

**Initial Study**

# **Colusa Town Center Project**

**Prepared For:**

**City of Colusa Planning Department**

**Contact: Bryan Stice, Community Development Manager**

**Prepared By:**

**Bob Summerville, AICP, MA**

**June 3, 2020**

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## DRAFT INITIAL STUDY FOR THE COLUSA TOWN CENTER PROJECT

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<b>Lead Agency:</b>	City of Colusa Planning Department Contact: Bryan Stice, Community Development Manager
<b>Project Proponent:</b>	Amar Cheema, Sutter Equities 1110 Civic Center Blvd., Suite 106D Yuba City, CA 95993
<b>Project Location:</b>	<p>Two parcels located in the east/central portion of the City of Colusa separated partially by State Highway Route (SHR) 20. The cumulative site area is 5.93 acres, with the majority of area located along the east side of SHR 20. Assessor Parcel Number (APN) 002-120-025 occupies 4.67 acres along the east side of SHR 20, and APN 002-110-004 occupies 1.26 acres on the west side of the highway. The eastern terminus of Wescott Road intersects SHR 20 at the site and will be partially realigned to serve as the primary access driveway into the proposed retail center.</p> <p><u>Site addresses and assessor parcel numbers:</u> 1601 State Highway 20, APN 002-120-025 1301 Wescott Road, APN 002-011-004</p>
<b>Surrounding Uses:</b>	<p><u>North:</u> Mid-size retail shopping center <u>South:</u> Undeveloped and Multi-family Residential <u>East:</u> Undeveloped land <u>West:</u> Single and Multi-family Residential</p>
<b>Project Description:</b>	A proposal to develop a mid-size shopping center with multiple retail land uses, including an anchor grocery or drug store, gas station/car wash, 3 fast-food restaurants with drive-through service windows, and speculative retail business suites. (See Section 2.0 for complete project description.)

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## SECTION 1.0 BACKGROUND

### 1.1 Summary

**Project Title:** Colusa Town Center

**Lead Agency Name and Address:** City of Colusa Planning Department  
425 Webster St. Colusa, CA 95932

**Contact Person and Phone Number:** Bryan Stice, Community Development Manager  
(530) 458-5890, x103

**Project Proponent:** Amar Cheema, Sutter Equities  
1110 Civic Center Blvd., Suite 106D  
Yuba City, CA 95993

### 1.2 Introduction

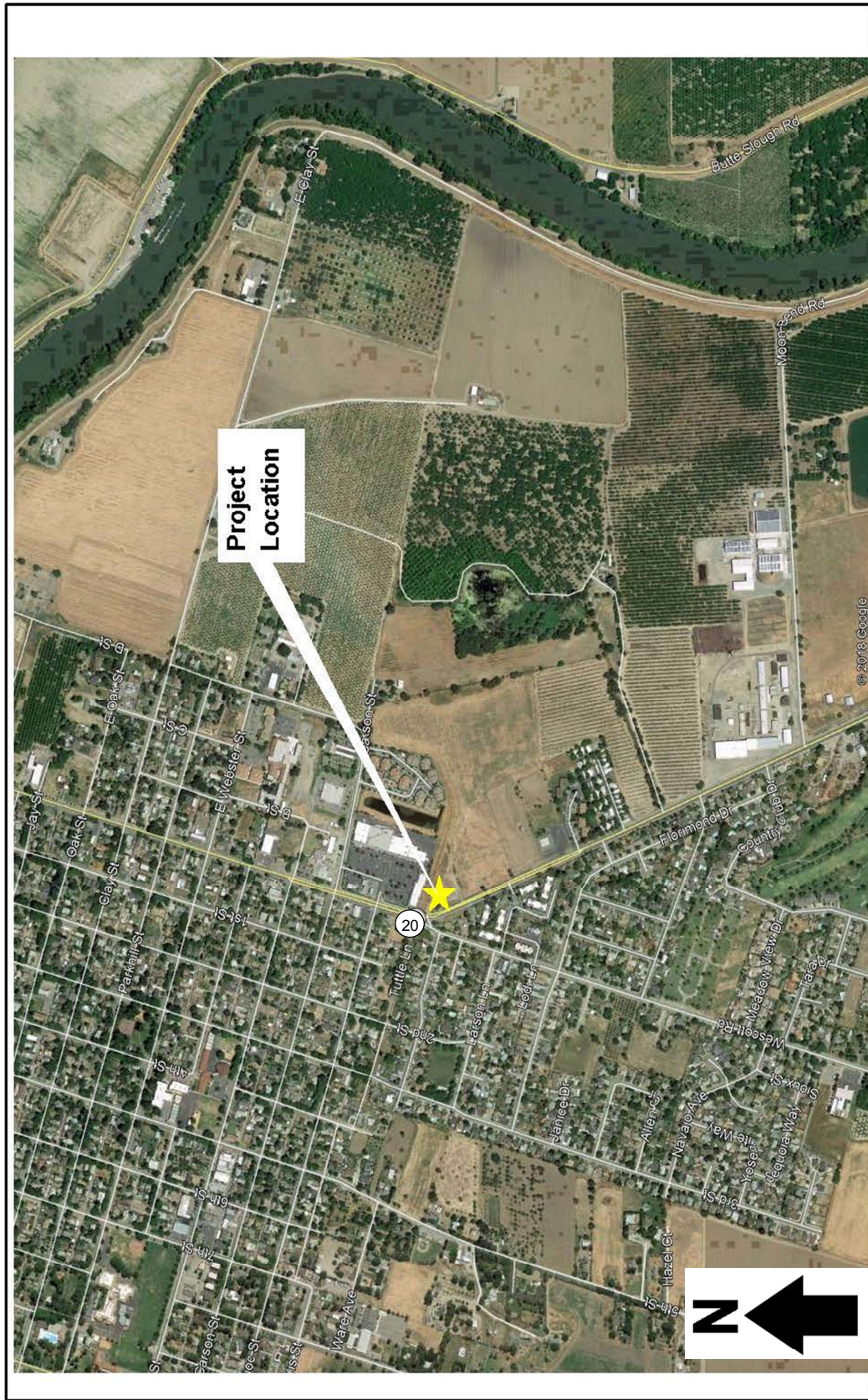
The City of Colusa is the Lead Agency for this Initial Study. The Initial Study has been prepared to identify and assess the anticipated environmental impacts of the Colusa Towne Center Project (Project or Proposed Project). This document has been prepared to satisfy the California Environmental Quality Act (CEQA) (Pub. Res. Code, Section 21000 *et seq.*) and State CEQA Guidelines (14 CCR 15000 *et seq.*). CEQA requires that all state and local government agencies consider the environmental consequences of Projects over which they have discretionary authority before acting on those Projects. A CEQA Initial Study is generally used to determine which CEQA document is appropriate for a Project (Negative Declaration [ND], Mitigated Negative Declaration [MND], or Environmental Impact Report [EIR]).

### 1.3 Project Location

Two parcels located in the east/central portion of the City of Colusa separated partially by State Highway Route (SHR) 20. The cumulative site area is 5.93 acres, with the majority of area located along the east side of SHR 20. Assessor Parcel Number (APN) 002-120-025 occupies 4.67 acres along the east side of SHR 20, and APN 002-011-004 occupies 1.26 acres on the west side of the highway. The northern terminus of Wescott Road intersects SHR 20 at the site and will be partially realigned to serve as the primary access driveway into the proposed retail center.

Site addresses and assessor parcel numbers:

1601 State Highway 20, APN 002-120-025  
1301 Wescott Road, APN 002-011-004



**Figure 1 Project Location**  
2020-031 Colusa Towne Center

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## SECTION 2.0 PROJECT DESCRIPTION

### 2.1 Project Description

A proposal to develop a mid-size shopping center with multiple retail businesses, including an anchor grocery or drug store, gas station/car wash, 3 fast-food restaurants with drive-through service windows, and speculative retail business suites.

#### **Development Applications requiring Discretionary Approvals:**

- 1) General Plan Amendment and Rezone** to change the land use designations and zoning districts as follows:

##### Existing General Plan Land Use Designation:

APN 002-011-004: High Density Residential  
APN 002-120-025: High Density Residential (portion)  
APN 002-120-025: Mixed Use (portion)

##### Proposed General Plan Land Use Designation:

APN 002-011-004: Commercial Professional  
APN 002-120-025: Commercial Professional

##### Existing Zoning:

APN 002-011-004: R-4 General Apartment District (portion)  
APN 002-120-025: R-4 HD General Apartment High Density Housing Combining District (portion)  
APN 002-120-025: M-U-B Bridge Street Mixed Use District (portion)

##### Proposed Zoning:

APN 002-011-004: C-G-PD General Commercial Planned Development District  
APN 002-120-025: C-G-PD General Commercial Planned Development District

- 2) Use permits:** Use permits are required to construct any structure located in the PD zoning district in the City of Colusa including the following: 1) a gas station with a drive-through carwash for the ARCO AM/PM Fueling Station; 2) a drive-through service window for a fast-food restaurant on APN 002-011-004 (Taco Bell); 3) a drive-through service window for a larger restaurant on parcel -025, and 4) a drive-through for a fast-food restaurant (Starbucks)
- 3) Development Agreement:** The public improvements made by this project will be funded and constructed pursuant to the terms of a Development Agreement between the City of Colusa and the project applicant, the details of which are to be negotiated. It is anticipated that the improvements will be scheduled as development occurs. Similarly, the applicant/developer intends to secure cross-access agreement and improvements with the existing Town and Country Center adjacent to the north, and with the property owner(s) adjacent to the south of the Phase 2 and 3 pad sites.
- 4) Finding of Public Convenience and Necessity (PCN)** is required for the alcohol sales at the ARCO AM/PM convenience store. A retail grocery store anticipated in Phase 3 will require a PCN under a separate application at a later date.

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- 5) **Parcel Map or Subdivision** application may also be submitted to divide APN No. 002-120-025 into four separate parcels. Although the application would be submitted at a later date, the analysis in this initial study considers the potential of this land division as part of the subject project description.

**6) Development Overview and Phasing Details**

The combined development area is 5.93 acres. The majority of the site (APN 002-120-025) will be developed on the east side of SHR 20. One out-pad located on the west side of SHR 20 (1301 Wescott Road, APN No. 002-011-004) will be acquired for development of a fast-food restaurant and to allow for a realignment of Wescott Road and to create an entry drive into the retail center. An existing single-family home at this location will be demolished to accommodate the road realignment, new intersection with SHR 20, and construction of the entry drive

**Phase 1:**

An ARCO AM/PM convenience store approximately 2,900 square feet with an attached 600 square-foot storage room, canopy-covered fueling area with 16 gasoline and diesel fueling positions, two underground storage tanks, and an approximately 1,600-square-foot automated express style carwash of approximately 80 feet in length for four cars simultaneously processing. The site will have vacuum spaces (currently showing seven), paid air and water, propane tank for customer fill as well as bottle exchange, provisions for a future EV charging (two spots), and trash enclosure. The facility will operate 24 hours a day, 365 days a year and intends to sell beer and wine on an off-sale Type 20 license. The estimated employment demand is 12 to 14 full-time and 8 to 10 part-time.

