

**DRAFT INITIAL STUDY**  
FOR THE  
**CHENEY WILSON SUBDIVISION PROJECT**  
CITY OF COLUSA, CALIFORNIA



**August 2020**

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## **Common Abbreviations and Acronyms**

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### Agencies, Boards, Commissions, Districts:

CAQPCD .....	Colusa Air Pollution Control District
Caltrans .....	California Department of Transportation
CARB .....	California Air Resources Board
CNPS .....	California Native Plant Society
CVFPB .....	Central Valley Flood Protection Board
RWQCB .....	Regional Water Quality Control Board
DOT .....	(US) Department of Transportation
DFG .....	(California) Department of Fish and Game
DTSC .....	(California) Department of Toxic Substances Control
EPA .....	Environmental Protection Agency
FAA .....	Federal Aviation Administration
FEMA .....	Federal Emergency Management Agency
USACE .....	United States Army Corps of Engineers
USFWS .....	United States Fish and Wildlife Service

### Approvals, Agreements, Permits:

CASWP .....	Construction Activity Storm Water Permit
ITP .....	Incidental Take Permit
SAA .....	Streambed Alteration Agreement
SWPPP .....	Storm Water Pollution Prevention Plan

### Guidelines, Policies, Programs, Regulations:

BMP(s) .....	Best Management Practice(s)
BPM .....	Best Practices Manual
BPTM .....	Best Practices Technical Manual
CBC .....	California Building Code
CCR .....	California Code of Regulations
CEQA .....	California Environmental Quality Act
CESA .....	California Endangered Species Act
CFR .....	Code of Federal Regulations
CIP .....	Capital Improvement Program
CWA .....	Clean Water Act
ESA .....	Endangered Species Act
FAR .....	Federal Aviation Regulations
GP .....	General Plan
MEA .....	Master Environmental Assessment
NHPA .....	National Historic Preservation Act
NPDES .....	National Pollution Discharge Elimination System
NPDES II .....	NPDES Phase II

PRC .....Public Resources Code  
RDA ..... Redevelopment Agency  
SWMP ..... Storm Water Management Program  
UBC .....Uniform Building Code

Miscellaneous:

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CNDDDB ..... California Natural Diversity Database  
CSC ..... California Species of Special Concern  
CSS ..... Combined Sewer System  
dB ..... Decibel(s)  
FIRM .....Flood Insurance Rate Map  
LOS ..... Level(s) of Service  
mgd ..... Million Gallons per Day  
MS4 ..... Municipal Separate Storm Sewer System  
PM<sub>10</sub> .....Particulate Matter less than 10 Microns  
PM<sub>2.5</sub> .....Particulate Matter less than 2.5 Microns  
§ ..... Section  
SR[#] ..... State Route[99, et al]

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**INITIAL STUDY**

**CITY OF COLUSA**  
**ENVIRONMENTAL COORDINATION AND REVIEW**

**1. Introduction**

**Lead Agency:** City of Colusa

**Project Name:** Cheney Wilson Subdivision Project

**Location:** The project area involves approximately 12.83 acres of land located in the middle of the City of Colusa, but is not incorporated into the City limits. The project falls within the historic Rancho Jimeno Land Grant; latitude 39.201153, longitude -122.012060. The project is located in the USGS "Colusa" 7.5 minute quadrangle, within the north Sacramento Valley, just west of the Sacramento River and the Sutter Buttes.

**Project:** The proposal project involves an application for annexation, rezoning, and tentative subdivision map approval that would utilize the City of Colusa's (City) small-lot subdivision standards to divide the 12.83-acre site into 35 parcels for future development with single-family homes. The average lot size would be 12,800 square feet, and typical lots would be 80 feet wide and 160 feet deep. Gross density for the project would be 2.7 units per acre. As part of the improvements the developer would construct adjacent portions of 5th Street, as well as internal streets. The new streets would connect to 5th Street and be contained within the project area. A short cul-de-sac is also proposed as part of the internal street network.

**Permits and Approvals:**

Prior to project implementation, the following discretionary permits and approvals may be required from permitting and regulatory agencies:

- Project approval by City of Colusa Building and Planning Department.
- City Council approval of the Tentative Subdivision Map.
- Approval of annexation by the Local Agency Formation Commission (LAFCo).
- City Council approval of an ordinance to rezone the Project site to Single-Family Residential (R-!) District.

**Summary of Findings:**

The results of the Initial Study indicate that the developments and operation of the proposed project may adversely impact aspects of air quality, biological resources, and cultural resources. Design considerations and standard conditions of approval incorporated into the project can avoid or reduce certain potential environmental impacts. Remaining impacts can be reduced to levels that are less than significant with the implementation of mitigation measures presented in the Initial Study.

## **2. Environmental Setting**

The environmental assessment area is in unincorporated Colusa County and is surrounded by the City Limits of Colusa. The land use is identified by Colusa County as Urban Residential (UR) and by the City of Colusa as Low Density Residential (LD). The site is designated by Colusa County as Residential Single-Family, 8,000 square foot minimum (R-1-8) and by the City of Colusa General Plan as Low Density Residential.

There is a residential home and several associated outbuildings located in the northwest corner of the property, along with an existing garden and orchard trees. Residential homes occur to the east, a large church occurs to the west, and residential farms occur to the north and south of the Project site.

The area experiences a Mediterranean climate with hot dry summers and cool wet winters. Annual rainfall ranges between 10 and 20 inches. There are typically 266 or more days in the growing season.

The property is where development is proposed is composed of relatively flat, heavily disturbed agricultural land.

Figure 1: Regional Location Map

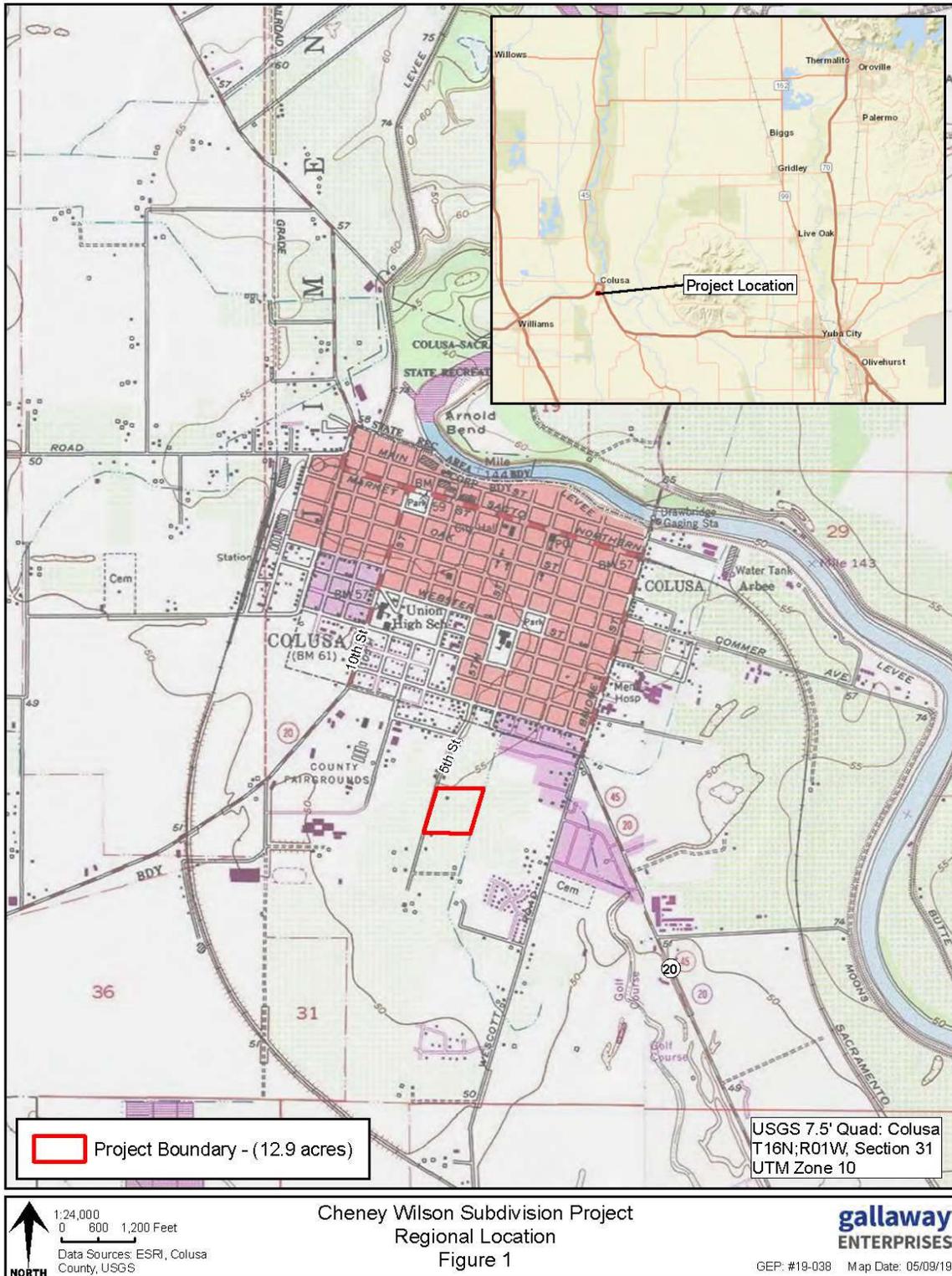


Figure 2: Location Map



**3. Environmental Factors Potentially Affected**

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

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

**4. Planning Director Determination**

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a potentially significant impact or have a potentially significant impact unless mitigated, but at least one effect has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 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, there WILL NOT be a significant effect in this case because all potentially significant effects have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards and have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION including revisions or mitigation measures that are imposed upon the proposed project. No further study is required.

