessment, VMT is to be calculated using the origin-destination VMT method, which accounts for the full distance of vehicle trips with one end from the project.

Because Sutter County has not yet adopted guidelines or policies for dealing with VMT, guidance from the OPR Technical Advisory was employed to evaluate VMT impacts. The advisory addresses several aspects of VMT impact analysis and is organized as follows:

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

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

The extent to which the proposed project qualifies under each criterion is noted.

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

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

The OPR **Small Project** criteria is applicable to this project. The project is projected to generate 110 daily vehicle trips based on ITE trip generation rates for this type of use. In addition, the project will eliminate some trips now occurring between existing sales and service centers that will be consolidated at the site, so the net daily trip generation may be slightly less. *As the 110 ADT threshold for automobiles is not exceeded, the project's VMT impact can be presumed to be less than significant based on this criteria.*

The OPR Advisory criteria for **Affordable Residential Development** does not apply.

To a degree, the project may be viewed as a **Local Serving Retail** use. The project building area falls within the 50,000 sf of retail area identified under this criteria, and the project's customer base falls within the Yuba City / Marysville / Live Oak area of northern Sutter County – Yuba County and southern Butte County. By their nature local serving uses provide additional opportunities for goods and services and reduce VMT by eliminating the need for regional travel to more distant locations. OPR guidance does not provide a clear definition of "local". While the project has locally serving characteristics, because some project trips will be drawn from beyond the immediate area, its impact cannot be presumed to be less than significant under this criteria alone.

Sutter County has not yet identified and adopted **Low VMT generating locations** relating to employment travel and home-based trips within their jurisdiction. VMT efficiency maps prepared by the Sacramento Area Council of Governments (SACOG) suggest the area immediately adjoining the SR 99 / Eager Road interchange is a low VMT generating area for employment trips under the 2020 MTP/SCS, but data specific

KDA

Mr. Jeff Spence
Laughlin and Spence, Civil Engineers
April 26, 2021
Page 4

to the project site is not available. The project's impact cannot be presumed to be less than significant under this OPR advisory criteria.

The OPR advisory definition for *Proximity to High Quality Transit* is commonly accepted as location within ½ mile of a transit or light rail line operating on 15-minute headways. As there is no transit service currently operating under that schedule in this area, nor is any such service planned, the project's impact cannot be presumed to be less than significant under this criteria.

Conclusion. Based on OPR Advisory guidance, because the 110 ADT threshold for automobile trip generation is not exceeded, the project's VMT impact can be presumed to be less than significant based on the Small Project criteria. Further support for this finding can be drawn as a locally serving retail use, although the project does not appear to meet all the qualifications for a significance finding under that criteria alone. No further analysis is required.

Thank you for contacting our firm. Please feel free to all me if you have any questions or need more information.

