

City of Gridley  
Planning Services



**Pacific Flyway Subdivision Project**  
**Initial Study/Mitigated Negative Declaration**

**February 2023**

**Prepared by**



1501 Sports Drive, Suite A, • Sacramento • CA • 95834  
Office 916.372.6100 • Fax 916.419.6108

**TABLE OF CONTENTS**

A. BACKGROUND .....1  
B. SOURCES ..... 2  
C. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED ..... 5  
D. DETERMINATION ..... 5  
E. INTRODUCTION..... 6  
F. PROJECT DESCRIPTION ..... 6  
G. ENVIRONMENTAL CHECKLIST ..... 11  
    I. AESTHETICS. ....12  
    II. AGRICULTURE AND FOREST RESOURCES. ....15  
    III. AIR QUALITY. ....18  
    IV. BIOLOGICAL RESOURCES. ....25  
    V. CULTURAL RESOURCES. ....35  
    VI. ENERGY. ....38  
    VII. GEOLOGY AND SOILS. ....41  
    VIII. GREENHOUSE GAS EMISSIONS. ....45  
    IX. HAZARDS AND HAZARDOUS MATERIALS. ....47  
    X. HYDROLOGY AND WATER QUALITY. ....51  
    XI. LAND USE AND PLANNING. ....54  
    XII. MINERAL RESOURCES. ....55  
    XIII. NOISE. ....56  
    XIV. POPULATION AND HOUSING. ....63  
    XV. PUBLIC SERVICES. ....64  
    XVI. RECREATION. ....68  
    XVII. TRANSPORTATION. ....69  
    XVIII. TRIBAL CULTURAL RESOURCES. ....73  
    XIX. UTILITIES AND SERVICE SYSTEMS. ....75  
    XX. WILDFIRE. ....79  
    XXI. MANDATORY FINDINGS OF SIGNIFICANCE. ....80

**Appendices**

**Appendix A – Air Quality and Greenhouse Gas Emissions – CalEEMod Results**

**Appendix B – Soils Investigation Report**

**Appendix C – Phase I Environmental Site Assessment**

# INITIAL STUDY

## A. BACKGROUND

1. Project Title: Pacific Flyway Subdivision
2. Lead Agency Name and Address: City of Gridley  
Planning Services  
685 Kentucky Street  
Gridley, CA 95948
3. Contact Person and Phone Number: Donna Decker  
Planning Director  
(530) 846-5695
4. Project Location: Southeast of the intersection of Colusa Highway/Sycamore Street and  
Lewis Oak Road  
Gridley, CA 95948  
Accessor's Parcel Number (APN): 010-270-121
5. Project Applicant Name and Address: Community Housing Improvement Program  
1001 Willow Street  
Chico, CA 95928
6. Existing General Plan Designation: Residential
7. Existing Zoning Designation: Residential Suburban (R-S) and Agricultural Overlay (A-O)
8. Proposed Zoning Designation: Single-Family Residential (R-1)
9. Required Approvals from Other Public Agencies: None
10. Surrounding Land Uses and Setting:

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

11. Project Description Summary:

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

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

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

## B. SOURCES

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

1. ASTM International. *ASTM E1527, Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process*. 2013.
2. Bennett Engineering Services. *Memorandum: Wastewater Treatment Plant Capacity Analysis*. January 20, 2021.
3. Bennett Engineering Services. *Technical Memorandum: 2021 Estimated Water System Capacity*. October 6, 2021.
4. Broadbent & Associates, Inc. *Phase I Environmental Site Assessment, CHIP Gridley Parcel*. July 6, 2022.
5. Butte County. *Chapter 3 – Fees, Article XVIII – Development Impact Fees for Library Facilities Countywide*. Available at: [https://library.municode.com/ca/butte\\_county/codes/code\\_of\\_ordinances?nodeId=CH3F\\_E\\_ARTXVIIIIDEIMFELIFAOU](https://library.municode.com/ca/butte_county/codes/code_of_ordinances?nodeId=CH3F_E_ARTXVIIIIDEIMFELIFAOU). Accessed February 2023.
6. Butte County. *Library Locations and Hours*. Available at: <http://www.buttecounty.net/bclibrary/locations>. Accessed February 2023
7. Butte Regional Transit. *Route 30 (Oroville-Biggs)*. Available at: <http://www.blinetransit.com/Schedules/Route-30-Oroville---Biggs/index.html>. Accessed February 2023.
8. CalEPA. *Cortese List Data Resources*. Available at: <https://calepa.ca.gov/sitecleanup/corteselist/>. Accessed February 2023.
9. California Air Resources Board. *2022 Scoping Plan for Achieving Carbon Neutrality*. November 16, 2022.