A 1,650 square foot fast-food restaurant with a drive-through service window (anticipated to be Taco Bell) is proposed on the pad site on the west side of Highway 20 (1301 Wescott Road, APN No. 002-011-004). Hours of operation will be 8 a.m. to 1 a.m., with 12 fulltime and 1.5 part-time employees.

**Phase 2 (may be done simultaneously with Phase 1):**

On the east side of SHR 20, a 2,800 square foot fast-food restaurant (with drive-through service window) is proposed. A 2,200 square foot fast-food restaurant with drive-through service window (anticipated to be Starbucks) is proposed with an adjacent 1,700 square foot speculative retail store.

Hours of operation of the fast-food, sit-down restaurant is 6 a.m. to 10 p.m., with 20 fulltime and 30 part-time employees. Hours of operation of the Starbucks is 5 a.m. to 10 p.m. with 15 fulltime and 20 part-time employees. Retail store hours of operation would be from 8:30 a.m. to 6 p.m., with six full-time and three part-time employees.

**Phase 3:**

A mid-size anchor retail tenant (approximately 18,000 square feet), such as a drugstore/pharmacy or value-oriented grocery store is proposed on the eastern portion of the site. This area is likely to be developed at a later date and may attract other commercial tenants including medical/general offices, and/or mini-storage. Hours and employees are not anticipated to exceed 100 full and part-time employees combined. Future land uses are subject review and approval of the City of Colusa Planning Commission.

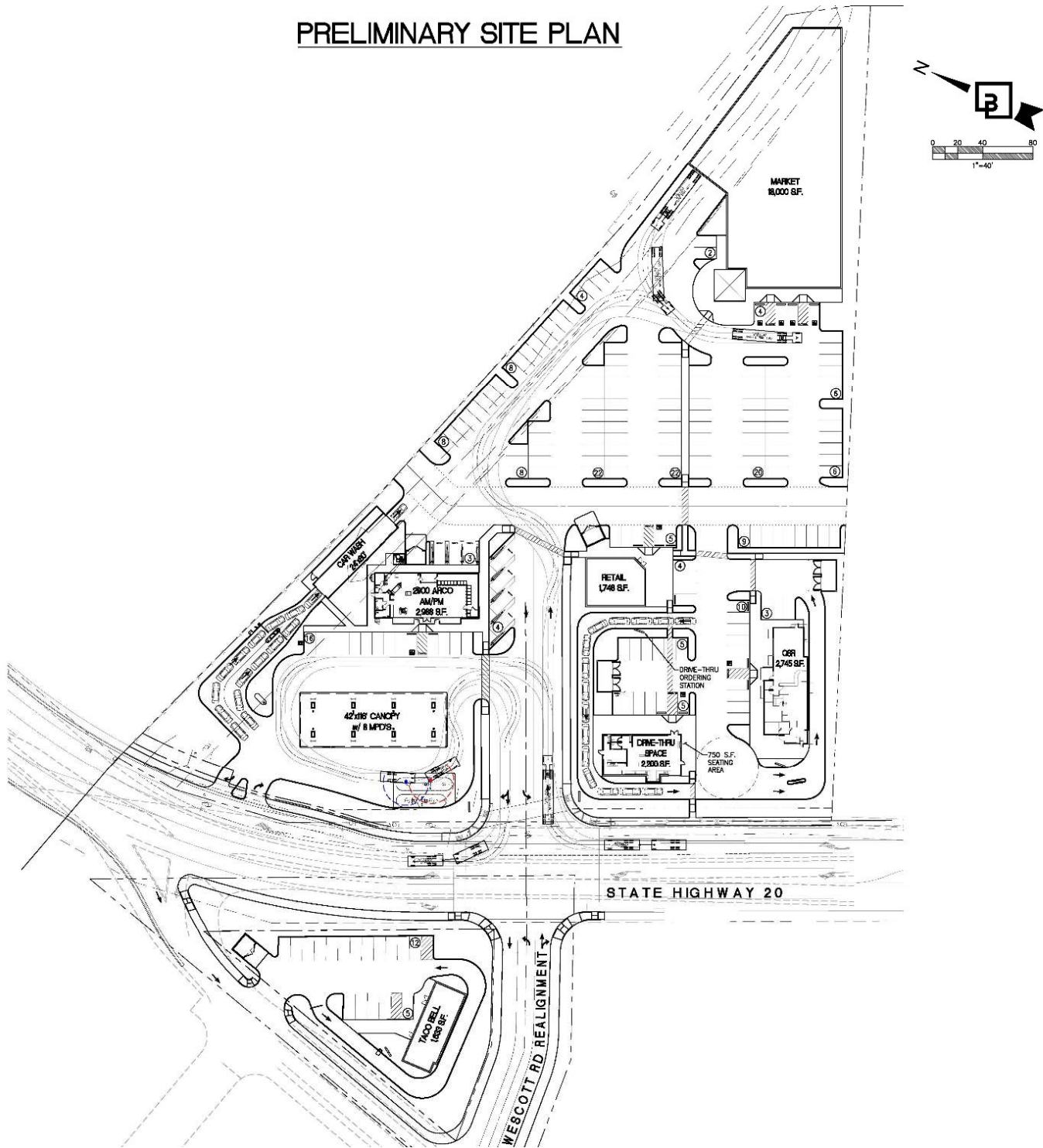
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**Off-site Improvements:**

Caltrans is currently widening and improving portions of SHR 20 that are adjacent to the project site. As part of the project, the applicant/developer will install a traffic signal at the new intersection of SHR 20 and Wescott Road. As noted, the property located to the west of SHR 20 was acquired to demolish an existing single-family home to facilitate the re-alignment of Westcott Road to serve as the primary access driveway for the proposed development. The current Westcott Road intersection will be re-aligned for a one-way exit only from southbound Highway 20. The only other highway access is proposed at the north side to allow direct access right-in and right-out to the ARCO AM/PM site.

The public improvements made by this project will be funded and constructed pursuant to the terms of a Development Agreement between the City of Colusa and Caltrans, the details of which are to be negotiated. It is anticipated that the improvements will be scheduled as development occurs. Similarly, the applicant/developer intends to secure cross-access agreement and improvements with the existing Town and Country Center adjacent to the north, and with the property owner(s) adjacent to the south of the Phase 2 and 3 pad sites.

# PRELIMINARY SITE PLAN



## SECTION 3.0 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED AND DETERMINATION

### 3.1 Environmental Factors Potentially Affected

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

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

### Determination

On the basis of this initial evaluation:

I find that the Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared. ☐

I find that although the 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 Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required. ☐

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

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

Based on the preliminary environmental analysis performed prior to the completion of technical studies (besides traffic), the project MAY have a potentially significant impact on the environment. A Mitigated Negative Declaration or an Environmental Impact Report will need to be prepared. A decision will be made following further deliberation.

*Bryan Stice*

*June 3, 2020*

Bryan Stice, Community Development Manager

Date

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## SECTION 4.0 ENVIRONMENTAL CHECKLIST AND DISCUSSION

### 4.1 Aesthetics

#### 4.1.1 Environmental Setting

The project site is in the southeast quadrant of a small, to mid-sized city in the Sacramento Valley within an active agricultural region. Some scenic views are available from the site that include the Coast Range to the west, Sutter Buttes, and on clear days the Cascade and Sierra Nevada mountains and foothills to the east and northeast. No state scenic highways pass through the vicinity. East and south of the site is similar undeveloped land, stretching to the Sacramento River less than one mile to the east and north. West of the site are established low to medium-high density residential uses. Commercial uses are adjacent to the site's northern boundary.

#### Visual Character of the Project Site

The topography of the site is flat, with elevations ranging from approximately 50 to 60 feet above mean sea level. The project site is currently undeveloped land, previously in agricultural production or grazing. Vegetation across the site are native and non-native grasses periodically managed. The site is located less than one mile to the southwest of a gentle bend in the Sacramento River.

#### Lighting

Light levels at site and surrounding neighborhood are moderate to low intensity with the greatest source coming from the existing shopping center adjacent to the north.

A photometric study conducted for the project illustrates that light spillage (quantified in foot-candles) diminishes at the periphery of the site, ranging from 0.0 to 2.0 foot-candles (*see Appendix 1, LSI Photometric Plan, 2/26/20*).

#### 4.1.2 Aesthetics (I) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Limited views of the Coast and Sierra Nevada mountain ranges are available from the site. Given the anticipated structural heights of buildings associated with the proposed shopping center (less than two stories or less than approximately 35-feet), **no impacts** to scenic vistas would occur.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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The project site is not located within the vicinity of an officially designated scenic highway and there are no scenic resources on the site. The proposed project would have **no impact** on scenic resources.

<b>Would the Project:</b>	Potentially Significant Impact	Less Significant Mitigation Incorporated	than with Significant Impact	Less than Significant Impact	No Impact
c) in a non-urbanized area substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

The site is not identified by the General Plan or zoning as possessing scenic qualities or resources. Although the undeveloped, open space character of the site will change to a developed and urbanized, the change in scenic quality is considered **less than significant**.

<b>Would the Project:</b>	Potentially Significant Impact	Less Significant Mitigation Incorporated	than with Significant Impact	Less than Significant Impact	No Impact
d) create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

### **Construction Lighting**

As previously noted, a photometric study conducted for the project illustrates that light spillage (quantified in foot-candles) diminishes at the periphery of the site, ranging from 0.0 to 2.0 foot-candles (*see Appendix 1, LSI Photometric Plan, 2/26/20*).

Temporary light and glare impacts may occur during development of site improvements and structures and are not regulated by city code. However, construction hours are limited by city code from 7:00 a.m. to 7:00 p.m., and 8:00 a.m. to 7:00 p.m. on weekends (City Code Section 11A-3) which should minimize related glare off-site and minimize adverse-affects to nighttime views during nighttime hours.

### **Project Operational Lighting and Glare**

The project may result in a moderate increase of artificial light and glare into the established neighborhoods. Potential sources of light and glare include external building lighting, parking lot lighting, security lighting, building windows, and reflective building materials. The introduction of new sources of light and glare will minimally contribute to nighttime light pollution and result in minimal impacts to nighttime views in the area.