*Bryan Stice*

*August 20, 2020*

Bryan Stice  
Printed Name

For Bryan Stice  
Community Development Manager  
City of Colusa

## 5. Evaluation of Environmental Impacts

- Responses to the following questions and related discussion indicate if the proposed project will have or potentially have a significant adverse impact on the environment.
- A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources cited in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g. the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g. the project will not expose sensitive receptors to pollutants based on a project-specific screening analysis).
- All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operation impacts.
- Once it has been determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there is at least one "Potentially Significant Impact" entry when the determination is made an EIR is required.
- Negative Declaration: "Less than Significant with Mitigation Incorporated" applies when the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less than Significant Impact." The initial study will describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section 4, "Earlier Analysis," may be cross-referenced).
- Earlier analyses may be used where, pursuant to tiering, a program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration [Section 155063(c)(3)(D)]. Earlier analyses are discussed in Section 4 at the end of the checklist.
- Initial studies may incorporate references to information sources for potential impacts (e.g. the general plan or zoning ordinances, etc.). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated. A source list attached, and other sources used, or individuals contacted are cited in the discussion.
- The explanation of each issue should identify:
  - a) The significance criteria or threshold, if any, used to evaluate each question:  
and
  - b) The mitigation measure identified, if any, to reduce the impact to less than significant.

<b>A. Aesthetics</b> Except as provide in Public Resources Code Section 21099, would the project or its related activities:	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<b>1.</b> Have a substantial adverse effect on a scenic vista			<b>X</b>	
<b>2.</b> Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				<b>X</b>
<b>3.</b> 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?			<b>X</b>	
<b>4.</b> Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			<b>X</b>	

**DISCUSSION:**

**A.1, A.3:** The project site is currently surrounded by existing residential and agricultural development. There is existing residential development to the east, and the Sutter Buttes can be seen in the distance. Views to the north, south, and west are limited by existing development and vegetation. The proposed project would not result in a substantial change to the existing viewsheds or degrade the existing visual character or quality of the site or surroundings. The proposed project would not conflict with applicable zoning or other regulations governing scenic quality. Therefore, the proposed project would have a **less than significant** impact on the current local and long-range viewsheds.

**A.2:** There are no trees, rock outcroppings or historic building that would be considered scenic resources and no designated state scenic highways in or near the project site. The project, therefore, would result in **no impact**.

**A.4:** Glare is caused by light reflections from pavement, vehicles, and building materials, such as reflective glass and polished surfaces. During daylight hours, the amount of glare depends on the intensity and direction of sunlight. Glare can cause hazards to motorists and nuisances for pedestrians, bicyclists, and surrounding land uses. At night, artificial light can cause problems similar to those described for daylight glare and disturb neighbors.

The proposed project would result in an increase in the number of buildings and vehicles present within the project site, which may cause some additional glare and would require additional lighting for nighttime use and safety. The location of the development in the project site is not located adjacent to land uses that would be sensitive to additional light or glare and the amount of light or glare will be consistent with surrounding land use. The project would result in **less than significant** light and glare impacts.

MITIGATION: None required.

**B. Agricultural and Forestry Resources**

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997, as updated) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland.

Would the Project

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
1. 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?				X
2. Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
3. 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))?				X
4. Result in the loss of forest land or conversion of forest land to non-forest use?				X
5. 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?				X

DISCUSSION:

**B.1:** The project site is located on land mapped by the Farmland Mapping & Monitoring Program (FMMP) as Urban and Built-Up Land or Water. This land does not constitute prime farmland, unique farmland, or farmland of statewide importance and therefore there would be **no impact** in regard to the conversion of farmland.

**B.2:** The project lands are not held under a Williamson Act contract. The land is currently designated for Residential Single-Family. The proposed development would not conflict with existing land use designations or Williamson Act contracts and **no impact** would occur.

**B.3-B5:** The proposed project would conflict with existing zoning pertaining to forest land or timberland. The land is zoned for single family residential use in both the County (R-1-8) and City’s General Plans (R-1) and therefore the use of the site for residential purposes is the anticipated use of the site. There will be no loss of forested land and no changes to the environment in which the conversion of forested land to non-forest uses would occur. There would be **no impact** in regard to this resource.

MITIGATION: None required.

**C. Air Quality**

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

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
1. Conflict with or obstruct implementation of the applicable air quality plans		X		
2. 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		X		
3. Expose sensitive receptors to substantial pollutant concentrations?		X		
4. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			X	

**DISCUSSION:**

**C.1-2.** The proposed project is located within the jurisdiction of the Colusa County Air Pollution Control District (CCAPCD), which administers local, state, and federal air quality management programs for Colusa County and municipalities within the county. Colusa County is located in the Sacramento Valley Air Basin (SVAB), specifically the (NSVAB). The SVAB is in nonattainment for federal and state carbon monoxide (CO) standards and federal and state standards for particulate matter less than 10 microns in diameter (PM<sub>10</sub>). Colusa County is designated as a nonattainment area with respect to the state PM<sub>10</sub> standard and as a nonattainment/transitional area for the state ozone standards (reactive organic gases [ROG] and nitrogen oxides [NOX] are precursor ozone pollutants). The County is designated as an attainment and/or unclassified area for all other CAAQS and as an attainment or unclassified/attainment area for all NAAQS (EPA 2012a, ARB 2012a).

Implementation of the Cheney-Wilson Subdivision project would result in short-term construction activity, which would generate air pollutant emissions. Construction activities such as grading, excavation and travel on unpaved surfaces would generate dust, and could lead to elevated concentrations of inhalable particulate matter smaller than 10 microns in diameter (PM<sub>10</sub>). The operation of construction equipment would result in exhaust emissions. A substantial portion of the construction equipment would be powered by diesel engines, which produce relatively high levels of nitrogen oxide (NOx) emissions. The use of architectural coatings (e.g., paint) results in the release of reactive organic gas (ROG) emissions. Construction activity could also potentially entrain naturally occurring asbestos (NOA), if present in the soil.

Implementation of the Cheney-Wilson Subdivision project would also result in long-term operational activity, which would generate air pollutant emissions. The residential land uses would generate motor vehicle trips, which would result in ROG, NOx, and carbon monoxide (CO) emissions. In addition, household activities (e.g., use of aerosols and landscaping equipment) would result in ROG and NOx emissions.

The Colusa County Air Pollution Control District (CCAPCD) does not specify criteria pollutant emissions significance thresholds for use in California Environmental Quality Act (CEQA) environmental documents. However, CCAPCD staff has recommended that CEQA documents use CCAPCD Rule 3.6 (New Source Review) Best Available Control Technology (BACT) thresholds as CEQA significance threshold for criteria pollutant emissions (Kitamura pers. comm.). These thresholds are shown in Table 1.

**Table 1 .Colusa County Air Pollution Control District Criteria Pollutant and Greenhouse Gas Emissions Significance Thresholds**

<b>Pollutant</b>	<b>Significance Thresholds</b>
Reactive Organic Gases (ROG)	25 Pounds per Day
Nitrogen Oxides (NOx)	25 Pounds per Day
Sulfur Oxides (SOx)	80 Pounds per Day
Inhalable Particulate Matter (PM10)	80 Pounds per Day
Carbon Monoxide (CO)	500 Pounds per Day
Greenhouse Gas (GHG) Emissions	1,100 Metric Tons of Carbon Dioxide Equivalent (CO <sub>2</sub> e) per year

Potential air quality impacts related to development are separated into two categories:

1. Temporary impacts resulting from construction-related activities (earth moving and heavy-duty vehicle emissions), and
2. Long-term indirect source emission impacts related to ongoing operations, such as motor vehicle, water and heating usage, etc.