10. California Air Resources Board. *Air Quality and Land Use Handbook: A Community Health Perspective*. April 2005.
11. California Building Standards Commission. *2022 California Green Building Standards Code*. 2023.
12. California Department of Conservation. *California Earthquake Hazards Zone Application*. Available at: <https://maps.conservation.ca.gov/cgs/EQZApp/app/>. Accessed February 2023.
13. California Department of Conservation. *California Important Farmland Finder*. Available at: <https://maps.conservation.ca.gov/DLRP/CIFF/>. Accessed December 2022.
14. California Department of Conservation. *California Williamson Act Enrollment Finder*. Available at: <https://gis.conservation.ca.gov/portal/home/webmap/viewer.html?webmap=18f7488c0a9d4d299f5e9c33b312f312>. Accessed January 2023.
15. California Department of Conservation. *Farmland Mapping and Monitoring Program – Soil Candidate Listing for Prime Farmland and Farmland of Statewide Importance, Butte County*. Updated April 12, 2021.
16. California Department of Forestry and Fire Protection. *Butte County, Very High Fire Hazard Severity Zones in LRA*. May 2008. Available at: <https://osfm.fire.ca.gov/divisions/community-wildfire-preparedness-and-mitigation/wildfire-preparedness/fire-hazard-severity-zones/fire-hazard-severity-zones-map/>. Accessed February 2023.
17. California Department of Resources Recycling and Recovery. *SWIS Facility/Site Activity Details: Neal Road Recycling and Waste Facility (04-AA-0002)*. Available at: <https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/110?siteID=108>. Accessed December 2022.
18. California Department of Transportation. *California State Scenic Highway System Map*. Available at: <https://www.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aaca>. Accessed January 2023.
19. California Geological Survey. *CGS Information Warehouse: Mineral Land Classification*. Available at: <https://maps.conservation.ca.gov/cgs/informationwarehouse/mlc/>. Accessed February 2023.
20. City of Gridley. *City of Gridley 2030 General Plan Environmental Impact Report*. November 2009.
21. City of Gridley. *Public Works Construction Standards*. Revised December 19, 2016.
22. City of Gridley. *Recreation Services*. Available at: <http://gridley.ca.us/government-and-departments/departments/recreation-services/>. Accessed January 2023.
23. Federal Emergency Management Agency. *Flood Insurance Rate Map 06007C1125E*. Available at: <https://msc.fema.gov/portal/search?AddressQuery=1581%20Palm%20Lane%2C%20Gridley%2C%20CA#searchresultsanchor>. Accessed December 2022.
24. Governor's Office of Planning and Research. *Technical Advisory on Evaluating Transportation Impacts in CEQA*. December 2018.
25. Gridley Unified School District. *About Our District*. Available at: <http://www.gusd.org/About-Us/index.html>. Accessed February 2023.
26. Native American Heritage Commission. *Pacific Fly Away Subdivision Project, Butte County*. October 14, 2022.
27. Northeast Information Center. *Pacific Flyway Subdivision Project*. August 11, 2022.
28. Sacramento Metropolitan Air Quality Management District. *Guide to Air Quality Assessment, Chapter 4: Operational Criteria Air Pollutant and Precursor Emissions*. June 2020.

29. State Water Resources Control Board. *GeoTracker*. Available at: <https://geotracker.waterboards.ca.gov/map/?myaddress=California&from=header&cqid=8858350455>. Accessed February 2023.
30. Streamline Engineering. *Soils Investigation Report for Gridley Unit 1*. July 6, 2022.
31. U.S. Census Bureau. *Gridley city, California*. Available at: <https://www.census.gov/quickfacts/gridleycitycalifornia>. Accessed December 2022.
32. U.S. Fish & Wildlife Service. *National Wetlands Inventory*. Available at: <https://fwsprimary.wim.usgs.gov/wetlands/apps/wetlands-mapper/>. Accessed December 2022.

**C. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED**

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

- |  |   |   |
|--|---|---|
| <input type="checkbox"/> Aesthetics                      | <input type="checkbox"/> Agriculture and Forest Resources | <input checked="" type="checkbox"/> Air Quality               |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources    | <input type="checkbox"/> Energy                               |
| <input checked="" 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 checked="" type="checkbox"/> Noise                | <input type="checkbox"/> Population and Housing           | <input type="checkbox"/> Public Services                      |
| <input type="checkbox"/> Recreation                      | <input type="checkbox"/> Transportation                   | <input checked="" type="checkbox"/> Tribal Cultural Resources |
| <input type="checkbox"/> Utilities and Service Systems   | <input type="checkbox"/> Wildfire                         | <input type="checkbox"/> Mandatory Findings of Significance   |

**D. DETERMINATION**

On the basis of this initial study:

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

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

Donna Decker, Planning Director

City of Gridley

Printed Name

For

## **E. INTRODUCTION**

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

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

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

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

## **F. PROJECT DESCRIPTION**

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

### **Project Location and Setting**

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

### **Project Components**

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



**Figure 1**  
**Regional Project Location**



**Figure 2**  
**Project Vicinity Map**

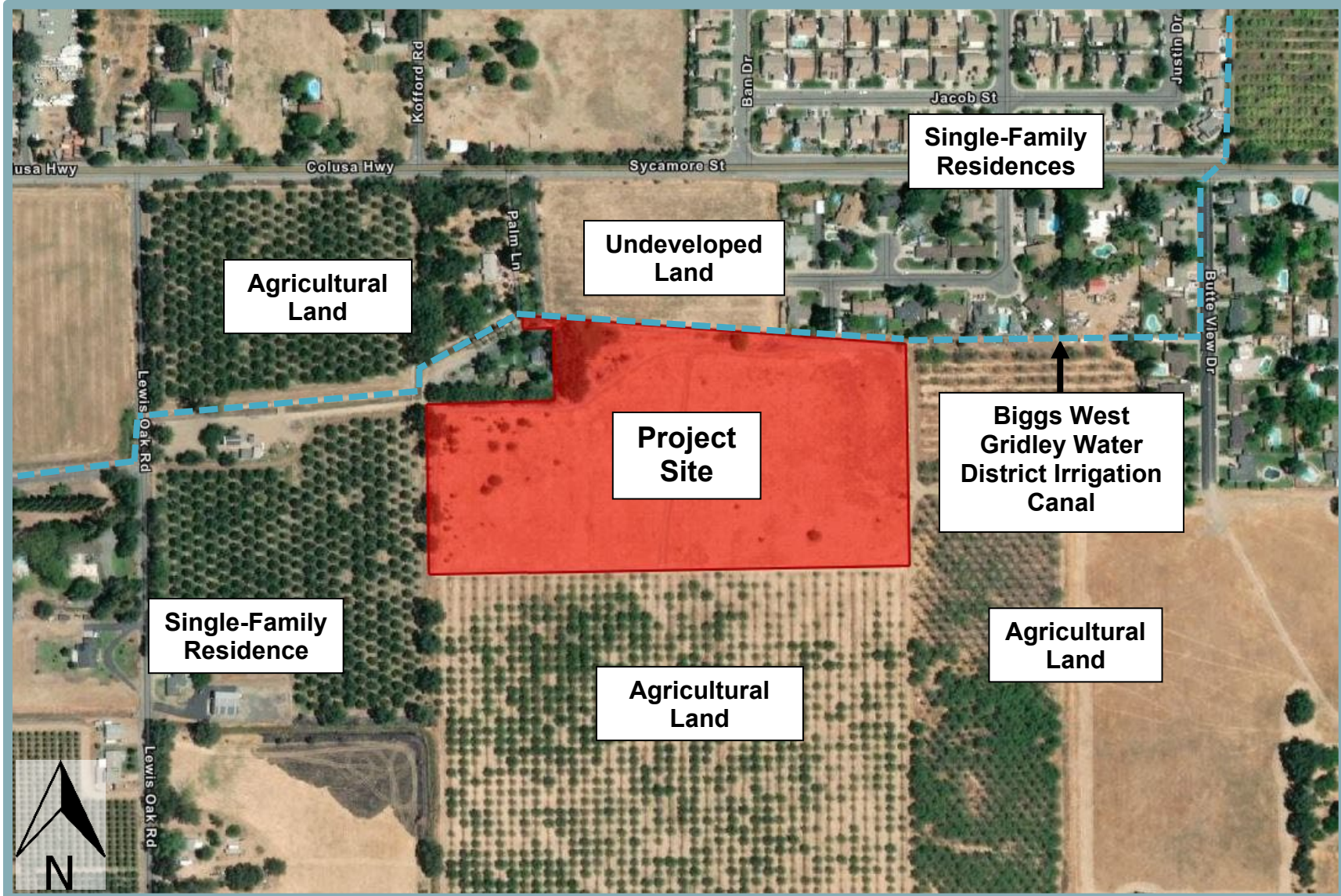
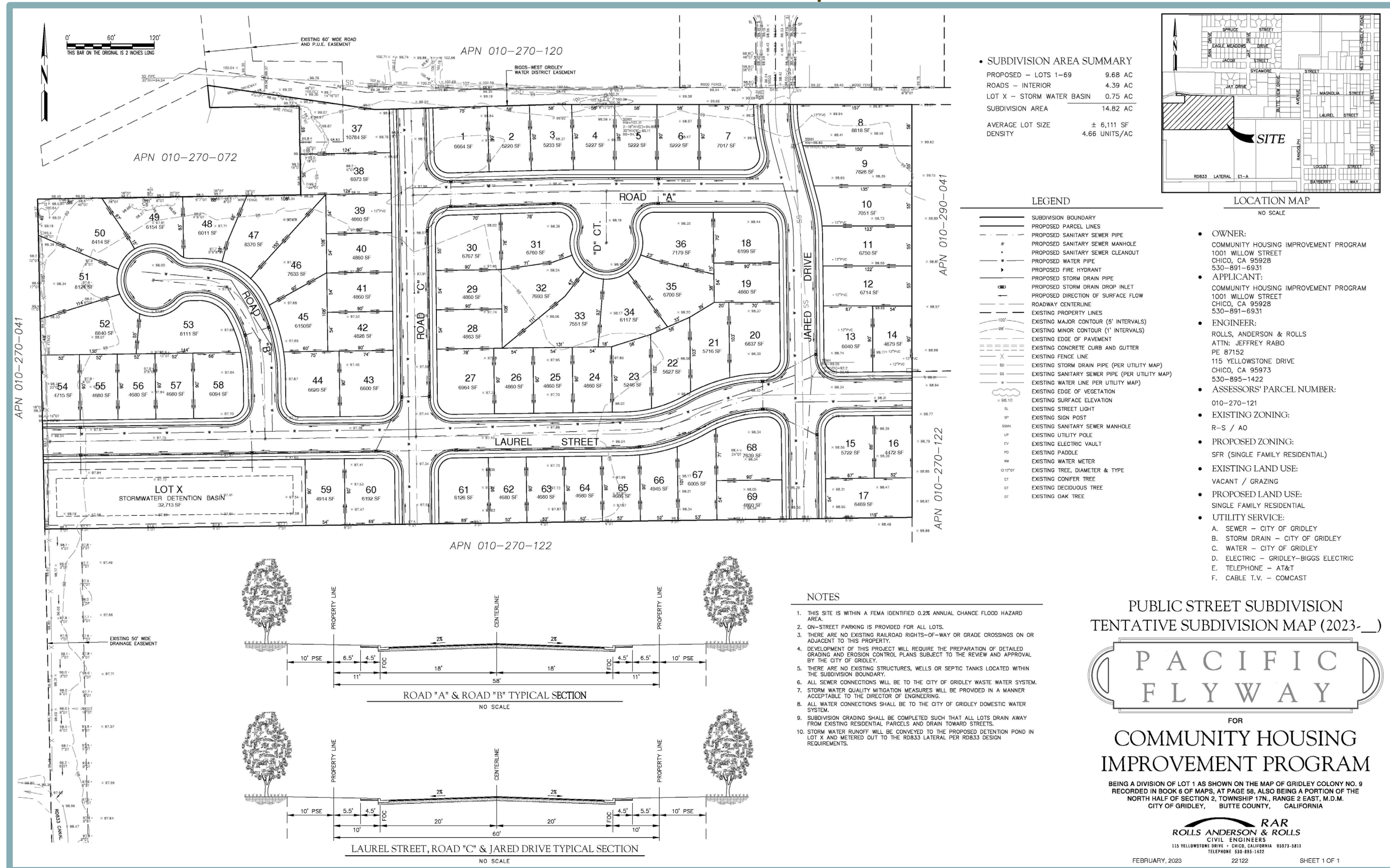


Figure 3  
Tentative Subdivision Map



## **Rezone**

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

## **Tentative Subdivision Map**

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

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

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

## **Design Review**

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

## **Discretionary Actions**

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

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

## **G. ENVIRONMENTAL CHECKLIST**

---

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

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

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

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

**No Impact:** The project would not have any impact.

<b>I. AESTHETICS.</b> <i>Would the project:</i>	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista?	<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 non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<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"/>