New lighting associated with the project will be consistent with the light levels created by the existing shopping center adjacent to the north and are not anticipated to create operational off-site glare impacts as analyzed by a photometric study conducted for the project noted above. Therefore, the proposal would create **less than significant** glare impacts on the area.

## 4.2 Agriculture and Forestry Resources

The *Draft Master Environmental Impact Report (DMEIR)* prepared for the City of Colusa General Plan Update in 2007 evaluated potential land use impacts associated with build-out of the General Plan Update. Analysis was based on a review of planning documents including the General Plan, Zoning Ordinance, a field review of the City and surrounding areas, and consultation with responsible agencies.

The DMEIR agricultural analysis utilized information from various sources including the California Department of Conservation Farmland Conversion Report 1998-2000, the California Department of Conservation Important Farmland Map of Colusa County, the Soil Survey of Colusa County prepared by the NRCS in 2002, and the Summary of County Agricultural Commissioners' Reports, 2003-2004 by the National Agricultural Statistics Service. Based on this information, the analysis assessed the potential value of agricultural lands in the proposed Planning Area and utilized the proposed Land Use Diagram to determine potential impacts.

The California Department of Conservation (DOC) manages the Farmland Mapping and Monitoring Program (FMMP), which identifies and maps significant farmland. Farmland is classified using a system of five categories including Prime Farmland, Farmland of Statewide Importance, Unique Farmland, Farmland of Local Importance, and Grazing Land. The classification of farmland as Prime Farmland, Unique Farmland, and Farmland of Statewide Importance is based on the suitability of soils for agricultural production, as determined by a soil survey conducted by the Natural Resources Conservation Service (NRCS).

The DOC identifies the project site as Urban-Built-up Land and Other Land and not identified to be suitable for agricultural production. No properties within the City of Colusa Planning Area are designated by the General Plan as Agricultural. Although some Prime Farmland exists in the City, the DMEIR identified that any conversion of prime agricultural land would be significant and unavoidable.

According to the DMEIR, there are no properties in the City subject to a Williamson Act contract, does not contain forest or timber resources, and is not zoned for forestland protection or timber production.

### 4.2.1 Agriculture and Forestry Resources (II) Environmental Checklist and Discussion

Would the Project:		Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
a)	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The California Department of Conservation (DOC) identifies the project site as Urban and Built-up Land, and therefore, not suitable for agricultural production. Chapter 6 "Parks, Recreation, and Resource Conservation" of the City of Colusa 2007 General Plan, provides a soils map (Figure 6.2) prepared by the Colusa County Resource Conservation District Soil Survey of Colusa County, California soil type on the project site is Colusa Clay Loam, Moderate Alkalai (Figure 6.2 Soils Map). hat the **No impacts** are anticipated from implementation of the Project.

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<b>Would the Project:</b>	Potentially Significant Impact	Less Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

According to the DMEIR (referenced above), there are no properties in the City of Colusa subject to a Williamson Act contract. The Project would have **no impact** in this area.

<b>Would the Project:</b>	Potentially Significant Impact	Less Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

According to the DMEIR (referenced above), the City of Colusa does not contain forest or timber resources and is not zoned for forestland protection or timber production. The Project would have **no impact** in this area.

<b>Would the project:</b>	Potentially Significant Impact	Less Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

According to the DMEIR (referenced above), the City of Colusa does not contain forest or timber resources. The Project would have **no impact** in this area.

<b>Would the project:</b>	Potentially Significant Impact	Less Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

According to the DMEIR (referenced above), the California Department of Conservation (DOC) identifies the project site as Urban and Built-up Land, and therefore, not suitable for agricultural production. **No impacts** are anticipated from implementation of the Project.

## **4.3 Air Quality**

### **4.3.1 Environmental Setting**

Air quality in a region is determined by its topography, meteorology, and existing air pollutant sources. These factors are discussed below, along with the current regulatory structure that applies to the Colusa County portion of the Northern Sacramento Valley Air Basin (NSVAB), which encompasses the Project site. An Air Quality Analysis was completed for the subject project with excerpts provided below (*see Appendix 2, Colusa Towne Center Emissions Assessment, ECORP, March 2020*).

### **4.3.2 Northern Sacramento Valley Air Basin**

The California Air Resources Board (CARB) divides the state into air basins that share similar meteorological and topographical features. Corning lies in the NSVAB, which includes Sutter, Yuba, Colusa, Butte, Glenn, Tehama, and Shasta counties. The NSVAB is bounded on the north and west by the Coastal Mountain Range and on the east by the southern end of the Cascade Mountain Range and the northern end of the Sierra Nevada. These mountain ranges reach heights in excess of 6,000 feet above mean sea level, with individual peaks rising much higher. The mountains form a substantial physical barrier to locally created pollution as well as to pollution transported northward on prevailing winds from the Sacramento metropolitan area (Sacramento Valley Air Quality Engineering and Enforcement Professionals [SVAQEEP] 2015).

The environmental conditions of Colusa County are conducive to potentially adverse air quality conditions. The basin area traps pollutants between two mountain ranges to the east and the west. The U.S. Environmental Protection Agency (USEPA) and CARB designate air basins or portions of air basins and counties as being in “attainment” or “nonattainment” for each of the criteria pollutants. Areas that do not meet the standards are classified as nonattainment areas. The determination of whether an area meets the State and federal standards is based on air quality monitoring data. Some areas are unclassified, which means there is insufficient monitoring data for determining attainment or nonattainment. Unclassified areas are typically treated as being in attainment. Because the attainment/nonattainment designation is pollutant specific, an area may be classified as nonattainment for one pollutant and attainment for another. Similarly, because the State and federal standards differ, an area could be classified as attainment for the federal standards of a pollutant and as nonattainment for the State standards of the same pollutant. The region is designated as a nonattainment area for the State standard for PM<sub>10</sub> (CARB 2018).

### **4.3.3 Local Regulatory Framework**

The Colusa County Air Pollution Control District (CCAPCD) is the agency primarily responsible for ensuring that National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) are not exceeded and that air quality conditions are maintained in the Colusa County portion of the Northern Sacramento Valley Air Basin (NSVAB). In an attempt to achieve NAAQS and CAAQS and maintain air quality, the air district, in coordination with the other air districts of the NSVAB, has completed several air quality attainment plans and reports, which together constitute the State Implementation Plan (SIP) for the NSVAB. The federal CAA (and its subsequent amendments) requires each state to prepare an air quality control plan referred to as the SIP. The SIP is a living document that is periodically modified to reflect the latest emissions inventories, plans, and rules and regulations of air basins as reported by the agencies with jurisdiction over them. The CAA requires an air quality attainment plan to be prepared for areas designated as nonattainment with regard to federal ambient air quality standards. Air quality attainment plans outline emissions limits and control measures to achieve and maintain these standards

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by the earliest practical date. As previously stated, the Colusa County portion of the NSVAB, which encompasses the **Project site**, is **classified Attainment** for all federal standards. As such, Colusa County is not subject to an air quality plan.

### **CCAPCD Thresholds**

The *Colusa Towne Center Emissions Assessment* determined that the proposed project could result in air quality impacts during construction and operations. However, neither the City of Colusa, or the CCAPCD have established air pollution thresholds under CEQA for the assessment of air quality impacts. Therefore, the Project emissions were compared with the thresholds established in Sacramento County which is located within the NSVAB and possesses similar air circulation patterns and temperature inversion layers. The *Assessment* also determined implementation of the Project would result in long-term operational emissions of criteria air pollutants such as PM10, PM2.5, and CO, as well as O3 precursors such as ROG and NOX. Project-generated increases in emissions would be predominantly associated with motor vehicle use, including long-term operational emissions attributable to the Project.

The *Colusa Towne Center Emissions Assessment* provides the basis for the checklist conclusions and discussion as follows:

#### **4.3.4 Air Quality (III) Environmental Checklist and Discussion**

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

As provided in the *Colusa Towne Center Emissions Assessment*, the Colusa County portion of the NSVAB, which encompasses the Project site, is classified *attainment* for all federal standards. As noted above, neither the City of Colusa, or the CCAPCD have established air pollution thresholds under CEQA for the assessment of air quality impacts, and the CCAPCD does not have an adopted air quality plan. As such, **no impact** would result with regards to conflicts or obstructing implementation of an air quality plan.

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

As previously noted, Colusa County, including the City of Colusa, are not subject to an air quality plan or standard. Regarding criteria pollutants, Table 2-5 of the *Colusa Towne Center Emissions Assessment* (see Appendix 2 and excerpt below) notes that construction-related criteria pollutant emissions would remain below their respective thresholds during Project construction.

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Table 2-5. Construction-Related Emissions, <i>Colusa Town Center Emissions Assessment</i>			
Construction Activity	Maximum Pollutants (lbs/day)		
	NO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Project Site Construction (year one)	42.47	20.41	11.99
Project Site Construction (year two)	21.69	2.00	1.19
<i>Potentially Significant Impact Threshold</i>	<i>85 lbs/day</i>	<i>80 lbs/day</i>	<i>82 lbs/day</i>
Exceed Threshold?	No	No	No

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

The *Emissions Assessment* also identified that construction-related activities would result in temporary, short-term, project-generated emissions of diesel particulate matter (DPM) from the exhaust of off-road, heavy-duty diesel equipment, and toxic air contaminants (TACs) resulting from both construction-related and operational activities of the project including the proposed gas station. The *Emissions Assessment* concluded that the project would create low-dose (safe) levels of DPM, and that construction-related TAC emissions would not expose sensitive receptors to substantial amounts of air toxics. As shown in Table 2-5, all criteria pollutant emissions would remain below their respective thresholds during project construction. Therefore, criteria pollutant emissions generated during project construction would not result in a violation of air quality standards, and **no impact** would result.

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The CCAPCD has not adopted standards, therefore there are no thresholds or criteria to exceed. The *Emissions Assessment* provides that sensitive receptors are defined as facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples of these sensitive receptors are residences, schools, hospitals, and daycare centers. CARB has identified the following groups of individuals as the most likely to be affected by air pollution: the elderly over 65, children under 14, athletes, and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis. The nearest sensitive receptors include residences located directly adjacent to the Project's western boundary.

The *Air Quality and Greenhouse Gas Assessment* concluded that implementation of the Project could result in air quality impacts during construction and operations. Construction-related activities would result in temporary, short-term, project-generated emissions of diesel particulate matter (DPM) from the exhaust of off-road, heavy-duty diesel equipment for site preparation (e.g., clearing, grading), soil hauling truck traffic, paving, and other miscellaneous activities. The *Assessment* concluded that considering the relatively low mass of DPM emissions that would be generated during even the most intense season of construction, the fact that construction would not last as long as the minimum duration of exposure from which to calculate health risk, and the relatively short duration that construction activities would occur at a single location on the five-acre property, construction-related Toxic Air Contaminant (TAC) emissions would not expose

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sensitive receptors to substantial amounts of air toxics, resulting in a **less than significant impact** regarding construction-related impacts.