An Air Quality Analysis was conducted to identify the significance of air quality impacts of the Cheney-Wilson Subdivision project (KD Anderson & Associates, Inc, 2020).

### **Construction-Related Criteria Pollutant Emissions**

Construction of the Cheney-Wilson Subdivision project would result in the generation of criteria pollutant emissions. The following bullet list shows construction-related emissions. The project would be constructed during two different years, during different seasons, and the amounts of the various pollutants would vary over that time with different levels and types of construction activity. Detailed information showing the amount of pollutants for each period and the CalEEMod emissions model input values are presented in Attachment E: Air Quality Analysis. During the Cheney-Wilson Subdivision project construction period, construction activity would generate a maximum of:

- 48.10 ppd of ROG,
- 50.27 ppd of NOx,
- 0.06 ppd of SOx,
- 20.41 ppd of PM<sub>10</sub>, and
- 32.68 ppd of CO.

Construction-related emissions of SOx, PM<sub>10</sub> and CO would not exceed the significance thresholds. Therefore, the impact of these types of emissions is considered less than significant and no mitigation measures are required.

All stationary construction equipment, other than internal combustion engines less than 50 horsepower, require an "Authority to Construct" and "Permit to Operate" from the District. Emissions are prevented from creating a nuisance to surrounding properties under CCAPCD Rule 3.1 (Permits Required) and visible emissions from stationary diesel-powered equipment are also regulated under CCAPCD Rule 2.10 (Nuisance).

With regard to fugitive dust, the majority of the particulate generated as a result of grading operations is anticipated to quickly settle. Under the Air District's Rule 2.16 (Dust and Fumes) all development projects are required to minimize fugitive dust emissions by implementing Best Management Practices (BMPs) for dust control.

**Potential Impacts:** The project has the potential to generate short term increases in air quality impacts

**Mitigation Measure AIR-1:** Short Term Fugitive Dust and Air Pollutants.

To minimize fugitive dust and exhaust emissions during construction activities, the following shall be included in all construction plans and documents for the project:

- a. Construction equipment shall use aqueous diesel fuel and shall be equipped with particulate traps and catalytic converters
- b. All disturbed areas, including soil piles, areas that have been graded, and unpaved roads shall be watered twice daily and when feasible, covered and enclosed.
- c. When materials are transported offsite. Loads shall be wetted and covered securely at least two feet of freeboard shall be maintained. Limit traffic speeds on unpaved roads to 15 mph and install sandbags or other erosion control measure to prevent silt runoff to public roadways from site with a slope greater than one percent.
- d. Install wheel washers for all exiting trucks or wash off all trucks and equipment leaving the site.
- e. Turn off equipment not in use for more than ten minutes.
- f. Curtail construction activities when the County's Air Quality Index exceeds 150 for ozone, PM<sub>2.5</sub> or PM<sub>10</sub> (or as determined by the CCAPCD's staff).
- g. Post a publicly visible sign at the construction site with the name and telephone number of the person to contact regarding dust complaints. This person shall respond and take corrective action within 24 hours. The telephone number of the CCAPCD shall also be visible
- h. Prior to operation, the city/contractor shall demonstrate that all ground surfaces are treated sufficiently to minimize fugitive dust emissions. Fugitive dust emissions are considered dust clouds caused by wind, traffic, or other disturbances to exposed ground surfaces.
- i. Exhaust emissions shall be minimized by maintaining equipment in good repair and proper tune according to the manufacturer's specifications.
- j. If construction activities occur during smog season (May-October), equipment will not be allowed to idle for long periods of time.

### **Construction Related Reactive Organic Gas Emissions**

As identified above, construction related ROG emissions would be 48.10 ppd. This value exceeds the 25 ppd significance threshold and is therefore considered a significant impact. The highest levels of ROG emissions would occur during the architectural coatings construction phase. Implementing the following mitigation measure will reduce this impact to a less-than significant level.

**Potential Impact:** The project has the potential to exceed the 25 ppd significance threshold for construction related ROG.

**MITIGATION MEASURE AIR-2:** Construction related Reactive Organic Gas.

Apply Architectural Coatings with Reduced Volatile Organic Compound (VOC) Content. During the construction period, apply architectural coatings with reduced VOC content. The project-wide average VOC content should be 60 grams per liter (g/L) or less. Implementation of this mitigation measure would reduce construction-related ROG emissions to 23.20 ppd. This amount of ROG emissions is considered a less than significant impact

### **Construction Related Nitrogen Oxide Emissions**

As identified above, construction-related NOx emissions would be 50.27 ppd. This value exceeds the 25 ppd significance threshold and is therefore considered a significant impact. The highest levels of NOx emissions would occur during the site preparation and grading construction phases. Implementing the following mitigation measure will reduce this impact to a less-than significant level.

**Potential Impact:** The project has the potential to exceed the 25 ppd significance threshold for construction related NOx.

**MITIGATION MEASURE AIR-3:** Construction related Nitrogen Oxide Emissions

Use Construction Equipment that Comply with Tier 4 Emissions Standards During the Site Preparation and Grading Phases. During the site preparation and grading phases of the construction period, construction equipment that complies with Tier 4 emission standards should be used. As shown in Table 3, implementation of this mitigation measure would reduce construction-related NOx emissions to 14.61 ppd. This amount of NOx emissions is considered a less than significant impact.

Operational Criteria Pollutant Emissions

Operation of the Cheney-Wilson Subdivision project would result in the generation of criteria pollutant emissions. Operation of the project would result in:

- 54.44 ppd of ROG,
- 3.22 ppd of NOx,
- 0.14 ppd of SOx,
- 11.01 ppd of PM<sub>10</sub>, and
- 74.90 ppd of CO.

Operational emissions of NOx, SOx, PM<sub>10</sub> and CO would not exceed the significance thresholds. Therefore, the impact of these types of emissions is considered less than significant, and no mitigation measures are required.

Operational Reactive Organic Gas Emissions

As shown in the list above operational ROG emissions would be 54.44 ppd. This value exceeds the 25 ppd significance threshold and is therefore considered a significant impact. The highest levels of ROG emissions would result from wood-burning fireplaces. Implementing the following mitigation measure will reduce this impact to a less-than-significant level.

**Potential Impact:** The project has the potential to exceed the 25 ppd significance threshold for operationally related Reactive Organic Gas.

**MITIGATION MEASURE AIR-4:** Operational Reactive Organic Gas Mitigation Measure

Limit the Number of Units with Wood-Burning Fireplaces. Limit the number of units in the project with wood-burning fireplaces. Some of the units may include natural gas burning fireplaces. Some of the units will not include fireplaces. The following limits will be applied:

- five units with wood-burning fireplaces,
- 26 units with natural gas-burning fireplaces, and
- three units with no fireplaces.

Implementation of this mitigation measure would reduce operational ROG emissions to 24.79 ppd. This amount of ROG emissions is considered a less than significant impact.

As discussed above, construction activities associated with implementation of the proposed project could result in potential short-term increase in regional criteria pollutants. This potential impact will require mitigation during construction. Implementation of **Mitigation Measure AIR-1, AIR-2, AIR-3 and AIR-4** would reduce the impact to **less than significant with mitigation incorporated**.

**C.3.** The project site is in a semi-rural environment, surrounded by agriculture and residential development, but is also located adjacent to downtown Colusa, which could potentially have sensitive receptors. Adjacent to the site is a church and approximately 0.25 miles to the west is a school. The implementation of the proposed project has the potential to result in long term increases in mobile, stationary, area source emissions, and construction related air impacts at nearby sensitive receptors. Therefore, this impact would require mitigation during construction. Implementation of **Mitigation Measure AIR-1, AIR-2, AIR-3 and AIR-4** would reduce the impact to **less than significant with mitigation incorporated**.

**C.4.** The occurrence and severity of odor impacts depend on numerous factors, including the nature, frequency, and intensity of the source, wind speed and direction, and the sensitivity of the receptors. Although offensive odors rarely cause any physical harm, they can still lead to considerable distress among the public and often generate citizen complaints to local governments and regulatory agencies. Construction activities could potentially include the application of architectural coatings and asphalt paving materials that could generate localized temporary odors. The use of diesel-powered construction equipment could also generate localized temporary odors. However, no heavy industrial features, wastewater treatment facilities, or other large odor emitters are proposed under the proposed project. The implementation of the proposed project has the potential to result in offensive odors from construction and operation. Therefore, this impact would require mitigation during construction. Implementation of **Mitigation Measure AIR-1, AIR-2, AIR-3 and AIR-4** would reduce the impact to **less than significant with mitigation incorporated**.

The proposed project would generate potential impacts to air quality at levels considered **less than significant with mitigation incorporated**.