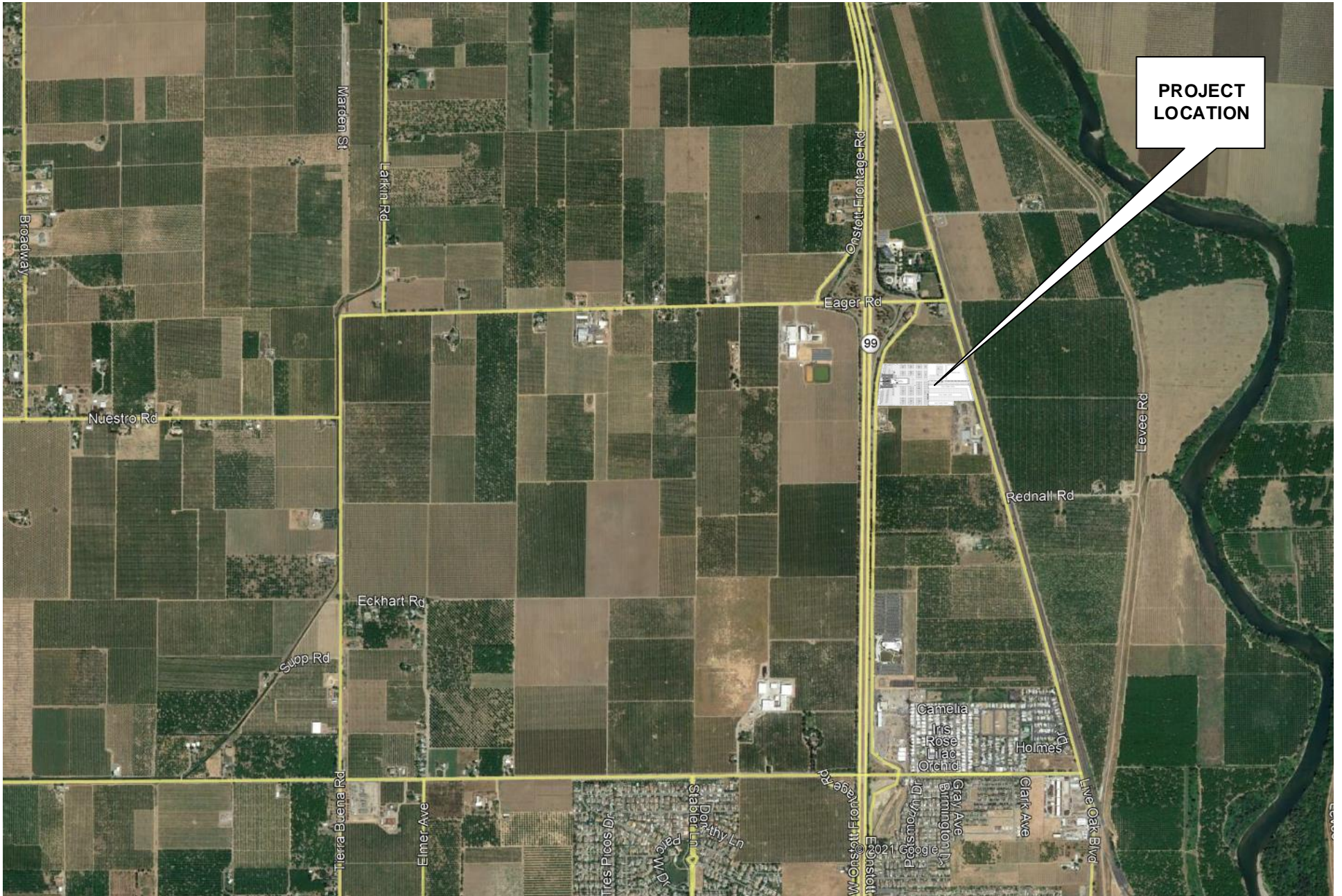
Sincerely Yours,

KD Anderson & Associates, Inc.

A handwritten signature in black ink, appearing to read 'K D Anderson', with a long horizontal flourish extending to the right.

Kenneth D. Anderson, P.E.
President

Encl: Figures, ITE worksheet



VICINITY MAP WITH SITE PLAN

Recreational Vehicle Sales (842)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

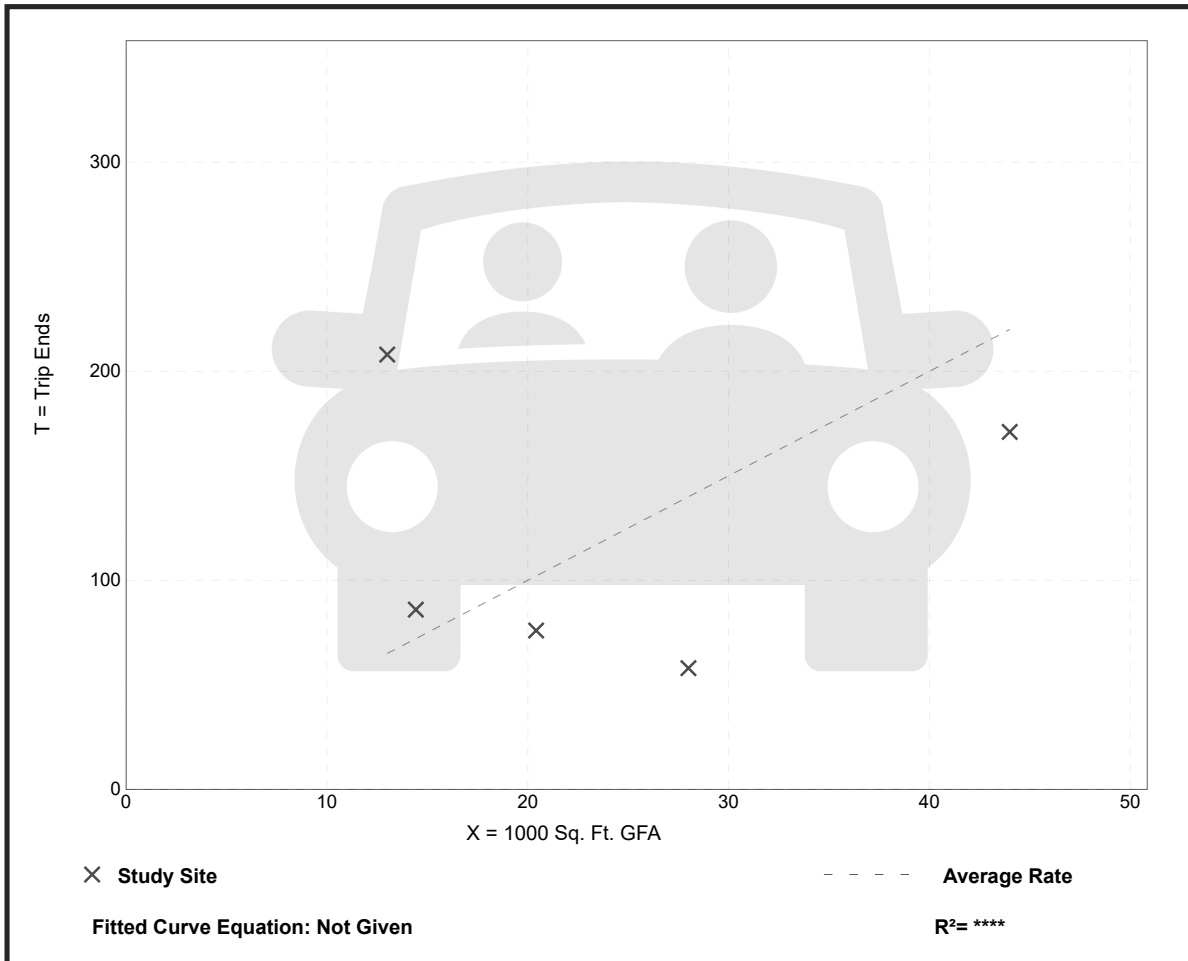
Setting/Location: General Urban/Suburban
Number of Studies: 5
Avg. 1000 Sq. Ft. GFA: 24
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
5.00	2.07 - 16.00	4.47

Data Plot and Equation

Caution – Small Sample Size



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