Regarding operations-related impacts, the *Air Quality and Greenhouse Gas Assessment* concluded that the proposed gasoline dispensing station containing a total of 16 fueling positions, would be a source of gasoline vapors, including TACs such as benzene, methyl tertiary-butyl ether, toluene, and xylenes. Benzene is the primary TAC associated with gas stations. Gasoline vapors are released during the filling of the stationary underground storage tanks and during the transfer from those underground tanks to individual vehicles. The *Assessment* provided that the CCAPCD has stringent requirements for the control of gasoline vapor TAC emissions from stationary sources such as gasoline-dispensing facilities. Stationary sources having the potential to emit TACs, including gas stations, are required to obtain permits from the CCAPCD. CCAPCD's permitting procedures require substantial control of emissions, and permits are not issued unless TAC risk screening or TAC risk assessment can show that risks are not significant. In addition, California has statewide limits on the benzene content in gasoline, which greatly reduces the toxic potential of gasoline emissions. For the reasons described, the Project would not expose any sensitive receptors to substantial concentrations of air toxics, resulting in a **less than significant impact** regarding operations-related impacts.

Other operations-related potential impacts regard high carbon monoxide (CO) concentrations or "hot spots". It has long been recognized that CO exceedances are caused by vehicular emissions, primarily when idling at intersections. Given the high traffic volume potential, "hot spots," are typically associated with intersections that are projected to operate at unacceptable levels of service (LOS) during the peak commute hours. However, transport of this criteria pollutant is extremely limited, and CO disperses rapidly with distance from the source under normal meteorological conditions. Furthermore, vehicle emissions standards have become increasingly more stringent in the last 20 years, and with the turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities, CO concentrations across the state have steadily declined. Accordingly, with the steadily decreasing CO emissions from vehicles, even very busy intersections do not result in exceedances of the CO standard. Because the Project would not increase traffic volumes at any intersection to more than 100,000 vehicles per day, there is no likelihood of the Project traffic exceeding CO values resulting in a **less than significant impact** regarding operations-related impacts to sensitive receptors.

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Would the Project:		Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
d)	Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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As provided in the *Emissions Assessment*, odors are typically regarded as an annoyance rather than a health hazard. However, manifestations of a person's reaction to foul odors can range from psychological (e.g., irritation, anger, or anxiety) to physiological (e.g., circulatory and respiratory effects, nausea, vomiting, and headache).

During construction, the Proposed Project presents the potential for generation of objectionable odors in the form of diesel exhaust in the immediate vicinity of the site. However, these emissions are short term in nature and will rapidly dissipate and be diluted by the atmosphere downwind of the emission sources.

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Additionally, odors would be localized and generally confined to the construction area. Therefore, construction odors would result in a **less than significant impact** related to odor emissions.

Regarding operational odors, the project does not contain common obnoxious odorous emissions such as agriculture (farming and livestock), wastewater treatment plants, food processing plants, chemical plants, composting facilities, refineries, landfills, dairies, and fiberglass molding. Any proposed restaurant uses would be required to comply with all State regulations associated with cooking equipment and controls, such as grease filtration and removal systems, exhaust hood systems, and blowers to move air into the hood systems, through air cleaning equipment, and then outdoors. Such equipment would ensure that pollutants associated with smoke and exhaust from cooking surfaces would be captured and filtered, allowing only filtered air to be released into the atmosphere. Additionally, the project site could be considered a source of unpleasant odors by some given its proposed gasoline dispensing stations; however, as previously stated, the CCAPCD has stringent requirements for the control of gasoline vapor emissions from gasoline dispensing facilities as articulated in CCAPCD Rule 2.27. Adherence to this rule would result in a **less than significant impact** related to operational odor emissions.

#### 4.4 Biological Resources

##### 4.4.1 Environmental Setting

The City of Colusa is located on a generally flat, agricultural plain. The Sacramento River forms the natural northern border of the City. The 63-acre Colusa-Sacramento River State Recreation Area (SRA) is located just north of the City's boundaries. Common wildlife in the SRA includes deer, raccoons, opossums, foxes, skunks and muskrats. Birds observed in the area include ring-necked pheasants, California quail, mallard ducks, Canada geese, western meadowlarks, northern flickers and ospreys. Vegetation in the area includes cottonwood, willow, fig trees and wild grape, among many other trees, shrubs, and plants along the river.

##### 4.4.2 Biological Resources (IV) Environmental Checklist and Discussion

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Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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According to the Draft Master Environmental Impact Report (DMEIR) certified in conjunction with the City of Colusa's 2007 General Plan Update, there are currently no adopted habitat conservation plans or natural community conservation plans in the General Plan Planning Area. The proposed *Colusa Town Center* Project is located on previously disturbed land that has been anticipated for development by implementation of the City of Colusa General Plan adopted in 2007. The development proposed in association with implementation of the General Plan will not have an impact on any habitat conservation plans or natural community conservation plans in the area. Chapter 6 (Parks, Recreation, and Resource Conservation) of the City of Colusa General Plan notes that "the urbanized areas both in and outside of the City limits are generally less likely to contain significant wildlife resources or habitat, and the California Department of Fish

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and Game has indicated there are no endangered animal species within the City of Colusa.” Therefore, the proposed project is anticipated to have a **Less Than Significant Impact** on sensitive species, habitats, or related plans.

<b>Would the Project:</b>	Potentially Significant Impact	Less Significant Mitigation Incorporated	than with Significant Impact	No Impact
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

A review of the online United States Fish and Wildlife Service National Wetlands Inventory map for the Site area indicates that no wetlands are on the Site. The artificial pond located adjacent to the north of the Site is identified as a wetland. This pond is classified as Palustrine (inland wetland without flowing water) with an unconsolidated bottom that is excavated and is permanently flooded (PUBHx), (see *Appendix 3, Essel, Phase I EA, 9/26/2018*). No creeks, streams, or rivers exist on the Project site. No riparian habitats or other sensitive natural communities identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS) have been identified on the Project site (*City of Colusa DMEIR, July 2007*). For these reasons and those cited in Section 4.4.2 a) of this Initial Study (above), the Project is anticipated to have a **Less Than Significant Impact** in this area.

<b>Would the Project:</b>	Potentially Significant Impact	Less Significant Mitigation Incorporated	than with Significant Impact	No Impact
c) Have a substantial adverse effect on state or federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The California Department of Conservation (DOC) identifies the project site as Urban and Built-up Land. Pedestrian surveys of the site conducted by planning staff during the past year have not identified prospective wetlands that exhibit all three required wetland criteria: 1) hydrophytic vegetation, 2) hydric soils, and 3) wetland hydrology existing under the “normal circumstances” for the site (i.e., standing water after a rain event for a duration of at least 21 days).

Chapter 6 “Parks, Recreation, and Resource Conservation” of the City of Colusa 2007 General Plan, provides that the City of Colusa and outlying areas do not have species or vegetation which fall into the rare, threatened, or endangered categories. Chapter 6 continues that infill development in more developed areas of the City (such as the project site) is not expected to adversely affect important biological habitats (which includes state and federally protected wetlands) or plant species. As such, the Project is anticipated to have a **Less Than Significant Impact** in this area.

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<b>Would the Project:</b>	Potentially Significant Impact	Less Significant Mitigation Incorporated	than with Less than Significant Impact	No Impact
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The project site is adjacent to the north, west, south, and partially to the east of existing development areas and roadways, and there are no areas in the immediate vicinity with native habitat that can support large concentrations of wildlife. Therefore, the Project site does not function as a wildlife corridor. The site contains no waterways and thus would not impact the migration of fish. Regular vegetation control (controlled burns) is completed on the site the site is and devoid of trees, shrubs, and buildings. Thus, the project would have no impact on native wildlife nursery sites. The Project would have **less than significant impact** in this area.

<b>Would the Project:</b>	Potentially Significant Impact	Less Significant Mitigation Incorporated	than with Less than Significant Impact	No Impact
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Since the site is absent sensitive biological resources or habitats, the proposal would not conflict with no adopted General Plan policies or ordinances protecting biological resources. Therefore, **no impact** would occur.

<b>Would the Project:</b>	Potentially Significant Impact	Less Significant Mitigation Incorporated	than with Less than Significant Impact	No Impact
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

There are no adopted habitat conservation plans, natural community conservation plans, or any adopted biological resources recovery or conservation plans in the City of Colusa. As such, **no impact** would occur.

## 4.5 Cultural Resources

### 4.5.1 Environmental Setting

As provided in the *Chapter 4.9 Historic and Cultural Resources* of the *City of Colusa General Plan Draft Master Environmental Impact Report*, (see Reference Document List), the project is located within Wintun Indian territory which occupied the southwest portion of the Sacramento Valley, from the lower hills of the eastern North Coast Ranges to the Sacramento River, and from Princeton south to San Pablo and Suisun Bays. A number of Wintun villages had been identified along the Sacramento River near the City of Colusa (Kroeber 1925, 1932). Euro-American contact with Native American groups living in the Central Valley of California began during the last half of the eighteenth century. At this time, the attention of Spanish missionaries shifted away from the coast, and its dwindling Native American population, to the conversion and missionization of central valley interior populations.

The City of Colusa is located at the site of the former Native American village of Koru. Koru was the governing seat for the Korusi tribelet of Southern Wintun. In 1843, General John Bidwell and a small party of men (from the Chico Rancheria approximately 50 miles northeast of Colusa) traveled south along the Sacramento River through Korusi territory on their way to Sutter's Fort in Sacramento. Bidwell estimated the population of the village of Koru to be at least 1,000. He also noted 17 large villages west of Colusa along a stream that connected to the Sacramento River and estimated that not less than 15,000-20,000 Native Americans occupied the area within ten miles of Koru (Green, 1880; Rogers, 1891).

Beginning in the late 19th century, Colusa County and the City of Colusa became agricultural centers for the production of wheat, and by 1876, Colusa County produced 143,000 tons of wheat for export.

#### CULTURAL RESOURCES IN THE PROPOSED PLANNING AREA

Previous archaeological and historical investigations encompassed approximately 50 percent of the proposed Planning Area. These investigations have led to the determination that the proposed Planning Area is archaeologically sensitive.

### 4.5.3 Cultural Resources (V) Environmental Checklist and Discussion

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Would the Project:	Potentially Significant Impact	Less than Significant Mitigation Incorporated	Less than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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Review of historical aerial photographs indicates that the Site was occupied by agricultural development and miscellaneous structures in the northwest corner (assumed to be former Mobil Bulk Oil plant). The agricultural use no longer appeared present in the 1952 aerial photograph and the northwest corner development no longer present in 1998. The Site appeared as vacant land with remnants of the former development in the northwest corner from 1998 through 2016. No on-site development of environmental concern was observed (see *Appendix 3, Essel Phase I EA*, 9/26/2018).