	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<b>D. Biological Resources</b>				
Will the project or its related activities result in:				
<b>1.</b> Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or in other local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?		<b>X</b>		
<b>2.</b> Have a substantial adverse effect on any riparian habitat or other sensitive natural community in other local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service.				<b>X</b>
<b>3.</b> 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?				<b>X</b>

<b>D. Biological Resources</b> Will the project or its related activities result in:	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<b>4.</b> Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				<b>X</b>
<b>5.</b> Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance				<b>X</b>
<b>6.</b> Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or their approved local, regional, or state habitat conservation plan.				<b>X</b>

**DISCUSSION:**

This discussion of biological resources retains references from the Biological Resource Assessment prepared by Gallaway Enterprises, 2019.

**D.1** The project site is located in the north Sacramento Valley, just west of the Sacramento River and the Sutter Buttes. The surrounding area consists of residential and agricultural land. The property has been heavily disturbed by farming activity including tilling and disking. There is a residential home and several associated outbuildings located in the northwest corner of the BSA, along with an existing garden and orchard trees. Residential homes occur to the east, a large church occurs to the west, and residential farms occur to the north and south of the Project site.

The following discussion provides a review of the resources that will be avoided and mitigated for.

**Special Status Species and Habitats**

The biological resource assessment of the site analyzed several databases (CNPS, CDFG, USFWS) to determine species and habitats that could potentially be present on the site and determined the likelihood of each species to occur or use habitat on site. Analysis of the potential for occurrence of special status species was based upon habitat analysis, consultation with regulatory agency representatives, and proximity to known occurrences. The biological resources assessment also classified habitats within the project area. Cropland, Urban, and Barren are the three habitat classifications that occur within the project site. There is no critical habitat present within the project site.

**Wildlife Resources**

The wildlife species identified in the database and records search as part of the development of the biological resource assessment were assessed to identify their likelihood of occurrence within the project site. The species that have a potential to occur are Swainson’s hawk (*Buteo swainsoni*) and western red bat (*Lasiurus blossevillii*). In addition, habitats within the site support a number of other migratory bird species, which have protected status under the Migratory Bird Treaty Act of 1918 (16 U.S.C. 703-712; Ch 128; July 14, 1918 stat.755). A number of migratory birds were observed at the site during field surveys. **Mitigation Measures BIO-1, BIO-2 and BIO-3** are required to address potential impacts to wildlife resources.

**Impact Discussion**

There is moderate potential for Swainson’s hawks to nest within the mature trees within the project site. As there are mature trees present within the project site that may be removed,

there is the potential for impacts to Swainson's hawk nesting habitat as well as nesting habitat for raptors and migratory birds. Due to the proximity of an active Swainson's hawk nest, 11 acres of the site are considered to be suitable foraging habitat for Swainson's hawk and through the conversion of the site to a developed environment, would result in a potential impact to the available foraging habitat for species.

There is moderate potential for western red bat to use the mature trees within the project site. As there are mature trees present within the project site that may be removed, there is the potential for impacts to western red bat.

The following mitigations have been developed to reduce these potential impacts to less than significant.

**Potential Impact:** The project has the potential to have an adverse impact on nesting migratory birds and raptors.

**MITIGATION MEASURE BIO-1:** Nesting and Migratory Birds and Raptors Pre-construction Survey and Avoidance.

- 1) If vegetation or tree removal is scheduled between September 1 and February 28, no additional measure actions under this mitigation measure are necessary.
- 2) The project applicant shall hire a qualified biologist to conduct a nesting bird and raptor surveys within 14 days prior to clearing and grubbing activities that occur during the bird nesting season, which shall be specified as March 1 to August 31. When active bird or raptor nests are recorded, a species-specific buffer area will be established in which no project-related activities that may result in disturbance will be allowed. A qualified biologist will be consulted in order to establish a suitable buffer that is considered adequate to protect the nest from disturbance of project-related activities.

**Potential Impact:** The project has the potential to have an adverse impact on Swainson's hawk foraging habitat.

**MITIGATION MEASURE BIO-2:** Swainson's hawk foraging habitat

Per the Staff Report Regarding Mitigation for Impacts to Swainson's Hawks (*Buteo swainsoni*) in the Central Valley of California (CDFW 1994), projects within 10 miles of an active nest tree but greater than 5 miles from an active nest tree shall provide 0.5 acres of Habitat Management land for each acre of urban development authorized (0.5:1 ratio). There is 11 acres of suitable Swainson's hawk foraging habitat present within the BSA; therefore, 5.5 acres of Habitat Management land credits should be purchased from a CDFW-approved conservation bank that services the Project area. A preliminary search did not identify any conservation banks with available Swainson's hawk foraging habitat credits that service the Project area. The Staff Report Regarding Mitigation indicates that Habitat Management lands protected under this requirement may be protected through fee title acquisition or a conservation easement on agricultural lands or other suitable habitats which provide foraging habitat for Swainson's hawk; however, the high cost of purchasing land along with the small scope of this Project makes this mitigation method infeasible. Meridian Ranch Mitigation Bank and Van Vleck Mitigation Bank are two nearby mitigation banks that provide Swainson's hawk foraging habitat credits that may be utilized for Project mitigation at the City's discretion.

**Potential Impact:** The project has the potential to have an adverse impact on western red bat maternity sites.

**MITIGATION MEASURE BIO-3:** Western Red Bat Avoidance and Minimization

- 1) If tree removal is scheduled between September 1 and March 31, no additional measure actions under this mitigation measure are necessary.
- 2) If tree removal is scheduled between April 1 and August 31 (western red bat maternity season), a western red bat survey shall be conducted by a qualified biologist no later than 7 days prior to suitable roosting tree (i.e valley oaks, deciduous trees with a DBH greater than 24”) removal to determine the presence of western red bats. As the western red bat is a solitary roosting species, one (1) western red bat is considered a roost.
- 3) The western red bat survey shall incorporate all suitable roosting trees that are to be removed and suitable roosting trees within 100 feet of the construction area.
- 4) If a western red bat is observed roosting within the area where trees are to be removed or within 100 feet of the construction area, then construction activities will be halted within the 100 foot buffer of the inhabited tree until further guidance from CDFW is received.

The proposed project would generate potential impacts to biological resources at levels considered **less than significant with mitigation incorporated**.

**D.2:** There is no riparian habitat or any other sensitive natural communities present within the project site and **no impact** would occur.

**D.3:** There are no State or federally defined wetlands or aquatic features present within the project site; therefore, there would be **no impact**.

**D.4:** The property has been heavily farmed for agriculture and does not contain migratory wildlife corridors or native wildlife nursery sites. The project will not interfere substantially with the movement of any native resident or wildlife species and **no impact** would occur.

**D.5:** The project will not conflict with any local policies or ordinances protecting biological resources and **no impact** would occur.

**D.6:** The proposed project site is not located in an area subject to an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Therefore, the proposed project does not conflict with any habitat or natural resource conservation plans, and **no impact** would occur.

<b>E. Cultural Resources</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
Will the project or its related activities:				
<b>1.</b> Cause a substantial adverse change in the significance of a historical resource as pursuant to Section 15064.5?		<b>X</b>		
<b>2.</b> Cause a substantial adverse change in the significance of an archaeological resource pursuant to PRC Section 15064.5?		<b>X</b>		
<b>3.</b> Disturb any human remains, including those interred outside of formal cemeteries?		<b>X</b>		

DISCUSSION:

**E.1, E.2, E3:** A Cultural Resource Assessment was conducted for the proposed project in May of 2019. The assessment included a surface survey of the site, records search and consultation with the Native American Heritage Commission (NAHC).

The surface surveys could not necessarily identify the presence of subsurface cultural resources. Consequently, there is a possibility that potentially significant prehistoric and historic-era sites, features, and artifacts could be present and potentially impacted by construction activities. Projects that inadvertently uncover cultural resources must adhere to the applicable standards of the National Historic Preservation Act, the Antiquities Act the Native American Graves Protection and Repatriation Act and other regulations pertaining to the preservation of cultural resources. **Mitigation Measure CULT-1** would ensure an impact that is considered **less than significant impact with mitigation incorporated.**

**Potential Impact:** Discovery of and impacts to unanticipated cultural resource materials within the work area.

**MITIGATION MEASURE CULT-1** Unanticipated Discovery and Human Remains

- 1) During any excavation or other substantial subsurface disturbance activities, individuals conducting the work should be advised to watch for cultural resource materials. Should any evidence of prehistoric cultural resources be observed (freshwater shells, beads, bone tool remnants or an assortment of bones, soil changes including subsurface ash lens or soil darker than surrounding soil, lithic materials such as flakes, tools or grinding rocks, etc.), or historic cultural resources (adobe foundations or walls, structures and remains with square nails, refuse deposits or bottle dumps, often associated with wells or old privies), all work should immediately cease and a qualified archaeologist must be consulted to assess the significance of the cultural materials.
  