**Discussion**

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

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

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

---

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

- b. According to the California Scenic Highway Mapping System, portions of State Route (SR) 49 in the project area are listed as Officially Designated State Scenic Highways, while portions of SR 49 and SR 70 are listed as “Eligible” for designation.<sup>2</sup> The project site is located approximately 37 miles southwest of the portion of SR 49, which is an Officially Designated State Scenic Highway. The project site is also located approximately 16 miles southwest of SR 70, which is listed as Eligible for designation. Views of the project site from either highway are not currently available due to the substantial distance and intervening urban development. Development of the proposed project would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State Scenic Highway. Therefore, **no impact** would occur.
- c. The project site is located within a developed area of the City. Therefore, the applicable CEQA consideration is whether the project would conflict with applicable zoning and other regulations related to scenic quality.

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

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

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

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

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

---

<sup>2</sup> California Department of Transportation. *California State Scenic Highway System Map*. Available at: <https://www.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aaca>. Accessed January 2023.

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

---

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



<b>II. AGRICULTURE AND FOREST RESOURCES.</b>	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<i>Would the project:</i>				
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"/>

**Discussion**

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

Based on the above information, the on-site soils have the potential to be considered farmland. For example, the eastern portion of the project site contains soils listed by the NRCS as Prime Farmland if Irrigated. However, based other site considerations, such as the historic use of the site and existing irrigation, the California Department of Conservation’s Farmland Mapping and Monitoring Program determined that the project site is considered Grazing Land, which is not considered important farmland. Furthermore, the proposed project is consistent with the General Plan land use designation for the project site. The City of Gridley General Plan EIR evaluated impacts related to the loss of farmland associated with General Plan buildout under Impact 4.8-1

<sup>4</sup> Natural Resources Conservation Service. *Soil Map – Butte Area, California, Parts of Butte and Plumas Counties*. February 3, 2023.

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

and determined that a significant and unavoidable impact would occur. However, the City adopted a statement of overriding considerations, and determined that such significant and unavoidable impacts were acceptable given the overriding benefits associated with General Plan buildout. Therefore, buildout of the project site with residential uses, and any indirect impacts related to agricultural buffer areas, was already considered to be acceptable by the City.

It is noted that the City of Gridley General Plan includes Land Use Policy 5.3, which is copied below:

New residential development adjacent to cultivated agricultural lands shall provide buffers to reduce potential conflicts. The width of such buffers will be determined on a case-by-case basis considering prevailing winds, crop types, agricultural practices, and other relevant factors. In most cases, agricultural buffers should be no less than 300 feet in width. The width of public rights-of-way, drainages, and easements may count as part of the buffer. Lower density residential development may be able to cluster development so that houses are located away from adjacent farmland as a way of providing buffers.

Consistency with General Plan policies is a planning consideration and is outside the purview of CEQA, which requires an analysis of the impacts of a project on the physical environment in response to the questions identified in the CEQA Guidelines Appendix G. Nevertheless, the City will determine the appropriate buffer or conditions of approval in order to address project consistency with the foregoing policy. Such conditions could include, but are not limited to, requiring deed disclosure notifications to be submitted to any residents within the 300-foot buffer area. The intent of the City's review will be to ensure the viability of agricultural activity on the adjacent property.

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

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

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

---

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

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

**III. AIR QUALITY.**

*Would the project:*

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Discussion**

a,b. The project site is located within the jurisdictional boundaries of the Butte County Air Quality Management District (BCAQMD). Federal and State ambient air quality standards (AAQS) have been established for six common air pollutants, known as criteria pollutants, due to the potential for pollutants to be detrimental to human health and the environment. The criteria pollutants include particulate matter (PM), ground-level ozone, carbon monoxide (CO), sulfur oxides, nitrogen oxides (NO<sub>x</sub>), and lead. The BCAQMD is designated non-attainment for the federal and State 8-hour ozone, State 24-hour PM<sub>10</sub> standards, and federal 24-hour PM<sub>2.5</sub> standards. The Clean Air Act requires each state to prepare an air quality control plan referred to as a State Implementation Plan (SIP). The SIPs are modified periodically to reflect the latest emissions inventories, planning documents, and rules and regulations of the air basins, as reported by their jurisdictional agencies.

Due to the non-attainment designations of the area, the BCAQMD periodically prepares and updates air quality plans that provide emission reduction strategies to achieve attainment of the national and State ambient air quality standards (AAQS), including control strategies to reduce air pollutant emissions through regulations, incentive programs, public education, and partnerships with other agencies. Adopted BCAQMD rules and regulations, as well as the thresholds of significance, have been developed with the intent to ensure continued attainment of AAQS, or to work towards attainment of AAQS for which the area is currently designated non-attainment, consistent with applicable air quality plans. By exceeding the BCAQMD’s mass emission thresholds for operational emissions of ROG, NO<sub>x</sub>, and PM<sub>10</sub>, a project would be considered to conflict with or obstruct implementation of the BCAQMD’s air quality planning efforts. The BCAQMD’s adopted thresholds of significance for criteria pollutant emissions are presented in Table 1.

Pollutant	Operational	Construction
ROG	25	137
NO <sub>x</sub>	25	137
PM <sub>10</sub>	80	80

*Source: BCAQMD, 2014.*

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

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

**Construction Emissions**

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

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

<b>Table 2</b>			
<b>Maximum Unmitigated Construction Emissions (lbs/day)</b>			
<b>Pollutant</b>	<b>Project Emissions</b>	<b>Threshold of Significance</b>	<b>Exceeds Threshold?</b>
ROG	9.78	137	<b>NO</b>
NO <sub>x</sub>	34.56	137	<b>NO</b>
PM <sub>10</sub>	21.02	80	<b>NO</b>
<i>Source: CalEEMod, January 2023 (see Appendix A).</i>			

As presented in the table, emissions of ROG, NO<sub>x</sub> and PM<sub>10</sub> would be below the applicable air quality thresholds set forth by the BCAQMD. Thus, project construction would not result in a significant impact related to criteria pollutant emissions.