A pedestrian-level survey of the site conducted by planning staff and the project CEQA consultant did not identify evidence of surface-level historic resources. A record search at the Northwest Information Center

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(NWIC) requested by the applicant for the Project did not identify recorded cultural resources on the project site (see Appendix 4, NWIC letter).

Caltrans conducted an initial study and adopted a negative declaration for the adjacent SHR 20 Improvement Project (currently under construction, see Appendix 5, *Colusa Rehabilitation Study - Initial Study with Negative Declaration, September 2016*). In conjunction with that project, Caltrans archeologists consulted with the State Historic Preservation Officer, conducted record searches and a pedestrian survey of the Affected Project Area (APE), including adjacent lands. These investigations did not identify the presence of archaeological or cultural resources. Caltrans adopted a standard *Programmatic and Archaeological Resources Management Plan* as part of the SHR 20 Improvement Project to ensure that any cultural resources discovered during construction are adequately protected.

Although no historic resources are known to exist on the project site, an Archaeological Record Search Report provided by the Northwest Information Center (see Appendix 4) notes there is a moderately-high potential of identifying Native American and historic-period archaeological resources on the site. Since subsurface historical resources may exist on the project site that could be impacted during ground-disturbing activities, **Mitigation Measure CULT 1** (discussed below) is recommended to reduce potential impacts to **less than significant levels**. Also, the *Programmatic and Archaeological Resources Management Plan*, adopted as part of the SHR 20 Improvement Project will continue to apply as part of those highway-related construction activities, and as monitored by Caltrans.

<b>Would the Project:</b>		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b)	Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

As noted above under Section 4.5.3 a), a pedestrian-level survey of the site conducted by planning staff and the project CEQA consultant did not identify evidence of surface-level archaeological resources, and a record search at the Northwest Information Center (NWIC) did not identify recorded cultural resources on the project site. Similarly, archaeological record searches and pedestrian-level surveys conducted by Caltrans in conjunction with the on-going SHR 20 Improvement Project did not identify the presence of cultural resources on the project site (see above under Section 4.5.3 a. of this initial study). Caltrans adopted a negative declaration and standard *Programmatic and Archaeological Resources Management Plan* in conjunction with the SHR 20 Improvement Project (described above) to ensure that any subsurface cultural resources discovered during construction are adequately protected.

Although no archaeological resources are known to exist on the proposed Colusa Town Center site, due to the proximity of known cultural resources, there is a moderately-high potential that subsurface cultural resources may exist that may be impacted during ground-disturbing activities. To reduce potential impacts to **less than significant levels**, **Mitigation Measure CULT 1** (below), will apply. Mitigation measures required by the Caltrans *Programmatic and Archaeological Resources Management Plan* have been previously adopted by Caltrans, and remain applicable, as noted above).

**Mitigation Measure CULT 1:**

**A note shall be placed on all grading and construction plans** which informs the construction contractor that if any bones, pottery fragments or other potential cultural resources are encountered during

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construction, all work shall cease within the area of the find pending an examination of the site and materials by a professional archaeologist. If during ground disturbing activities, any bones, pottery fragments or other potential cultural resources are encountered, the developer or their supervising contractor shall cease all work within the area of the find and notify Planning staff at 879-6800. A professional archaeologist who meets the Secretary of the Interior's Professional Qualification Standards for prehistoric and historic archaeology and who is familiar with the archaeological record of Colusa County, shall be retained by the applicant to evaluate the significance of the find. Further, City of Colusa planning staff shall notify all local tribes on the consultation list maintained by the State of California Native American Heritage Commission, to provide local tribes the opportunity to monitor evaluation of the site. Site work shall not resume until the archaeologist conducts sufficient research, testing and analysis of the archaeological evidence to make a determination that the resource is either not cultural in origin or not potentially significant. If a potentially significant resource is encountered, the archaeologist shall prepare a mitigation plan for review and approval by the City of Colusa Community Development Director, including recommendations for total data recovery, Tribal monitoring, disposition protocol, or avoidance, if applicable. All measures determined by the Community Development Director to be appropriate shall be implemented pursuant to the terms of the archaeologist's report. The preceding requirement shall be incorporated into construction contracts and plans to ensure contractor knowledge and responsibility for proper implementation.

**Mitigation Monitoring CULT 1:**

City of Colusa planning staff will verify that the above wording is included on construction plans. Should cultural resources be encountered, the supervising contractor shall be responsible for reporting any such findings to Planning staff, and contacting a professional archaeologist, in consultation with Planning staff, to evaluate the find.

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<b>Would the Project:</b>	Potentially Significant Impact	Less Significant Mitigation Incorporated	Less than Significant Impact	No Impact
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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As noted above under Sections 4.5.3 a. and b. of this initial study, although no archaeological resources are known to exist on the proposed Colusa Town Center site, due to the proximity of known historic resources, there is a moderately-high potential that subsurface cultural resources may exist, including human remains, and that may be disturbed during ground-disturbing activities. To reduce potential impacts to **less than significant levels, Mitigation Measure CULT 1** (above), will apply. Mitigation measures required by the Caltrans *Programmatic and Archaeological Resources Management Plan* have been previously adopted by Caltrans remain applicable as monitored by Caltrans.

## **4.6 Energy**

### **4.6.1 Environmental Setting**

Energy consumption is analyzed in this Initial Study due to the potential direct and indirect environmental impacts associated with the Project. Such impacts include the depletion of nonrenewable resources (oil, natural gas, coal, etc.) during both the construction and long-term operational phases. The Pacific Gas and Electric Company (PG&E) provides electricity and natural gas to the Project area. PG&E provides natural gas and electricity to most of the northern two-thirds of California, from Bakersfield and Barstow to near the

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Oregon, Nevada, and Arizona State Line. It provides 5.2 million people with electricity and natural gas across 70,000 square miles.

**4.6.2 Energy (VI) Environmental Checklist and Discussion**

<b>Would the Project:</b>	Potentially Significant Impact	Less Significant Mitigation Incorporated	than with Less Significant Impact	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The impact analysis focuses on the three sources of energy that are relevant to the Proposed Project: electricity, the equipment fuel necessary for Project construction, and the automotive fuel necessary for Project operations. Addressing energy impacts requires an agency to make a determination as to what constitutes a significant impact. There are no established thresholds of significance, statewide or locally, for what constitutes a wasteful, inefficient, and unnecessary consumption of energy for a proposed land use project.

Project construction would have a nominal effect on local and regional energy supplies, especially over the long-term. Additionally, construction equipment fleet turnover and increasingly stringent state and federal regulations on engine efficiency combined with state regulations limiting engine idling times and require recycling of construction debris, would further reduce the amount of transportation fuel demand during Project construction. For these reasons, it is expected that construction fuel consumption associated with the Project would not be any more inefficient, wasteful, or unnecessary than other similar development projects of this nature. Similarly, electricity and fuel consumption necessary for project operations would be commensurate with other development projects in the area. For these reasons, related impacts are considered to be **less than significant**.

<b>Would the Project:</b>	Potentially Significant Impact	Less Significant Mitigation Incorporated	than with Less Significant Impact	No Impact
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The City of Colusa has not adopted a local plan for renewable energy or energy efficiency. However, several goals, policies, and actions were adopted with the City's 2007 General Plan Update that encourage and require energy efficiency in new development. The *DMEIR* adopted in conjunction with the General Plan Update provides that *"The City can and does require energy efficient design in building construction within the City. This requirement and the General Plan policies and implementing actions listed previously can effectively reduce GHG emissions from building operations (energy use)."* The Project will be required to comply with the most recent existing local and state standards at the commencement of construction. In addition, the Project developer has the option to construct with voluntary energy efficient measures including the installation of solar panels and use of solar electricity. As discussed under Item a) above, the energy and fuel consumption related to this Project would be minimal. For these reasons, this impact would be **less than significant**.

## 4.7 Geology and Soils

### 4.7.1 Environmental Setting

#### Geomorphic Setting

The Project Site is located within the Great Valley Geomorphic Province (i.e., Central Valley), which is primarily described as a relatively flat alluvial plain, about 50 miles wide and 400 miles long, with thick sequences of sedimentary deposits of Jurassic through Holocene age (about 160 million years ago). The Sacramento Valley occupies the northern one-third of the Central Valley and Colusa and the Site are along the central axis of the valley. Major geomorphic units of the Central Valley include dissected uplands, low alluvial plains and fans, river flood plains and channels, and overflow lands and lake bottoms. The low-lying overflow lands flank the river flood plains and channels to the east and west in the Colusa area. Site elevation is approximately 53 feet above mean sea level (USGS Colusa, California 7.5-minute series topographic map) and surface topography in the immediate vicinity of the Site slopes gently downward toward the south-southeast (*City of Colusa DMEIR July 2007*, and *Appendix 3, Essel Phase I EA, 9/26/18*).

#### Site Geology

According to the California Geological Survey (CGS, 1960), the Project site is underlain by what is termed Fan and Basin deposits, stratified deposits of gravel, sand, silt, clay, or other debris, moved by streams from higher to lower ground (USGS 2018a).

#### Site Soils

According to the Colusa County Soil Survey, there are three soil types, with sub-variations, that comprise the primary soils found in the proposed Planning Area: the Colusa Series, Sycamore Series, and Marvin Series (*Natural Resources Conservation Service (NRCS) website [www.ca.nrcs.usda.gov/mlra02/colusa.html](http://www.ca.nrcs.usda.gov/mlra02/colusa.html)*). Several of the soils identified within the City have a moderate shrink-swell potential. These include the Moonbend silt loam, the Colusa loam and the Grandbend loam. The expansion and contraction of these soils can cause damage to building foundations, streets and other infrastructure. Proper engineering and construction techniques can eliminate expansive soil problems (*City of Colusa DMEIR, July 2007*). The Soils Map provided in the City's DMEIR indicates soil on the site is Colusa Clay Loam with moderate alkalai (see more details of this soil type, below).

Colusa Series: Colusa Series soils are derived from mixed river sediments, which contain a predominance of micaceous granite material. Colusa subsoil structure has no definition, but includes distinct horizontal characteristics. Variations in this series include deep subsoil, which may be stratified and underlain at various depths by a moderately dense clay substratum that resembles Marvin Series soil material. Alkali content varies in amount and consists of sodium carbonate alkali. Topography found with these soils is flat with many shallow drainage channels. Drainage is poor, but the annual water table is high.