- 2) Pursuant to State Health and Safety Code section 7050.5, if human remains are unearthed during construction, the construction contractor must cease work within 100-feet of the discovery and notify the County Coroner. No further disturbance may occur until the Coroner, in consultation with the Native American Heritage Commission and the Colusa Indian Community Council, has made the necessary findings as to the origins and disposition pursuant to Public Resource Code §5097.98 and 5097.99 and the Native American Graves Protection and Repatriation Act (NAGPRA).

Therefore, the proposed project would generate potential impacts to cultural resources at levels considered **less than significant with mitigation incorporated.**

<b>F. Energy</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
Will the project:				
<b>1.</b> Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?				
<b>2.</b> Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			<b>X</b>	

**F.1, F.2.** The proposed project will include the development of 34 additional homes that will be built to the current California Building Energy Efficiency Standards and will therefore be

consistent with State and local requirements for efficiency use of energy resources. There will be **no impact** with regard to energy resources.

MITIGATION: None required.

<b>G. Geology and Soils</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
Will the project or its related activities:				
<b>1.</b> Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
a. 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? (Div. Of Mines & Geology Special Publication 42)				<b>X</b>
b. Strong seismic ground shaking?			<b>X</b>	
c. Seismic-related ground failure, including liquefaction?			<b>X</b>	
d. Landslides?			<b>X</b>	
<b>2.</b> Result in substantial soil erosion or the loss of topsoil?			<b>X</b>	
<b>3.</b> 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?				<b>X</b>
<b>4.</b> Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?				<b>X</b>
<b>5.</b> 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 waste water?			<b>X</b>	
<b>6.</b> Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature				<b>X</b>

DISCUSSION:

**G.1a:** The project site is not located in an Alquist-Priolo Earthquake Fault Zone. Since there are no active faults mapped across the project site, and since surface ground rupture along faults is generally limited to a linear zone a few meters wide, fault ground rupture at the project site is unlikely. There would be **no impact**.

**G.1b:** Per the City of Colusa General Plan (October 2007), there are no known active faults within Colusa County. Colusa County is vulnerable to moderate ground shaking from earthquakes centered outside of the County. Four minor earthquakes on an unknown fault in the foothills occurred in 1985. Earthquakes of a maximum magnitude of 5.7 on the Richter scale could occur at the nearest known fault at the Sutter Buttes. This could cause shaking in Colusa County up to an intensity of VI to VII, as measured by the Modified Mercalli Scale. The effects of earthquakes of this magnitude on structures are described as minor to moderate. However, the geologic evidence indicates that the project site would experience only low-intensity shaking from faults outside of Colusa County. In addition, construction would be required to adhere to

the building safety standards specified in the California Building Code. Therefore, hazards associated with strong seismic ground shaking are considered **less than significant**.

**G.1c:** Liquefaction is a process by which water-saturated materials (including soil, sediment, and certain types of volcanic deposits) lose strength and may fail during strong ground shaking. Liquefaction occurs when a granular material is transformed from a solid state into a liquefied state as a result of increase pore-water pressure. Liquefaction is most commonly induced by strong ground shaking associated with earthquakes.

Factors determining the liquefaction potential are soil type, the level and duration of seismic ground motions, the type and consistency of soils and the depth to ground water. Loose sands and peat deposits are particularly susceptible to liquefaction, while clayey silts, silty clays, and clays deposited by freshwater environments are generally stable under the influence of strong ground shaking.

The project site is located on loams and silty loam soils. The soils at the project site are moderately stable and there are no known active faults in Colusa County. Therefore, the project site has a relatively low liquefaction potential, and this is considered a **less than significant** impact.

**G.1d:** The project site is not located in or near a landslide hazard area. The topography of the project site is relatively level. There would be **no impact**.

**G.2:** Construction of residential development would require grading and compaction, which could result in localized erosion during construction periods. All excavation activities, grading, and construction would be conducted according to standard construction practices and building codes. In addition, the project would be required to obtain coverage under the state's General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit, 99-08-DWQ). The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP would contain site maps showing the construction areas, existing and proposed buildings, lots, roadways, storm water collection and discharge points, general topography, before and after construction, and drainage patterns. The SWPPP would identify best management practices (BMPs) that would be used to protect storm water runoff and minimize erosion during construction. Therefore, the project would not result in substantial soil erosion and this is expected to be a **less than significant** impact.

**G.3, G.4:** Expansive soils are composed largely of clays, which greatly increase in volume when saturated with water and shrink when dried. The soils on the project site are primarily loams and silty loams, which are not considered expansive. In addition, the project would comply with Title 24 of the California Code of Regulations, which requires construction and design of buildings to meet standards that would reduce risks associated with subsidence or liquefaction. Because the project area has low seismic hazard, is flat, and the soils have low expansiveness potential, there will be **no impact**.

**G.5:** The project site is currently served by a septic wastewater disposal system, which will be decommissioned as part of the proposed project. City Sewer and water infrastructure is located on 5<sup>th</sup> street and the City facilities have the capacity to provide water and sewer service to the proposed project. The proposed project will not rely on the use of septic tanks or alternative wastewater disposal systems. Therefore, implementation of the proposed project is expected to result in a **less than significant** impact on site soils.

**G.6.** The proposed project site is underlain by Holocene alluvium soil (levee and channel deposits), which is less than 10,000 years old. By definition, an object must be more than 10,000 years old in order to be considered a fossil. Therefore, it is highly unlikely that soils underlying the project site contain unique paleontological resources. Therefore, a less than significant impact would occur.

MITIGATION: None required.

<b>H. Greenhouse Gas Emissions</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
Would the project:				
<b>1.</b> Generate greenhouse gas emissions, either directly or indirectly that may have a significant impact on the environment?			<b>X</b>	
<b>2.</b> Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			<b>X</b>	

DISCUSSION:

Climate change refers to any significant change in measures of climate, such as average temperature, precipitation, or wind patterns over a period of time. Significant changes in global climate patterns have recently been associated with global warming attributed to accumulation of greenhouse gas (GHG) emissions in the atmosphere. The emission of GHGs through the combustion of fossil fuels (i.e., fuels containing carbon) in conjunction with other human activities, appears to be closely associated with global warming (OPR, 2008). The most common GHG generated by human activities is carbon dioxide, followed by methane and nitrous oxide (OPR, 2008).

**H.1-H2.** The project will involve use of construction equipment and vehicles that produce greenhouse gases (GHG). Heavy equipment operation produces GHG mainly in the form of carbon dioxide with small amounts of methane and nitrous oxide. GHG emissions will be temporary, coinciding with construction activities. There will be no net long-term emissions of GHG from the project.

Combined vehicle use is a large producer of GHG. The project site is currently a rural residential site. The project will develop the site into a 35-lot subdivision which will increase vehicle trips and energy use.

An Air Quality Analysis was conducted to identify the significance of air quality impacts of the Cheney-Wilson Subdivision project (KD Anderson & Associates, Inc, 2020). The following is a summary of the results as it relates to greenhouse gasses:

Construction and operation of the Cheney-Wilson Subdivision project would result in the generation of GHG emissions. Detailed information showing the amount of GHG emissions and the CalEEMod emissions model input values are presented in the Attachment E

Construction of the Cheney-Wilson Subdivision project would generate:

- 272.31 MT/yr of construction related CO2e emissions in the year 2020,
- 231.83 MT/yr of construction related CO2e emissions in the year 2021, and
- 494.78 MT/yr of operational CO2e emissions.

None of the above values would exceed the significance threshold. Therefore, this impact is considered less than significant, and no mitigation measures are required.

The project will remove several trees as well as plant several trees in order to develop the site. The project is located on a site that has been heavily disturbed by past agricultural activities and the removal of trees associated with the project is not expected to have a significant impact on the carbon storage of the local area.

The project is on a site that is located above the most frequently flooded elevations (FEMA ZONE X). Any predicted sea level rise from climate change impacts is not expected to change as a result of the project or have any impact on the project area. The proposed project does not conflict with any plans or policies related to GHG emissions reduction. The project will have minor short term increases in GHG pollution during construction. The proposed project’s cumulative impacts to GHG emissions are **less than significant**.

MITIGATION: None required.

<b>I. Hazards and Hazardous Materials</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
Will the project or its related activities:				
<b>1.</b> Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			<b>X</b>	
<b>2.</b> Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			<b>X</b>	
<b>3.</b> Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			<b>X</b>	
<b>4.</b> Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would it create a significant hazard to the public or the environment?				<b>X</b>
<b>5.</b> For a project located within an airport land use plan or , where such a plan has not been adopted, within 2 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			<b>X</b>	
<b>6.</b> Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			<b>X</b>	
<b>7.</b> Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?				