**Operational Emissions**

Operational emissions of ROG, NO<sub>x</sub>, and PM would be generated by the proposed project from both mobile and stationary sources. Day-to-day activities, such as the future vehicle trips to and from the project site, would make up the majority of the mobile emissions. Emissions would also occur from area sources, such as landscape maintenance equipment exhaust.

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

<b>Table 3</b>			
<b>Maximum Unmitigated Operational Emissions (lbs/day)</b>			
<b>Pollutant</b>	<b>Project Emissions</b>	<b>Threshold of Significance</b>	<b>Exceeds Threshold?</b>
ROG	115.83	25	<b>YES</b>
NO <sub>x</sub>	6.26	25	<b>NO</b>
PM <sub>10</sub>	22.03	80	<b>NO</b>

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

As shown above, emissions of NO<sub>x</sub> and PM<sub>10</sub> would not exceed the applicable thresholds. However, operational emissions of ROG would exceed the applicable air quality threshold. Therefore, a potentially significant impact related to criteria pollutant emissions could occur during project operations.

**Cumulative Emissions**

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

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

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

**Conclusion**

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

**Mitigation Measure(s)**

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

<b>Table 4</b>			
<b>Maximum Mitigated Operational Emissions (lbs/day)</b>			
<b>Pollutant</b>	<b>Project Emissions</b>	<b>Threshold of Significance</b>	<b>Exceeds Threshold?</b>
ROG	6.68	25	<b>NO</b>
NO <sub>x</sub>	5.34	25	<b>NO</b>
PM <sub>10</sub>	3.30	80	<b>NO</b>
<i>Source: CalEEMod, January 2023.</i>			

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

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

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

**Localized CO Emissions**

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

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

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

### **TAC Emissions**

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

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

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

---

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

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



## Criteria Pollutants

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

## Conclusion

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

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

## Odors

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

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

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

### **Dust**

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

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

### **Conclusion**

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

**IV. BIOLOGICAL RESOURCES.**

*Would the project:*

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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, and regulations or by the California Department of Fish and Wildlife or US 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 resident or migratory fish or wildlife species or with established resident or migratory wildlife corridors, or impede the use of 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 checked="" type="checkbox"/>	<input type="checkbox"/>
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion**

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

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

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

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

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

The results of the database review are discussed below.

### **Special-Status Plants**

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

### **Special-Status Wildlife**

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

#### American Badger and Marysville California Kangaroo Rat

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

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

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

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

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

### Swainson's Hawk

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

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

### Burrowing Owl

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

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

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

### Northern Harrier

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

### Other Nesting Migratory Birds and Raptors

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

### **Conclusion**

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

### Mitigation Measure(s)

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

#### *American Badger*

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

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

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

### *Marysville California Kangaroo Rat*

*IV-2.*

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

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

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

### *Special-Status Bats*

*IV-3.*

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

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

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

### Swainson's Hawk

IV-4.

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

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



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

### **Burrowing Owl**

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

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

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

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

*Other Nesting Migratory Birds and Raptors, Including Northern Harrier IV-6.*

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

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

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

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

---

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

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

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

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

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

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

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

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

---

<sup>10</sup> Broadbent & Associates, Inc. *Phase I Environmental Site Assessment, CHIP Gridley Parcel*. July 6, 2022.

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

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

**V. CULTURAL RESOURCES.**

*Would the project:*

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

**Discussion**

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

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

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

<sup>11</sup> Northeast Information Center. *Pacific Flyway Subdivision Project*. August 11, 2022.

<sup>12</sup> Native American Heritage Commission. *Pacific Fly Away Subdivision Project, Butte County*. October 14, 2022.

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

### Mitigation Measure(s)

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

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

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

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

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

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

<b>VI. ENERGY.</b> <i>Would the project:</i>	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<b>✘</b>	<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"/>	<b>✘</b>	<input type="checkbox"/>

**Discussion**

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

**California Green Building Standards Code**

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

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

**Building Energy Efficiency Standards**

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

---

<sup>13</sup> California Building Standards Commission. *2022 California Green Building Standards Code*. 2023.



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

### **Construction Energy Use**

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

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

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

### **Operational Energy Use**

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

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

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

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

### **Conclusion**

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

**VII. GEOLOGY AND SOILS.**

*Would the project:*

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on expansive soil, as defined in Table 18-1B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<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 wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Discussion**

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

<sup>14</sup> Streamline Engineering. *Soils Investigation Report for Gridley Unit 1*. July 6, 2022.

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

- a.iii, a.iv, The proposed project's potential effects related to liquefaction, subsidence/settlement, landslides, lateral spreading, and expansive soils are discussed in detail below.