Sycamore Series: The Sycamore Series is composed of a group of alluvial soils formed from transported materials that are dominantly granite in character. This series also contains some basic and sedimentary alluvium. Surface textures range from fine sandy loam to clay loams. Most of the loams have been inherited from ground water reaching the lower profile during the rainy season. Parent materials are generally non-calcareous, but the subsoils are calcareous. The topography of these soils is generally flat, with gently sloping flood plain relief. The soil type is generally well drained with little to no erosion.

Marvin Series: The Marvin Series consists of soil derived from transported alluvium of mixed origin with a predominance of granite material. These soils occupy the older and imperfectly drained portions of the

flood plain and/or occur near the flat basin area of a river channel. The subsoils are moderately compacted with accumulations of lime. Surface and subsoil drainage tend to be poor.

The Soil Survey of Colusa County also provides a more detailed classification of soils. Figure 4.6-1 (*of the City's DMEIR*) identifies each soil type relative to their location throughout the proposed Planning Area. Generally, four types of soils are found:

#### Moonbend Silt Loam

Moonbend silt loam, composed primarily of alluvium, is generally found within the floodplain of the Sacramento River. It is a moderately well-drained soil with very little slope (0-2 percent), so runoff potential is very low. Its major use is for irrigated crops. Building limitations on this soil are considered severe due to a moderate shrink-swell potential (expansion and contraction of soil with moisture). The soil strength for roads and streets is ranked as low, posing another limitation.

#### Colusa Loam

Colusa loam, also composed primarily of alluvium, is generally found south of the City of Colusa. It is a somewhat poorly drained soil with very little slope (0-2 percent). Runoff potential is very low. Its major use is for irrigated crops. Building limitations on this soil are considered severe due to moderate shrink-swell potential and wetness 2.5-6 feet below ground surface. The soil strength for roads and streets is ranked as moderate, posing a moderate limitation.

#### Grandbend Loam

Grandbend loam is composed primarily of alluvium. It is generally found along the Sacramento River. It is a somewhat poorly drained soil with very little slope (0-2 percent). Runoff potential is very low. Its major use is for irrigated crops. Building limitations on this soil are considered severe due to moderate shrink-swell potential and wetness approximately 2.5 feet below ground surface. The soil strength is considered adequate for roads and streets.

#### Vina Loam

As with the other major soils in the proposed Planning Area, Vina loam is composed primarily of alluvium. It is generally found in small areas along the Sacramento River. It is a well-drained soil with very little slope (0-2 percent), so runoff potential is very low. Its major use is for irrigated crops. The only building limitation identified with this soil is flooding, as is the case with the other soils given their location within the Sacramento River floodplain.

### **Regional Seismicity and Fault Zones**

In California, special definitions for active faults were devised to implement the Alquist-Priolo Earthquake Fault Zoning Act of 1972, which regulates development and construction in order to avoid the hazard of surface fault rupture. The State Mining and Geology Board established policies and criteria in accordance with the act. The Board defined an active fault as one which has had surface displacement within Holocene time (about the last 11,000 years). A potentially active fault was considered to be any fault that showed evidence of surface displacement during Quaternary time (last 1.6 million years). Because of the large number of potentially active faults in California, the State Geologist adopted additional definitions and criteria to limit zoning to only those faults with a relatively high potential for surface rupture. Thus, the term "sufficiently active" was defined as a fault for which there was evidence of Holocene surface displacement. This term was used in conjunction with the term "well-defined," which relates to the ability to locate a Holocene fault as a surface or near-surface feature (CGS 2010).

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The primary seismic hazard associated with the City of Colusa planning area is minor ground shaking (not as noted above “sufficiently active”). The planning area is not located within an Alquist-Priolo earthquake hazard zone. As identified in the General Plan Safety Element, no active or potentially active faults underlie the City of Colusa, based on published geologic maps. Surface evidence of faulting has not been observed, and the closest active fault system is the 40-mile-long Willows fault, located about 10 miles west of the City. *Liquefaction* is the loss of soil strength due to seismic forces generating various types of ground failure. The potential for liquefaction must account for soil types and density, the groundwater table, and the duration and intensity of ground shaking. Based upon known soil, groundwater, and ground shaking conditions, the potential for liquefaction within the City of Colusa is considered low. The potential for ground lurching, differential settlement or lateral spreading occurring during or after seismic events in the proposed Planning Area is also considered low (*City of Colusa DMEIR, July 2007*).

### **Paleontological Resources**

A paleontological records search has not yet been requested from the University of California Museum of Paleontology (UCMP).

### **4.7.2 Geology and Soils (VI) Environmental Checklist and Discussion**

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant Mitigation Incorporated	Less than Significant Impact	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) The Proposed Project site is not located within an Alquist-Priolo Earthquake Zone, therefore, there would be <b>no impact</b> related to fault rupture.				
ii) According to CGS’s Earthquake Shaking Potential for California mapping, the Proposed Project site is located in an area which is distant from known, active faults and will experience lower levels of groundshaking less frequently. In most earthquakes, only weaker masonry buildings would be damaged. However, very infrequent earthquakes could still cause strong shaking in the area (CGS 2016). The Proposed Project will include the construction of commercial building(s), which may be affected by a seismic event. However, all structures would be required to comply with Chapter 6-Building Regulations of the City of Colusa Municipal Code (which adopts the 2019 California Building				

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Code), including any required seismic building standards. With application of existing building code regulations, and due to the distance from active faults, the Proposed Project would have a **less than significant** impact related to strong ground shaking.

iii) Liquefaction occurs when loose sand and silt that is saturated with water behaves like a liquid when shaken by an earthquake. Liquefaction can result in the following types of seismic-related ground failure:

- Loss of bearing strength – soils liquefy and lose the ability to support structures
- Lateral spreading – soils slide down gentle slopes or toward stream banks
- Flow failures – soils move down steep slopes with large displacement
- Ground oscillation – surface soils, riding on a buried liquefied layer, are thrown back and forth by shaking
- Flotation – floating of light buried structures to the surface
- Settlement – settling of ground surface as soils reconsolidate
- Subsidence – compaction of soil and sediment

The Safety Element of the City of Colusa General Plan notes there are no known active faults within Colusa County. While the possibility of an earthquake affecting the City of Colusa cannot be ruled out, the best geologic evidence indicates that the City of Colusa would experience only low-intensity shaking from faults outside the County. Three factors are required for *liquefaction* to occur: (1) loose, granular sediment; (2) saturation of the sediment by groundwater; and (3) strong shaking. Because the Proposed Project site is located in an area determined to have a low chance of seismic hazard and all projects in Colusa are required to comply with the seismic building standards of the California Building Code, the potential for impacts resulting from liquefaction is considered **less than significant**.

iv) The project site has flat topography, indicating no potential for landslides. As such, the Proposed Project would have **no impact** in this area.

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Would the Project:		Potentially Significant Impact	Less Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b)	Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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As discussed above, the soil on the project site is Colusa Clay Loam with Moderate Alkalai, indicating potential building limitations on this soil considered to be severe due to moderate shrink-swell potential and wetness 2.5-6 feet below ground surface. Implementation of the 2019 California Building Code, including compaction testing required by the City of Colusa provide existing regulations that will reduce the potential for significant soil erosion to **less than significant levels**.

Future grading and site preparation activities associated with Project development would remove topsoil on the vacant parcel, disturbing and potentially exposing the underlying soils to erosion from a variety of sources, including wind and water. However, the Project site is flat, which would reduce the potential for substantial erosion. Because construction and the resulting potential erosion may affect water quality, any development involving clearing, grading, or excavation that causes soil disturbance on one or more acres

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is subject to a National Pollutant Discharge Elimination System (NPDES) General Construction Stormwater Permit. The Proposed Project would also be required to prepare and comply with an approved stormwater pollution prevention plan. The flat topography of the site and compliance with this requirement would reduce potential erosion impacts to a **less than significant** level.

<b>Would the Project:</b>	Potentially Significant Impact	Less Significant Mitigation Incorporated	Less than with Significant Impact	Less than Significant Impact	No Impact
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

As discussed previously, the Project has no potential for landslides due to the flat topography of the site.

Lateral spreading is a form of horizontal displacement of soil toward an open channel or other “free” face, such as an excavation boundary. Soils on the site (Colusa Clay Loam) exhibit a distinct horizontal characteristic. Chapter 6-Building Regulations of the City of Colusa Municipal Code (which adopts the 2013 California Building Code) includes common engineering practices requiring special design and construction methods that reduce or eliminate potential soil-related impacts. As such, the potential for impacts due to collapse would be less than significant.

According to the City of Colusa General Plan’s Safety Element, *liquefaction* is a hazard associated with seismic activity. Liquefaction occurs when seismic waves act upon water in saturated soils, causing the soils to lose their cohesiveness and act like a liquid. As the description indicates, liquefaction tends to occur in soils that are moist, which generally includes soils near streams and bodies of water. Colusa is located on the west bank of the Sacramento River, on top of soils formed by deposits left from previous flooding. These soils tend to contain silts, which can become moist easily. Liquefaction could be a concern in areas with soils located near the Sacramento River, including the project site. However, as previously discussed, the potential for ground shaking in the City of Colusa due to an earthquake of sufficient magnitude to create liquification is considered low to moderate.

Overall, the Project would have a **less than significant** impact in this area.

<b>Would the Project:</b>	Potentially Significant Impact	Less Significant Mitigation Incorporated	Less than with Significant Impact	Less than Significant Impact	No Impact
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Expansive soils are types of soil that shrink or swell as the moisture content decreases or increases. Structures built on these soils may experience shifting, cracking, and breaking damage as soils shrink and subside or expand. Expansive soils can be determined by a soil’s linear extensibility. There is a direct relationship between linear extensibility of a soil and the potential for expansive behavior, with expansive soil generally having a high linear extensibility. Thus, granular soils typically have a low potential to be expansive, whereas clay-rich soils can have a low to high potential to be expansive. Soils on the project

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site are known to have moderate shrink-swell potential. However, all structures would be required to comply with Chapter 6-Building Regulations of the City of Colusa Municipal Code (which adopts the 2019 California Building Code). With application of existing building code regulations, the Proposed Project would have a **less than significant** impact related to the shrink-swell potential of soils.

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Project would connect to the City of Colusa's wastewater collection and treatment plant. The Proposed Project would not use a septic system or other wastewater disposal system. Thus, the Project would have **no impact** in this area.

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

As noted above, no paleontological resources or unique geologic features are known to exist on the project site, therefore, **no impact** is anticipated.

## **4.8 Greenhouse Gas Emissions**

This section describes the environmental setting for greenhouse gas emissions, including the regulatory setting and existing conditions and the impacts on GHGs that would result from the Proposed Project. A greenhouse gas analysis report was completed for the Proposed Project (*See Appendix 2, Air Quality and Greenhouse Gas Assessment for the Colusa Town Center Project, ECORP 2020*) and as summarized below.