DISCUSSION:

**I.1:** The proposed project would not involve activities such as industrial or manufacturing uses that could generate hazardous emissions. The construction and operation of the proposed project may result in the use and storage of small quantities of hazardous material such as cleaning materials, pesticides, fertilizers, and petroleum products. The routine transport, use,

and disposal of such materials would be limited and would not present a health risk when the materials are handled according to the manufacturer's instructions. In addition, federal, state, and local laws regulate every aspect of hazardous material transport, use, and storage. These regulations are designed to avoid significant hazards to the public and environment. Therefore, the impact of the proposed project is considered **less than significant**.

**I.2:** Construction of the proposed project would involve the use of heavy construction equipment, which uses small amounts of hazardous materials such as oils, fuels, and other potentially flammable substances that are typically associated with construction activities. However, the City would work with the project contractor to establish a construction staging area where hazardous materials would be temporarily stored during construction. Furthermore, the City would require the contractor to prepare an accidental spill prevention and response plan as part of the grading permit. During construction activities, the project will be required to employ BMPs for spill control and prevention as part of the grading ordinance. With prevention and management in place, potential impacts from construction-related accidental spills of hazardous materials would be considered **less than significant**.

**I.3:** The project site is located within a quarter mile of Colusa High School. Construction of the proposed project would involve the use of heavy construction equipment, which uses small amounts of hazardous materials such as oils, fuels, and other potentially flammable substances that are typically associated with construction activities. The implementation of a spill prevention and response plan and BMPs for spill control and prevention will ensure **less than significant impacts** would occur related to emissions or handling of hazardous materials within one-quarter mile of an existing or proposed school.

**I.4:** The project site is not listed as a Resource Conservation and Recovery Act (RCRA) generator of hazardous wastes, nor is it on the DTSC Hazardous Waste and Substances Sites List or the Superfund National Priorities List. Thus, the project would not be located on a site which is a significant hazard to the public or to the environment and there would be **no impact**.

**I.5, I.6:** The closest airport is the Colusa County Airport, located approximately 1.5 miles southeast of the project site. The project site is located within the Colusa County Airport Land Use Plan (Colusa, 2014) in an area identified as "D - Other Airport Environs". As detailed in the Colusa County Airport Land Use Compatibility Plan Zone D exhibits occasional overflights intrusive to some outdoor activities and the overall noise impact on residences is low. There are no compatibility issues with residential land uses in Zone D. The location of the proposed project in relation to airport related noise would be considered **less than significant**.

**I.7:** The California Department of Forestry and Fire Protection Fire Hazard Severity Zone map (September 2007) depicts the project site as being within an "other unzoned" area and a local responsibility area. The project site is currently highly disturbed, open land with sparse vegetation. Following construction, the project site would contain homes that could be susceptible to fire. The project site would be regularly maintained and fire services would be provided by the City of Colusa. Impacts with regard to wildland fires would be **no impact**.

Therefore, the proposed project would generate potential impacts resulting from hazardous materials at levels considered **less than significant**.

MITIGATION: None required.

<b>J. Hydrology and Water Quality</b> Will the project or its related activities:	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<b>1.</b> Violate water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			<b>X</b>	
<b>2.</b> Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?				<b>X</b>
<b>3.</b> Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site?			<b>X</b>	
<b>a.</b> Result in substantial erosion or siltation on- or off-site?			<b>X</b>	
<b>b.</b> Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;			<b>X</b>	
<b>c.</b> 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				
<b>d.</b> impede or redirect flood flows?				
<b>4.</b> In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?			<b>X</b>	
<b>5.</b> Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?				<b>X</b>

**DISCUSSION:**

**J.1:** Excavation and filling would be necessary to construct the streets, homes, and utilities associated with project development. Soil disturbance associated with project development construction activities could cause accelerated soil erosion and sedimentation or the release of other construction-related pollutants (e.g., fuels, oils, lubricants, paints, concrete, etc.) to adjacent ditches and subsequent downstream waterways. Urban contaminants such as oil, grease, heavy metals, and pesticides and herbicides from the project could also be present in runoff. Sediments and other contaminants could migrate into groundwater through infiltration, which could violate water quality standards or waste discharge requirements. However, as part of the Construction General Permit, the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP) is required prior to project implementation and would require its contractors to apply all Best Management Practices (BMPs) included in the SWPPP during construction. Therefore, impacts related to water quality standards, waste discharge or ground water quality would be considered **less than significant**.

**J.2:** The increase in water demand is not expected to be substantial. The parcels surrounding the project site are currently served by the City of Colusa. City staff has indicated that the City has adequate water supply to meet the increased water demand that would result from the proposed project. The proposed project will not impede sustained groundwater management of the basin in which the project exists. Therefore, implementation of the proposed project is expected to result in a **less than significant** impact on groundwater supplies.

**J.3.i, ii, iii, iv:** The proposed project would result in alterations to the existing drainage patterns due to the development of the area. The project would result in an increase in impervious surfaces due to the construction of roads, homesites and driveways. The City requires developments to ensure that the cumulative rate of peak runoff does not exceed pre-development levels. The City requires projects to provide storm water detention or retention facilities of as necessary to minimize and avoid net increases in runoff from development sites. Measures to control erosion and sedimentation are part of standard BMPs and SWPPP measures that would be implemented during construction and operation of the site. Therefore, the net alteration of the existing drainage pattern on the site would be considered **less than significant**. Because potential project-related increases in runoff water are not expected to result in flooding on-or off-site or impede or redirect flood flows, the impacts are considered **less than significant**.

Implementation of the proposed project is not expected to generate a significant increase in runoff. The SWPPP and BMPs will ensure control of runoff during construction and storm water drainage and retention facilities would be included in the development of the proposed project. The increase in impervious surfaces is not expected to increase polluted runoff to the level that it would overwhelm existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff; therefore, this is considered a **less than significant impact**.

**J.4:** The project site is in an area that is designated as Zone X (area of minimal flood risk) with a 0.2% annual chance of flood hazard per FEMA’s FIRM #06011C0535F. The proposed project is not located within a 100-year floodplain per the aforementioned FIRM map. The project site is not within an area of tsunami or seiche zones. The project would place residential housing in an area with a minimal flood risk; and the risk of release of pollutants due to project inundation are minimal, this is considered a **less than significant impact**.

**J.5:** The implementation is the proposed project is not expected to substantially degrade water quality with the implementation of the SWPPP and BMPs. The project will not conflict or obstruct implementation of a water quality control plan or sustainable groundwater management plan. The impact to water quality will be **less than significant**.

MITIGATION: None required.

<b>K. Land Use and Planning</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
Will the project or its related activities:				
<b>1.</b> Physically divide an established community?				<b>X</b>
<b>2.</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?				<b>X</b>

DISCUSSION:

**K.1** The project site is located within the City of Colusa’s sphere of influence. The only housing community immediately adjacent to the project site is located on the eastern edge of the property and is currently fenced off as it is. The proposed project would involve the development of a community and increase public access to the land present within the project site. Therefore, there will be **no impact**.

**K.2** The proposed project site is currently zoned for Urban Residential land use in the Colusa County General Plan (Colusa County, 2012) and Low Density Residential land use in the City of Colusa General Plan (City of Colusa 2007). As such, implementation of the proposed project is consistent with local planning. Therefore, **no impact** would occur.

MITIGATION: None required.

<b>L. Mineral Resources</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
Would the project:				
<b>1.</b> Result in the loss of availability of a known mineral resource that would be of value to the region and the resident of the state?				<b>X</b>
<b>2.</b> Result in the loss of availability of a local-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				<b>X</b>

DISCUSSION:

**L.1, L.2** In compliance with the California Surface Mining and Reclamation Act (SMARA), the California Geological Survey (CGS) (formerly California Department of Conservation - Division of Mines and Geology) is the agency responsible for designating the location and significance of key extractable resources. No important extractive resources have been designated in the immediate project vicinity (Department of Conservation, 2006). Therefore, the project would not result in the loss of availability of a known mineral resource or otherwise affect mineral resources and **no impact** would occur.

MITIGATION: None required.

<b>M. Noise</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
Will the project or its related activities:				
<b>1.</b> Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance or applicable standards of other agencies?				<b>X</b>
<b>2.</b> Generation of excessive groundborne vibration or groundborne noise levels?			<b>X</b>	
<b>3.</b> For a project located within the vicinity of a private airstrip or an airport land use plan, would the project expose people residing or working in the Study Area to excessive noise levels?			<b>X</b>	

DISCUSSION:

**M.1** Implementing the proposed project would result in short-term and long-term increases in ambient noise levels.

Construction activities could result in a temporary increase in average daily ambient noise levels onsite and nearby noise-sensitive receptors. The surrounding area includes low density residential land uses that have established an existing level of noise that would be expected with

such land uses. Construction related noise will be a result of clearing, grading, paving, and construction of the proposed units.