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

### **Liquefaction and Subsidence/Settlement**

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

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

### **Landslides**

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

---

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

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

## Lateral Spreading

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

## Conclusion

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

- b. Issues related to erosion and degradation of water quality during construction are discussed in further detail in Section X, Hydrology and Water Quality, of this IS/MND. As noted therein, the proposed project would not result in substantial soil erosion or the loss of topsoil. Thus, a **less-than-significant** impact would occur.
- d. Expansive soils are those possessing clay particles that react to moisture changes by shrinking or swelling. Expansive soils can also consist of silty to sandy clay. If structures are underlain by expansive soils, foundation systems must be capable of tolerating or resisting any potentially damaging soil movements, and building foundation areas must be properly drained. According to the Soils Investigation Report prepared for the project site, the subsurface soils at the project site consist of clayey sands, which have a very low potential for expansion with increases in soil moisture content. Thus, potential on-site impacts related to expansive soils and direct or indirect risks to life or property are **less-than-significant**.
- e. The proposed project is anticipated to connect to existing City sewer services. Thus, the construction or operation of septic tanks or other alternative wastewater disposal systems would not be included as part of the project. Therefore, **no impact** regarding the capability of soil to adequately support the use of septic tanks or alternative wastewater disposal systems would occur.
- f. The results of the paleontological records search conducted as part of the City's General Plan EIR indicate that fossil remains are not known to occur within the City.<sup>17</sup> However, numerous Pleistocene vertebrate fossil specimens have been recorded from the Modesto Formation in the cities of Davis, Woodland, and Yuba City, as well as near the City of Gridley and throughout the Sacramento and San Joaquin Valleys. Therefore, development within the City could result in the discovery and disturbance of previously unknown or undiscovered paleontological resources. The City's General Plan EIR concluded that with implementation of Conservation Policy 4.1 and Conservation Policy 4.2, which require specific evaluations for paleontological resources to be administered prior to implementation of individual development projects, impacts related to disturbance

---

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

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

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

Mitigation Measure(s)

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

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

**VIII. GREENHOUSE GAS EMISSIONS.**

*Would the project:*

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<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 gasses?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Discussion**

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

Implementation of the proposed project would cumulatively contribute to increases of GHG emissions. Estimated GHG emissions attributable to future development would be primarily associated with increases of carbon dioxide (CO<sub>2</sub>) and, to a lesser extent, other GHG pollutants, such as methane (CH<sub>4</sub>) and nitrous oxide (N<sub>2</sub>O) associated with area sources, mobile sources or vehicles, utilities (electricity), water usage, wastewater generation, and the generation of solid waste. The primary source of GHG emissions for the project would be mobile source emissions. The common unit of measurement for GHG is expressed in terms of annual metric tons of CO<sub>2</sub> equivalents (MTCO<sub>2</sub>e/yr).

The proposed project is located within the jurisdictional boundaries of BCAQMD. At this time, the BCAQMD has not adopted numerical thresholds of significance for GHG emissions that would apply to the project. As a result, the City of Gridley, as the CEQA Lead Agency, has elected to rely on the SMAQMD’s previously-adopted quantitative thresholds of significance for GHG emissions, as the SMAQMD holds jurisdiction over other portions of the SVAB. According to SMAQMD’s guidance, operational GHG emissions of less than 1,100 MTCO<sub>2</sub>e/yr are considered to be less than significant.

Based on the modeling conducted for the proposed project, as discussed in Section III, Air Quality, of this IS/MND, the maximum annual construction-related GHG emissions were estimated to be 296.97 MTCO<sub>2</sub>e/yr. Operational GHG emissions are presented in Table 5. As presented in the table, the proposed project’s GHG emissions during operations would not exceed the applicable threshold of 1,100 MTCO<sub>2</sub>e/yr.

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

<b>Table 5</b>	
<b>Unmitigated Operational GHG Emissions</b>	
<b>Source</b>	<b>GHG Emissions (MTCO<sub>2e</sub>/yr)</b>
Area	194.13
Energy	143.48
Mobile	554.91
Waste	36.21
Water	9.45
Total Operational GHG Emissions	937.18
<b>Source: CalEEMod, January 2023 (see Appendix A).</b>	



**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 likely 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 Section 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 checked="" type="checkbox"/>	<input type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 the risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Discussion**

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

## **Construction Activities**

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

## **Existing On-Site Hazardous Conditions**

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

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

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

---

<sup>18</sup> ASTM International. *ASTM E1527, Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process*. 2013.

<sup>19</sup> Broadbent & Associates, Inc. *Phase I Environmental Site Assessment, CHIP Gridley Parcel*. July 6, 2022.

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

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

- c. The project site is located approximately 0.9-mile from Sycamore Middle School and one-mile from McKinley Public School. Thus, the project is not located within one-quarter mile of existing schools. Therefore, the proposed project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school, and **no impact** would occur.
- d. The California Environmental Protection Agency (Cal EPA) has compiled a list of data resources that provide information regarding the facilities or sites identified as meeting the “Cortese List” requirements, pursuant to Government Code 65962.5. The components of the Cortese List include the Department of Toxic Substances Control (DTSC) Hazardous Waste and Substances Site List,<sup>20</sup> the list of leaking underground storage tank (UST) sites from the State Water Resources Control Board (SWRCB’s) GeoTracker database,<sup>21</sup> the list of solid waste disposal sites identified by the SWRCB, and the list of active Cease and Desist Orders (CDO) and Cleanup and Abatement Orders (CAO) from the SWRCB.<sup>22</sup>

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

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

---

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

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

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

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

- f. During operations, the proposed project would provide adequate access for emergency vehicles and would not interfere with potential evacuation or response routes used by emergency response teams. During construction of the proposed project, all construction equipment would be staged on-site so as to prevent obstruction of local and regional travel routes in the City that could be used as evacuation routes during emergency events. In addition, all proposed internal roadways would accommodate emergency vehicles. The proposed project would not substantially alter the existing circulation system in the surrounding area. As a result, the proposed project would have a **less-than-significant** impact with respect to impairing the implementation of or physically interfering with an adopted emergency response plan or emergency evacuation plan.
  
- g. According to the California Department of Forestry and Fire Protection (CAL FIRE) Fire and Resource Assessment Program, the project site is not located within a Very High or High Fire Hazard Severity Zone (FHSZ).<sup>23</sup> In addition, the site is located in a relatively developed area of the City, which precludes the uncontrolled spread of wildland fires. Therefore, the proposed project would not expose people or structures to the risk of loss, injury or death involving wildland fires, and a **less-than-significant** impact would occur.