### **4.8.1 Environmental Setting**

GHGs are released as byproducts of fossil fuel combustion, waste disposal, energy use, land use changes, and other human activities. This release of gases, such as carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), and chlorofluorocarbons, creates a blanket around the earth that allows light to pass through but traps heat at the surface, preventing its escape into space. While this is a naturally occurring process known as the greenhouse effect, human activities have accelerated the generation of GHGs beyond natural levels. The overabundance of GHGs in the atmosphere has led to an unexpected warming of the earth and has the potential to severely impact the earth's climate system.

Each GHG differs in its ability to absorb heat in the atmosphere based on the lifetime, or persistence, of the gas molecule in the atmosphere. CH<sub>4</sub> traps more than 25 times more heat per molecule than CO<sub>2</sub>, and N<sub>2</sub>O absorbs 298 times more heat per molecule than CO<sub>2</sub>. Often, estimates of GHG emissions are presented in carbon dioxide equivalents (CO<sub>2</sub>e). Expressing GHG emissions in CO<sub>2</sub>e takes the contribution

of all GHG emissions to the greenhouse effect and converts them to a single unit equivalent to the effect that would occur if only CO<sub>2</sub> were being emitted.

#### **4.8.2 Regulatory Setting**

##### **State Assembly Bill 32 and Senate Bill 375**

In California, GHG emission reduction goals are set into law primarily through AB 32 and SB 375. AB 32, also known as the Global Warming Solutions Act, established a goal to reduce GHG emissions in the State to 1990 levels by 2020. SB 375 builds on AB 32 by requiring CARB to develop regional GHG reduction targets to be achieved from the automobile and light truck sectors for 2020 and 2035 in comparison to 2005 emissions. California is on track to meet or exceed the target of reducing GHG emissions to 1990 levels by 2020, as established in the California Global Warming Solutions Act of 2006. In August 2016, Governor Brown signed SB 32 and AB 197, which serve to extend California's GHG reduction programs beyond 2020. SB 32 amended the Health and Safety Code to include Section 38566, which contains language to authorize CARB to achieve a statewide GHG emission reduction of at least 40 percent below 1990 levels by no later than December 31, 2030. SB 32 codified the targets established by Executive Order (EO) B-30-15 for 2030, which set the next interim step in the State's continuing efforts to pursue the long-term target expressed in EOs S-3-05 and B-30-15 of 80 percent below 1990 emissions levels by 2050.

##### **Greenhouse Gas Emissions Impact Assessment and Thresholds of Significance**

As provided in the *Air Quality and Greenhouse Gas Assessment for the Colusa Town Center Project, ECORP 2020* (see Appendix 2 of this initial study), the impact analysis provided below is based on the following CEQA Guidelines Appendix G thresholds of significance. The Project would result in a significant impact to greenhouse gas emissions if it would:

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

The CEQA Guidelines Appendix G thresholds for GHGs do not prescribe specific methodologies for performing an assessment, do not establish specific thresholds of significance, and do not mandate specific mitigation measures. Rather, the CEQA Guidelines emphasize the lead agency's discretion to determine the appropriate methodologies and thresholds of significance consistent with the manner in which other impact areas are handled in CEQA. With respect to GHG emissions, the CEQA Guidelines Section 15064.4(a) states that lead agencies "shall make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate" GHG emissions resulting from a project. The CEQA Guidelines note that an agency has the discretion to either quantify a project's greenhouse gas emissions or rely on a "qualitative analysis or other performance-based standards." (14 CCR 15064.4(b)). A lead agency may use a "model or methodology" to estimate GHG emissions and has the discretion to select the model or methodology it considers "most appropriate to enable decision makers to intelligently take into account the project's incremental contribution to climate change." (14 CCR 15064.4(c)). Section 15064.4(b) provides that the lead agency should consider the following when determining the significance of impacts from GHG emissions on the environment:

1. The extent a project may increase or reduce GHG emissions as compared to the existing environmental setting.

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

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

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

The significance of the Project’s GHG emissions is evaluated consistent with CEQA Guidelines Section 15064.4(b)(2) by considering whether the Project complies with applicable plans, policies, regulations, and requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions. Specifically, the Project will be assessed for consistency with regulations or requirements adopted by the 2008 Climate Change Scoping Plan and subsequent updates.

### **Methodology**

The Project GHG emissions were modeled using CalEEMod (version 2016.3.2). CalEEMod is a statewide land use emissions computer model designed to quantify potential criteria pollutant emissions associated with both construction and operations from a variety of land use projects. Project construction-generated air pollutant emissions were calculated using CalEEMod model defaults for Colusa County. Project operational emissions are calculated based on Project site plans and vehicle trip information provided in the Traffic Impact Analysis (KD Anderson and Associates 2020) prepared for the Project. GHG emissions associated with the Project would occur over the short term from construction activities, consisting primarily of emissions from equipment exhaust. There would also be long-term regional emissions associated with new vehicular trips and indirect source emissions, such as electricity usage for lighting.

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**Greenhouse Gas Emissions (VII) Environmental Checklist and Discussion**

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

**Consistency with CARB's Scoping Plan**

The Scoping Plan (approved by CARB in 2008 and updated in 2014 and 2017) provides a framework for actions to reduce California's GHG emissions and requires CARB and other State agencies to adopt regulations and other initiatives to reduce GHGs. The Scoping Plan (provided as *Table 3-4. Project Consistency with Scoping Plan GHG Emission Reduction Strategies* in the *Appendix 2*), is not directly applicable to specific projects, nor is it intended to be used for project-level evaluations. It does not provide recommendations for lead agencies to develop evidence-based numeric thresholds consistent with the Scoping Plan, the State's long-term GHG goals, and climate change science. Under the Scoping Plan, however, there are several State regulatory measures aimed at the identification and reduction of GHG emissions. CARB and other State agencies have adopted many of the measures identified in the Scoping Plan. Most of these measures focus on area source emissions (e.g., energy usage, high-global warming potential (GWP) GHGs in consumer products) and changes to the vehicle fleet (i.e., hybrid, electric, and more fuel-efficient vehicles) and associated fuels (e.g., Low Carbon Fuel Standard), among others.

The Scoping Plan recommends strategies for implementation at the statewide level to meet the goals of AB 32 and establishes an overall framework for the measures that will be adopted to reduce California's GHG emissions. Table 3-4 highlights measures that have been, or will be, developed under the Scoping Plan and presents the Project's consistency with Scoping Plan measures. The Project would comply with all regulations adopted in furtherance of the Scoping Plan to the extent required by law and to the extent that they are applicable to the Project. Based on the analysis in the *Appendix 2, (ECORP 2020 Greenhouse Gas Assessment)*, the Project would be consistent with the applicable strategies and measures in the Scoping Plan. As a result, the Project would have a **less than significant impact** either directly or indirectly on the environment.

Further, the Project would not impede the attainment of the GHG reduction goals for 2030 or 2050 identified in EO S-03-05 and SB 32. EO S-03-05 establishes the following goals: GHG emissions should be reduced to 2000 levels by 2010, to 1990 levels by 2020, and to 80 percent below 1990 levels by 2050. SB 32 establishes for a statewide GHG emissions reduction target whereby CARB, in adopting rules and regulations to achieve the maximum technologically feasible and cost-effective GHG emissions reductions, shall ensure that statewide GHG emissions are reduced to at least 40 percent below 1990 levels by December 31, 2030. While there are no established protocols or thresholds of significance for that future

year analysis, CARB forecasts that compliance with the current Scoping Plan puts the state on a trajectory toward meeting these long-term GHG goals, although the specific path to compliance is unknown (CARB 2014). As a result, the Project would have a **less than significant impact** with regards to conflicts with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

## 4.9 Hazards and Hazardous Materials

### 4.9.1 Environmental Setting

A material is considered hazardous if it appears on a list of hazardous materials prepared by a federal, state, or local agency or if it has characteristics defined as hazardous by such an agency. A hazardous material is defined by the California Health and Safety Code, Section 25501 as follows:

*"Hazardous material" means any material that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. "Hazardous materials" include, but are not limited to, hazardous substances, hazardous waste, and any material that a handler or the administering agency has a reasonable basis for believing that it would be injurious to the health and safety of persons or harmful to the environment if released into the workplace or the environment.*

A hazardous material is defined in Title 22, Section 662601.10, of the California Code of Regulations as follows:

*A substance or combination of substances which, because of its quantity, concentration, or physical, chemical or infectious characteristics, may either (1) cause, or significantly contribute to, an increase in mortality or an increase in serious irreversible, or incapacitating reversible, illness; or (2) pose a substantial present or potential hazard to human health or environment when improperly treated, stored, transported or disposed of or otherwise managed.*

According to the Safety Element of the City of Colusa General Plan, *hazardous materials consist of any substance which has the potential to cause injury to people. These can include flammable liquids and gases, poisons, corrosives, explosives, radioactive materials, and medical supplies and wastes.* The release of hazardous materials into the environment could potentially contaminate soils, surface water, and groundwater supplies. The transport, storage and disposal of hazardous material, and the cleanup (remediation) of hazardous sites are regulated by a number of federal, state, and local agencies, including the U.S. Environmental Protection Agency (EPA), California Environmental Protection Agency (CalEPA), and the California Department of Toxic Substances Control. Large cases of hazardous materials contamination or violations are referred to the Central Valley Regional Water Quality Control Board (RWQCB) and the California Department of Toxic Substances Control (DTSC). It is not uncommon for other agencies to become involved when issues of hazardous materials arise, such as the federal and state Occupational Safety and Health Administrations. According to the *City of Colusa General Plan Draft Master Environmental Impact Report (DMEIR, page 4.11-2)*, the Colusa County Sheriff's Office, along with the City of Colusa Fire Department, is the primary responder to any hazardous materials incidents, based on the City's Hazardous Materials Management Plan. The Plan identifies the specific locations of flammable or toxic materials are used and stored, allowing appropriate response to a hazardous material emergency.