Construction operations during daylight hours often are not considered to result in significant noise impacts. The City’s municipal code includes a chapter on noise regulations which limits construction activities between the hours of 7:00 p.m. and 7:00 a.m. on weekdays, or between 7:00 p.m. and 8:00 a.m. on Saturdays and Sundays. Therefore, implementation of the proposed project is not expected to result in a substantial short term adverse impact on nearby noise sensitive receptors and the short term effects would be considered **less than significant**.

Onsite noise sources such as landscaping equipment, noise associated with vehicles, and noise from future residents, as well as increases in vehicle traffic on area roadways attributable to the proposed project, could result in a slight long-term increase in ambient noise levels. Overall, the long-term noise levels are expected to be the same as or similar to existing noise levels and are consistent with the residential zoning of the parcel. Therefore, implementation of the proposed project is not expected to result in a long term, substantial, adverse impact on nearby noise-sensitive receptors and the long-term effect would be considered **less than significant**.

**M.2** Implementing the proposed projects would not result in the long-term operation of any major sources of groundborne vibration that would affect nearby sensitive receptors. In addition, construction activities that would result in the use of construction equipment that could result in potentially significant levels of ground vibration will be minimized to the greatest extent practicable through the use of BMPs. Therefore, the generation of excessive groundborne vibration attributable to the construction of the proposed projects would be considered **less than significant**.

**M.3**The closest airport is the Colusa County Airport, which is located approximately 1.5 miles south of the project site. There are no private airstrips in proximity to the proposed project site. The project site is located within the Colusa County Airport Land Use Plan (Colusa, 2014) in an area identified as “D – Other Airport Environs”. As detailed in the Colusa County Airport Land Use Compatibility Plan Zone D exhibits occasional overflights intrusive to some outdoor activities and the overall noise impact on residences is low. There are no compatibility issues with residential land uses in Zone D. The location of the proposed project in relation to airport related noise would be considered **less than significant**.

MITIGATION: None required.

<b>N. Population and Housing</b> Will the project or its related activities:	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<b>1.</b> Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				<b>X</b>
<b>2.</b> Displace substantial numbers of existing people housing, necessitating the construction of replacement housing elsewhere?				<b>X</b>

DISCUSSION:

**N.1:** The parcel has been designated for residential development by the City (R-1) and the County R-1-8) and the proposed project is consistent with existing plans, ordinances, and policies. The proposed project will create an additional 34 single-family residences will not induce substantial population growth, therefore there will be a **less than significant impact**.

**N.2:** The proposed project entails the retention of the existing home at the site. The proposed project will not displace any existing people or housing; there would be **no impact**.

MITIGATION: None required.

<b>O. Public Services</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
Will the project or its related activities have an effect upon or result in a need for altered governmental services in any of the following areas:				
1. Fire protection?			X	
2. Police protection?			X	
3. Schools?				X
4. Parks and recreation facilities? (See Section J Open Space/Recreation)			X	
5. Maintenance of public facilities, including roads, canals, etc.?			X	
6. Other government services?			X	

DISCUSSION:

**O.1 –O.6  
Fire protection**

The proposed project site is currently served by the Colusa County Fire District and upon annexation would be served by the City of Colusa Fire Department. The proposed project would be designed and constructed in compliance with all applicable fire protection regulations. It is anticipated that existing fire protection facilities would be sufficient to serve the project site and no additional facilities would need to be constructed. This impact is considered **less than significant**.

**Police protection**

The police protection services, staffing and facilities of the City of Colusa would be sufficient to serve the proposed project and no additional facilities would need to be constructed. This impact is considered **less than significant**.

**Schools**

Development of the proposed project would likely increase the number of students entering the local schools. The school district has capacity for enrollment and the development of 34 additional single-family homes and the associated school aged children can be accommodated by the existing facilities. Therefore, a **less than significant impact** to schools would occur with project development.

**Parks**

The proposed project would increase populations in a manner that would necessitate or place a strain on the existing parks and recreation facilities in the City. Therefore, the proposed project would result in a **less than significant impacts** to parks and recreational facilities.

**Other public facilities**

The proposed project is not anticipated to affect public facilities beyond those already addressed in this Public Service section and elsewhere in this Environmental Checklist. Therefore, the project would have **no impact** on other public facilities.

MITIGATION: None required.

<b>P. Recreation</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<i>Will the project or its related activities:</i>				
<b>1.</b> Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			<b>X</b>	
<b>2.</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?				<b>X</b>

DISCUSSION:

**P.1** The proposed project would result in the construction of approximately 34 new single-family residences. It is not expected that the population increase of 34 new resident families would increase the use of existing facilities to the extent that substantial physical deterioration would occur; however, it would increase the use of these facilities to some extent. The project site has been zoned as residential by the City and County with the reasonable expectation that residents would utilize existing recreational facilities. There would be a **less than significant impact**.

**P.2** The proposed project does not include recreational facilities or require the construction or expansion of recreational facilities; therefore, there would be **no impact**.

MITIGATION: None required.

<b>Q. Transportation</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<i>Will the project or its related activities:</i>				
<b>1.</b> Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?				<b>X</b>
<b>2.</b> Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3 Subdivision (b)?				<b>X</b>
<b>3.</b> Substantially increase hazards due to geometric design features (e.g. Sharp curves or dangerous intersection) or incompatible uses (e.g. farm equipment)?			<b>X</b>	
<b>4.</b> Result in inadequate emergency access?				<b>X</b>

DISCUSSION:

The Colusa General Plan indicates that the City will strive to maintain Level of Service C (LOS C) on City streets and LOS D on state highways. Level of Service is a measure of the quality of traffic flow used by traffic engineers to describe conditions on roadway segments or at

intersections. Levels of Service range from LOS A (very good traffic flow with little delay) to LOS F (considerable delay and congestion). The General Plan judges traffic flow on roadway segments based on a roadway’s classification and daily traffic volume, and the GPEIR notes that a two-lane Collector Street improved to City standards can carry 7,700 vehicles per day (vpd) based on interpolation of HCM peak hour capacity. Traffic conditions at intersections are judged based on the length of the average delay for motorists who must yield the right of way, and the currently accepted methods for determining average delay are found in the Highway Capacity Manual, 6th Edition (HCM).

A Traffic Impact Assessment was developed for the proposed project by KD Anderson & Associates, Inc. While CEQA review of proposed project impacts on the local circulation system have moved away from Level of Service evaluations, a discussion of LOS is provided.

**Current Traffic Conditions**

Traffic conditions in urban areas are typically governed by the flow of traffic through key intersections. In the case of the Cheney – Wilson Subdivision that key location is the intersection of Fifth Street & Sioc Street. That intersection is controlled by an all-way stop, and new weekday a.m. peak hour (7:00 to 9:00 a.m.) and p.m. (4:00 to 6:00 p.m.) intersection turning movement counts were made on Tuesday August 20th to establish current conditions.

Those traffic counts indicated that the intersection operated at LOS A during the highest 60-minute period within the two-hour observation period (refer to attached Level of Service worksheets). It was also determined that the current traffic volumes fell far below the level that might justify a traffic signal based on the guidelines contained in the Manual of Uniform Traffic Control Devices (MUTCD).

**Future Traffic Conditions**

The General Plan EIR indicates that Fifth Street may carry 2,000 vpd in the future as the south area develops and Fifth Street is extended. That forecast would include the traffic from the proposed project. The City adopted a traffic impact fee program to address future improvements.

The trip generation for this project was calculated using trip generation rates published in the Trip Generation Manual (Institute of Transportation Engineers, 10th Edition, 2018). Applicable rates are found in category 210 (Single Family Residential), as noted in Table 1. Application of these trip generation rates yields a total of 312 daily trips, with 24 trips expected in the a.m. peak hour and 33 new trips generated during the p.m. peak hour.

**Table 2. Trip generation Rates / Forecasts**

Land Use	Unit/ Quantity	Trip Generation						
		Daily	AM Peak Hour			PM Peak Hour		
			Inbound	Outbound	Total	Inbound	Outbound	Total
Single Family Residential	Dwelling unit (du)	9.44	25%	75%	0.74	63%	37%	0.99
Cheney – Wilson Subdivision	33 new du’s	312	6	18	24	22	11	33

**Project Traffic Impacts**

Levels of Service. The extent to which the addition of project traffic would change current Levels of Service to unacceptable levels has been assessed.

Intersection Level of Service. The volume of peak hour traffic added by the project would be too small to have an appreciable effect on the operation of the Fifth Street / Sioc Street intersection. While the length of average delays might increase by a fraction of a second, LOS A conditions would remain and traffic signal warrants volume levels would not be reached. Because the City’s minimum LOS C standard will still be satisfied, the projects impact is not significant.