---

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

<b>X. HYDROLOGY AND WATER QUALITY.</b> <i>Would the project:</i>	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<b>✘</b>	<input type="checkbox"/>
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<b>✘</b>	<input type="checkbox"/>
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;	<input type="checkbox"/>	<input type="checkbox"/>	<b>✘</b>	<input type="checkbox"/>
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<b>✘</b>	<input type="checkbox"/>
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	<input type="checkbox"/>	<input type="checkbox"/>	<b>✘</b>	<input type="checkbox"/>
iv. Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<b>✘</b>	<input type="checkbox"/>
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>✘</b>
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<b>✘</b>	<input type="checkbox"/>

**Discussion**

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

**Construction**

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

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

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

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

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

### **Operations**

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

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

### **Conclusion**

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

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

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

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

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

- civ. According to the Federal Emergency Management Agency (FEMA) floodplain map 06007C1125E, the project site is located within the 500-year floodplain (Zone X), which is not identified as a Special Flood Hazard Area.<sup>24</sup> Thus, the proposed project would not include development within a Special Flood Hazard Area and would not be subject to project-specific design features related to flood hazards. Therefore, development of the proposed project would not impede or redirect flood flows, and a **less-than-significant** impact would result.
- d. As discussed under question 'civ' above, the proposed development area is not located within a flood hazard zone. Tsunamis are defined as sea waves created by undersea fault movement, whereas a seiche is a long-wavelength, large-scale wave action set up in a closed body of water such as a lake or reservoir. The project site is not located in proximity to a coastline and would not be potentially affected by flooding risks associated with tsunamis. Seiches do not pose a risk to the proposed project, as the project site is not located adjacent to a large, closed body of water. Based on the above, the proposed project would not pose a risk related to the release of pollutants due to project inundation from flooding, tsunami, or seiche zones, and **no impact** would occur.

---

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

**XI. LAND USE AND PLANNING.**

*Would the project:*

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<b>✘</b>	<input 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"/>	<b>✘</b>	<input type="checkbox"/>

**Discussion**

- a. A project risks dividing an established community if the project would introduce infrastructure or alter land use so as to change the land use conditions in the surrounding community or isolate an existing land use. The proposed project would include development of 69 single-family residences within the project site. Although the project would include a Rezone from R-S and A-O to R-1, the proposed project is consistent with the Residential land use designation and, thus, the project site has been previously anticipated for residential uses, and the proposed project would not isolate an existing land use. Furthermore, the proposed project would be consistent with the existing single-family residences to the north and east. In addition, the proposed project would be a continuation of the surrounding development and would improve connectivity by providing roadway connections to the single-family residences to the north. As such, the proposed project would not physically divide an established community, and a **less-than-significant** impact would occur.
- b. The proposed project would require a Rezone to change the zoning designation for the project site from R-S to R-1 and to remove the A-O overlay. The proposed project is consistent with the site’s Residential land use designation; therefore, single-family residential development has been anticipated at the project site. In addition, the proposed project would generally be consistent with surrounding residential development to the north and east. As demonstrated throughout this IS/MND, the proposed project would be generally consistent with Municipal Code standards and General Plan policies, as well as other applicable policies and regulations adopted for the purpose of avoiding or mitigating environmental effects. For example, with implementation of Mitigation Measures IV-1 through IV-6, the project would not conflict with any applicable policies, regulations, or ordinances related to the protection of biological resources.

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



**XII. MINERAL RESOURCES.**

*Would the project:*

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>✘</b>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>✘</b>

**Discussion**

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

---

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

**XIII. NOISE.**

*Would the project result in:*

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion**

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

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

**City Noise Standards and Criteria**

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

- 1.2 New developments shall provide buffers or other effective measures to reduce noise exposure for proposed residential uses adjacent to ongoing agricultural uses.
- 1.4 Since they create barriers to multi-modal travel, soundwalls are prohibited within neighborhoods as a method for reducing noise exposure and can only be used at the edges of neighborhoods for noise attenuation where buffering and planted earthen berms are not feasible.
- 1.5 New developments proposing noise-sensitive land uses in areas exposed to existing or projected noise levels from transportation, stationary sources, or agricultural operations shall require transportation planning, traffic calming, site planning, buffering, sound insulation, or other methods, where necessary, to reduce noise exposure in outdoor activity areas and interior spaces to acceptable

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

- 2.3 Development projects and roadway improvement projects that increase traffic noise levels shall employ noise reduction techniques to achieve acceptable levels at outdoor activity areas specified in Table Noise-2 (of the General Plan) and within interior spaces of existing and planned noise-sensitive uses specified in Table Noise-3 (of the General Plan). [...]
- 2.7 Development projects that produce, or are affected by, non-transportation related noise shall employ noise reduction techniques to achieve acceptable levels specified in Table Noise-4 (of the General Plan). The following thresholds of significance shall be employed by the City for purposes of noise analysis conducted pursuant to the CEQA:
- Where existing exterior noise levels are between 60 and 65 dBA at outdoor activity areas of noise-sensitive uses, an increase of 3 dBA or greater is considered significant and requires mitigation to reduce noise to acceptable levels.
  - Where existing exterior noise levels are greater than 65 dBA at outdoor activity areas of noise-sensitive uses, an increase of 1.5 dBA or greater is considered significant and requires mitigation to reduce noise to acceptable levels.
  - Where it is not possible to reduce noise in outdoor activity areas to 60 dBA or less using practical application of the best-available noise reduction measures, an exterior noise level of up to 65 dBA may be allowed, provided that available exterior noise reduction measures have been implemented.
- 2.8 The maximum noise level resulting from new sources and ambient noise shall not exceed the standards in Table Noise-4 (of the General Plan), as measured at outdoor activity areas of any affected noise sensitive land use except:
- If the ambient noise level exceeds the standard in Table Noise-4 (of the General Plan), the standard becomes the existing ambient level plus 5 dBA.
  - If the applicable standards in Table Noise-4 exceed the existing ambient level by 10 or more dBA, they shall be reduced by 5 decibels.
- 2.9 New developments shall employ all feasible measures to reduce construction and other short-term noise and vibration impacts.

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

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

<b>Table 6 Significance of Changes in Noise Exposure</b>	
<b>Ambient Noise Level Without Project, L<sub>dn</sub></b>	<b>Increase Required for Significant Impact</b>
<60 dB	+5.0 dB or more
60-65 dB	+3.0 dB or more
>65 dB	+1.5 dB or more

*Source: City of Gridley General Plan Noise Element, 2007.*

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

**Sensitive Noise Receptors**

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

**Construction Noise**

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

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

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

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

<b>Table 7 Construction Equipment Noise</b>	
<b>Type of Equipment</b>	<b>Maximum Level, dB at 50 feet</b>
Auger Drill Rig	84
Backhoe	78
Compactor	83
Compressor (air)	78
Concrete Saw	90
Dozer	82
Dump Truck	76
Excavator	81
Generator	81
Jackhammer	89
Pneumatic Tools	85
<i>Source: Federal Highway Administration, Roadway Construction Noise Model User's Guide, January 2006.</i>	

### **Operational Noise**

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

### Residential Noise

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

### Traffic Noise

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

## Conclusion

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

## Mitigation Measure(s)

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

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

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

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

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

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

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

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

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

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

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

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

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



<b>XIV. POPULATION AND HOUSING.</b> <i>Would the project:</i>	Potentially Significant Impact	Less-Than- Significant with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)?	<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"/>

**Discussion**

- a. The proposed project would include the development of 69 single-family residences. According to the U.S. Census Bureau, the City of Gridley had an approximate population of 7,356 people and 3.01 persons per household in 2021.<sup>26</sup> Using the City’s average of 3.01 persons per household, the proposed project is anticipated to generate approximately 208 new residents (69 x 3.01 = 207.69). An increase in population of 208 residents would constitute an approximately 2.82 percent increase in the City’s population, which is not considered substantial growth. Furthermore, as discussed in Section XIX, Utilities and Service Systems, of this IS/MND, adequate utility infrastructure would be available to support the proposed project. Finally, the population growth generated by the proposed project would not be unplanned, because the proposed project is consistent with the City of Gridley General Plan, which anticipated such development on the project site. As a result, the project would have a **less-than-significant** impact with respect to inducing substantial unplanned population growth in an area, either directly or indirectly.
  
- b. Residences do not currently exist on the project site. Therefore, the proposed project would not displace any people or housing, and **no impact** would occur.

---

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

**XV. PUBLIC SERVICES.**

*Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:*

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<b>✘</b>	<input type="checkbox"/>
b. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<b>✘</b>	<input type="checkbox"/>
c. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<b>✘</b>	<input type="checkbox"/>
d. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<b>✘</b>	<input type="checkbox"/>
e. Other Public Facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<b>✘</b>	<input type="checkbox"/>

**Discussion**

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

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

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

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

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

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

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

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

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

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

---

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

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

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

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

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

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

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

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

---

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

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

<sup>32</sup> Butte County. *Chapter 3 – Fees, Article XVIII – Development Impact Fees for Library Facilities Countywide*. Available at: [https://library.municode.com/ca/butte\\_county/codes/code\\_of\\_ordinances?nodeId=CH3FE\\_ARTXVIIIIDEIMFELIF\\_AOU](https://library.municode.com/ca/butte_county/codes/code_of_ordinances?nodeId=CH3FE_ARTXVIIIIDEIMFELIF_AOU). Accessed February 2023.

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

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

**XVI. RECREATION.**

*Would the project:*

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<b>✘</b>	<input 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"/>	<b>✘</b>	<input type="checkbox"/>

**Discussion**

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

**XVII. TRANSPORTATION.**

*Would the project:*

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<b>✘</b>	<input type="checkbox"/>
b. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<b>✘</b>	<input type="checkbox"/>
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"/>	<b>✘</b>	<input type="checkbox"/>
d. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<b>✘</b>	<input type="checkbox"/>

**Discussion**

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

**Project Trip Generation**

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

**Pedestrian, Bicycle, and Transit Facilities**

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

**Pedestrian and Bicycle Impacts**

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

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

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

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

### Transit Services and Facilities

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

### **Conclusion**

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

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

---

<sup>33</sup> City of Gridley. *City of Gridley 2030 General Plan Environmental Impact Report* [pg. 4.4-11]. November 2009.

<sup>34</sup> Butte Regional Transit. *Route 30 (Oroville-Biggs)*. Available at: <http://www.blinetransit.com/Schedules/Route-30-Oroville---Biggs/index.html>. Accessed February 2023.



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

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

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

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

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

---

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

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

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

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

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

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

**XVIII. TRIBAL CULTURAL RESOURCES.**

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

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k).	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Discussion**

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

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

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

---

<sup>37</sup> Native American Heritage Commission. *Pacific Fly Away Subdivision Project, Butte County*. October 14, 2022.

Mitigation Measure(s)

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

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

<b>XIX. UTILITIES AND SERVICE SYSTEMS.</b>	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<i>Would the project:</i>				
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"/>
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 checked="" type="checkbox"/>	<input 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"/>

**Discussion**

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

**Water**

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

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

---

<sup>38</sup> Bennett Engineering Services. *Technical Memorandum: 2021 Estimated Water System Capacity*. October 6, 2021.

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

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

## **Wastewater**

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

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

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

---

<sup>39</sup> Bennett Engineering Services. *Memorandum: Wastewater Treatment Plant Capacity Analysis*. January 20, 2021.

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

### Stormwater

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

### Electricity and Telecommunications

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

### Conclusion

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

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

---

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

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

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

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



**XX. WILDFIRE.**

*If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:*

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<b>✘</b>	<input 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"/>	<b>✘</b>	<input 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"/>	<b>✘</b>	<input 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"/>	<b>✘</b>	<input type="checkbox"/>

**Discussion**

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

---

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

<b>XXI. MANDATORY FINDINGS OF SIGNIFICANCE.</b>	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Discussion**

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

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

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

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

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