Roadway Segment Level of Service. The project will increase the daily traffic volume on Fifth Street south of Sioc Street from the current level of about 800 vpd to about 1,112 vpd. While this would represent an increase of about 40% over the current volume, it is important to note that the capacity of the road is much higher. As the GP notes that a two-lane collector can carry 4,000 vpd at LOS A, the project will not result in conditions in excess of the City's minimums standard, and its impact is not significant.

Safety Impacts. As noted earlier, some segments of Fifth Street are too narrow to accommodate two-way travel without use of the adjoining shoulders. The volume of traffic added by the project will not change the adequacy of the roadway north of the project.

Pedestrian Impacts. The project will likely add some pedestrians who elect to walk from the site to Colusa High School, Our Lady of Lourdes School or the ballfield or to continue north on Fifth Street into downtown Colusa. While the project will build 750 feet of new sidewalk, roughly 900 feet without sidewalk will remain to the existing sidewalk on the east side of Fifth Street north of Ware Avenue. Because traffic volumes will remain low, pedestrians will still be able to access this area safely.

**Q.1, Q.2** The parcels are zoned for residential development by the City and the County and the proposed project is consistent with existing plans, ordinances, and policies. There would be **no impact**.

**Q.3.** New roadways would be developed and the facilities would be improved to current design standards, therefore is not expected to result in an increase in traffic hazards due to geometric design features and this impact is **less than significant**.

**Q.4** The internal circulation will consist of a loop road with a stub cul-de-sac resulting in two access points to 5<sup>th</sup> Street. New roadways would be developed and the facilities would be improved to current design standards and therefore there would be **no impact to** emergency access.

MITIGATION: None required.

**R. 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	Less Than Significant Impact	No Impact
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**1.** Listed or eligible for listing in the California Register of the Historical Resources, or in a local register of historical resources as defined Public Resources Code section 5020.1(k), or

**X**

**2.** 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

**X**

**R.1, R.2** A Tribal Cultural Resource is a site feature, place, cultural landscape, sacred place or object, which is of cultural value to a Tribe. Often, cultural resources are found in foothill areas, *Cheney Wilson Subdivision Project*

areas with high bluffs, rock outcroppings, areas overlooking deer migratory corridors, or near bodies of water. The project site is located in the Sacramento Valley and has been extensively disturbed by past intensive agricultural use and residential development.

As discussed above under Section E (Cultural Resources) of this initial study, potential impacts to tribal resources will be reduced to **less than significant levels with implementation of Mitigation Measure CULT-1.**

<b>S. Utilities and Service Systems</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<b>S. Utilities and Service Systems</b>				
Will the project:				
<b>1.</b> Require or result in the relocation or construction of new or expanded water, wastewater treatment facilities or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			<b>X</b>	
<b>2.</b> Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			<b>X</b>	
<b>3.</b> 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?			<b>X</b>	
<b>4.</b> 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?			<b>X</b>	
<b>5.</b> Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			<b>X</b>	

**DISCUSSION:**

**S.1** The proposed project will require connections to existing water, wastewater, storm water drainage, electric power, natural gas and communication infrastructure all of which are available in the immediate vicinity of the project site. The connections to these facilities will not result in significant environmental effects; therefore, there is a **less than significant** impact.

**S.2** The proposed project will be served by the City's water system. City staff has indicated that the City would have adequate water supply capacity to provide the planned uses of the site with water for the foreseeable future during normal, dry and multiple dry years, therefore this is a **less than significant** impact.

**S.3** The proposed project will be served by the City's wastewater treatment system. City staff has indicated that the City would have adequate wastewater capacity to provide the planned uses of the site, therefore this is a **less than significant** impact.

**S.4, S.5** The proposed project involves the development of 34 residential units that will be served by local waste management services. Residential developments and uses are not subject to solid waste reduction statues in this area. It is not expected that a development of this size would exceed solid waste capacities of local infrastructure; therefore, implementation of the proposed project is expected to result in a **less than significant** impact.

<b>T. Wildfire</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
1. Substantially impair an adopted emergency response plan or emergency evacuation plan?			X	
2. 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?			X	
3. 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?			X	
4. 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?			X	

**T.1, T.2** The proposed project is surrounded by residential development and agricultural lands uses in the Sacramento Valley. The development will not impair an adopted emergency response plan. The site is flat, does not have identified prevailing winds or other factors that would exacerbate wildfire risks, thereby exposing project occupants to pollutants or the spread of wildfire. This is considered a **less than significant** impact.

**T.3** There are no infrastructure requirements that would exacerbate fire risk or results in impacts to the environment as a result of the project implementation. This is considered a **less than significant** impact.

**T.4** The proposed project would not 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. This is considered a **less than significant** impact.

**U. Mandatory Findings of Significance**

	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
Pursuant to Section 15382 of the State CEQA Guidelines, a project shall be found to have a significant effect on the environment if any of the following are true:				
1. The project has 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.		X		
2. The project has possible environmental effects which are individually limited but cumulatively considerable. (Cumulatively considerable means that the incremental effects of an individual project are considerable when viewed in			X	

connection with the effects of past, current and probable future projects.	
3. The environmental effects of a project will cause substantial adverse effects on human beings, either directly or indirectly.	<b>X</b>

**DISCUSSION:**

Section 15065 of the CEQA Guidelines (Guidelines) identifies the circumstances under which a lead agency must prepare an EIR. A lead agency must identify whether, in light of the whole record, a project could have a significant effect on the environment. The following four conditions are the identified EIR catalysts:

1. The project may: Degrade the quality of the environment, Substantially reduce the habitat of a fish/wildlife species, Cause a population to drop below self-sustaining levels, Eliminate a plant/animal community, Reduce the number/restrict the range of endangered, rare or threatened species, or Eliminate important examples of major periods of the state’s history or prehistory.
2. The project may achieve short-term goals while being detrimental towards long-term goals pertaining to environmental quality.
3. The project may result in cumulatively considerable environmental effects despite individual effects that may be less than significant.
4. The project’s environmental effects may result in adverse effects on human beings.

The Guidelines clarify that, if the lead agency has identified adequate mitigation for all potentially significant effects, an EIR is not required simply because the potential effects would be significant in the absence of mitigation.

As the culminating section of an initial study, the Mandatory Findings of Significance must analyze the proposed project within the context of §15065 of the Guidelines. As identified in §15065(a), the analysis must be rooted in “substantial evidence, in light of the whole record.” It is within this context that the following Mandatory Findings of Significance were prepared.

This document was prepared to ensure the continued adherence to full disclosure during implementation of city-sponsored projects and capital improvements.

**U.1, U.2, U.3:** The proposed improvements would be required to adhere to the applicable standards of the City of Colusa General Plan and the Municipal Code.

Based on the analysis set forth in this document, the proposed project has the potential to generate potentially significant impacts to wildlife species and habitat, however adherence to **Mitigation Measures AIR-1 through AIR-4, BIO-1 through BIO-3 and CULT-1** identified in this document will ensure the integration of terms and conditions of CEQA, and state and federal requirements. Thus, the proposed improvements would result in potential impacts considered **less than significant with mitigation** incorporated.

**MITIGATION REQUIRED:** Implementation of Mitigation Measures AIR-1 through AIR-4, BIO-1 through BIO-3 and CULT-1.

Standard conditions of approval and best management practices will ensure **less than significant** impacts to cultural resources.

Adherence to the requirements of the mitigation measures in this document and the permitting processes of regulatory agencies there would ensure **less than significant** cumulative impacts.

Based on the preceding environmental analysis, through incorporation of the identified mitigation measures and compliance with local, state and federal regulations, as noted in this document, the proposed project would not result in potentially significant cumulative, direct or indirect adverse effects on the environment or human beings.

## **6. References**

Association of Environmental Professionals. 2019. California Environmental Quality Act, Statutes and Guidelines. Sacramento, CA

City of Colusa.

2007 City of Colusa General Plan

2012 City of Colusa Municipal Code

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Federal Emergency Management Agency. 2003. Flood Insurance Rate Maps – 060411C0535F

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2019 Biological Resource Assessment

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2019. Traffic Impact Assessment for The Cheney – Wilson Subdivision. Colusa, CA

2020. Cheney-Wilson Subdivision Air Quality Analysis.

NRCS, Natural Resources Conservation Service. Web Soil Survey, 2.2. National Cooperative Soil Survey, USDA. <http://websoilsurvey.nrcs.usda.gov/app/>

**Attachment A: Preliminary Site Design Package**

## **Attachment B: Biological Resources Assessment**

**Attachment C: Cultural Resource Assessment**

**Attachment D: Traffic Impact Analysis**

## **Attachment E: Air Quality Analysis**