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Under Government Code Section 65962.5, both the DTSC and the State Water Resources Control Board (SWRCB) are required to maintain lists of sites known to have hazardous substances present in the environment. Both agencies maintain up-to-date lists on their websites. As previously noted in this initial study, the Project applicant contracted with *Essel Environmental Engineering and Consulting* to prepare a *Phase I EA, Environmental Site Assessment, September 25, 2018* (see Appendix 3 of this initial study). The *Phase I EA* documented that the Site was previously occupied by a Mobil Bulk Oil facility in 1989 and approximately a length of time of 40-50 years prior to with historic photographs and notes depicting several aboveground storage tanks (ASTs) throughout this facility to store diesel fuel. A DTSC preliminary assessment concluded with a referral to the Colusa County Environmental Health Department (EHD) to do further sampling and final clean up. This document also contained a record of the closure of a 5,000-gallon underground storage tank (UST) which was closed in place and expected to still be present underneath the Site. Although a former UST was identified at the Site, it did not contain a volatile contaminant and no contaminant plume resulting in a vapor encroachment condition (VEC) is expected to exist from on-site or off-site activities. (A VEC is defined as the presence or likely presence of volatile chemical vapors in the subsurface of the target property caused by the release of vapors from contaminated soil or ground water on, or near, the target property.)

Based on the information obtained during the course of the *Essel Phase I ESA*, Essel made the following findings:

- No recognized environmental conditions have been identified in connection with the Site.
- No controlled recognized environmental condition is associated with the Site.
- No historical recognized environmental condition is present in connection with the Site, except for the following:
  - The former Mobil Bulk Oil plant and its confirmed surface soil contamination which is assumed to have been cleaned up.
  - The former use of a UST at the Mobil Bulk Oil plant.
- No *de minimis* environmental condition is present in connection with the Site.
- One potential business environmental risk was discovered with the expectation that the closed UST is still present at the Site due to no records of its removal being identified.

#### **4.9.2 Hazards and Hazardous Materials (VIII) Environmental Checklist and Discussion**

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Would the Project:		Potentially Significant Impact	Less than Significant Mitigation Incorporated	Less than Significant Impact	No Impact
a)	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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The Proposed Project is the development of commercial uses on ±4.2 acres of land. This development may result in the storage of hazardous materials typically sold or stored in stores such as antifreeze, oil and lubricants for vehicle maintenance as well as household cleaning chemicals. The proposed GC (General

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Commercial) zoning district also allows for the development of fueling stations with a use permit which would permit fuel storage on the site. A fueling station is proposed as part of the Project.

Typical incidents that could result in accidental release of hazardous materials involve leaking storage tanks, spills during transport, inappropriate storage, inappropriate use, and/or natural disasters. If not remediated immediately and completely, these and other types of incidents could cause toxic fumes and contamination of soil, surface water, and groundwater. Depending on the nature and extent of the contamination, groundwater supplies could become unsuitable for use as a domestic water source. Human exposure to contaminated soil or water could have potential health effects depending on a variety of factors, including the nature of the contaminant and the degree of exposure.

Hazardous materials must be stored in designated areas designed to prevent accidental release to the environment. California Building Code requirements prescribe safe accommodations for materials that present a moderate explosion hazard, high fire or physical hazard, or health hazards.

Hazardous materials regulations, which are codified in Titles 8, 22, and 26 of the California Code of Regulations, and their enabling legislation set forth in Chapter 6.95 of the California Health and Safety Code, were established at the state level to ensure compliance with federal regulations and to reduce the risk to human health and the environment from the routine use of hazardous substances. Protection against accidental spills and releases provided by this legislation includes physical and mechanical controls of fueling operations, including automatic shutoff valves; requirements that fueling operations are contained on impervious surface areas; oil/water separators or physical barriers in catch basins or storm drains; vapor emissions controls; leak detection systems; and regular testing and inspection of fueling stations.

Businesses that sell and store hazardous materials are subject to the County's reporting program. The program requires the preparation of a Hazardous Material Business Plan that provides an inventory of hazardous materials on-site, emergency plans and procedures in the event of an accidental release, and training for employees on safety procedures for handling hazardous materials and what to do in the event of a release or threatened release. These plans are routine documents that are intended to disclose the presence of hazardous materials and provide information on actions to be taken if materials are inadvertently released.

The Proposed Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. These materials would be required to be used, stored, and disposed in accordance with existing regulations and product labeling and would not create a significant hazard to the public or to the environment. Therefore, the Project would have a **less than significant** impact in this area.

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<b>Would the Project:</b>	Potentially Significant Impact	Less Significant Mitigation Incorporated	Less than Significant Impact	No Impact
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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As discussed in Issue a), the Project would not result in the routine transport, use, disposal, handling, or emission of any hazardous materials that would create a significant hazard to the public or the environment.

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Potential construction-related hazards could be created during the course of Project construction at the site, given that construction activities involve the use of heavy equipment, which uses small and incidental amounts of oils and fuels and other potentially flammable substances. The level of risk associated with the accidental release of hazardous substances is not considered significant due to the small volume and low concentration of hazardous materials used during construction. The construction contractor would be required to use standard construction controls and safety procedures that would avoid and minimize the potential for accidental release of such substances into the environment. Standard construction practices would be observed such that any materials released are appropriately contained and remediated as required by local, state, and federal law.

Project operation would involve the routine transport, use, and disposal of gasoline for the operation of the gasoline fueling station. Gasoline and all other hazardous materials on the site would be handled in accordance with city, state and federal regulations. Because any hazardous materials used for operations would be controlled in accordance with city, state and federal regulations, long-term impacts associated with handling, storing, and disposing of hazardous materials from Project operation would be **less than significant**.

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The nearest school to the Project site is James M. Burchfield Primary Elementary School, approximately 0.7 mile west of the Project site, which is greater than one-quarter mile. Four other schools are located approximately one or more miles away.

The Proposed Project would not emit any hazardous materials. There is a potential that common hazardous materials may be stored in the proposed new building, including motor oil, diesel exhaust fluid, antifreeze, petroleum distillate based automotive fluids, and heptane based quick start fluids. These materials would be stored, used, and disposed of in accordance with product label instructions and existing state and local regulations. Due to the commonplace nature of the substances to be used, the small amount to be stored, and compliance with existing standards and regulations, this impact is considered **less than significant**.

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Under Government Code Section 65962.5, both the DTSC and the SWRCB are required to maintain lists of sites known to have hazardous substances present in the environment. Both agencies maintain up-to-date lists on their websites. A search of the DTSC and SWRCB lists identified no open cases of hazardous

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waste violations on the Project site. Therefore, the Project site and the Proposed Project are not on a parcel included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (DTSC 2019, SWRCB 2019). As a result, this would not create a significant hazard to the public or to the environment and would have **no impact**.

<b>Would the Project:</b>	Potentially Significant Impact	Less Significant Mitigation Incorporated	Less than with Significant Impact	Less than Significant Impact	No Impact
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Colusa County Airport is approximately 1.75 miles southeast of the Project site. The project site is located in Zone D (Other Airport Environs) of the Colusa County Airport Land Use Compatibility Plan (June 2014). Zone D is located furthest from the airport and runways, and is identified to have a "Low Noise Impact" and "Low Risk Level" where "Risk concern only with uses for which potential consequences are severe (e.g. very-high-intensity activities in a confined area). **No impact** is anticipated in this regard.

<b>Would the Project:</b>	Potentially Significant Impact	Less Significant Mitigation Incorporated	Less than with Significant Impact	Less than Significant Impact	No Impact
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The Proposed Project does not include any actions that would impair or physically interfere with an adopted emergency response plan or emergency evacuation plan. All construction activities for the Project would occur on-site, including roadway improvements which would follow applicable roadway construction laws and standards as promulgated by Caltrans and the City. Emergency departments would be made aware of all roadway construction and would adjust routes as necessary. Construction would not impede the use of surrounding roadways in an emergency evacuation. Implementation of the Proposed Project would result in a **less than significant** impact in this area

<b>Would the Project:</b>	Potentially Significant Impact	Less Significant Mitigation Incorporated	Less than with Significant Impact	Less than Significant Impact	No Impact
h) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The risk of wildfire is related to a variety of parameters, including fuel loading (vegetation), fire weather (winds, temperatures, humidity levels and fuel moisture contents), and topography (degree of slope). Steep slopes contribute to fire hazard by intensifying the effects of wind and making fire suppression difficult. Fuels such as grass are highly flammable because they have a high surface area to mass ratio and require

less heat to reach the ignition point, while fuels such as trees have a lower surface area to mass ratio and require more heat to reach the ignition point.

The Project site is located in a highly urbanized area that is not subject to wildland fires. Therefore, impacts related to exposure of people or structures to a significant risk of loss, injury, or death involving wildland fires would not occur. There would be **no impact** in this area.

## **4.10 Hydrology and Water Quality**

### **4.10.1 Environmental Setting**

#### **Regional Hydrology**

##### *Surface Water*

The City of Colusa is located in the greater Sacramento River hydrologic region which includes all or large portions of Modoc, Siskiyou, Lassen, Shasta, Tehama, Glenn, Plumas, Butte, Colusa, Sutter, Yuba, Sierra, Nevada, Placer, Sacramento, El Dorado, Yolo, Solano, Lake, and Napa counties, and small areas of Alpine and Amador counties (*DWR 2006*). The City of Colusa and the Project site are located within the Sacramento-Stone Corral Watershed and draws water from the Colusa Sub-basin (*DMEIR July, 2007*).

##### *Groundwater*

Within the City limits, the City of Colusa administers a domestic water delivery system, operated by the Public Works Department which currently extracts groundwater from five wells at various locations throughout the northern part of the City. Each of the City's wells are drilled to a uniform depth of 150 feet, extracting groundwater from the alluvial formation of the Colusa groundwater sub-basin. The Alluvial aquifer system is the uppermost groundwater bearing unit, reaching from ground surface to a maximum depth of about 200 feet. Many domestic wells draw water from this aquifer system.

As noted in the project *Essel Phase I ESA* (see *Appendix 3 of this initial study*), Environmental Data Resources, Inc. provided a report of wells in the Site area from drilling and well log records compiled by the USGS and United States Environmental Protection Agency (USEPA). According to these records, no water-supply wells are located within ¼-mile of the site and; therefore, no wells would be affected by Site activities. No ground-water production, potable drinking water, public water supply, or ground-water-monitoring wells were observed on-site during the Site reconnaissance. The City of Colusa Water & Sewer would supply potable water to the Site.

#### **Project Site Hydrology and Onsite Drainage**

The Federal Emergency Management Agency (FEMA) has mapped the flood hazard zones for the City of Colusa and most of the surrounding vicinity. The 100-year floodplain designation (Zone X) indicates the probable maximum extent of flooding during a storm with a one percent probability of occurrence in any given year. The 100-year flood is the standard generally used in flood hazard planning.

Periods of flooding can cause significant circulation problems and has resulted in some property damage in flood-prone areas. Flooding events cause inconveniences and potential safety hazards to motorists traveling through the flooded streets and property owners attempting to access parked cars. Minor flooding events can appear as quickly as one hour after significant rainstorms. While flooding may occur as quickly as one hour after the initiation of a storm event, generally the flooded areas drain within two or three hours after the end of the storm event.

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#### 4.10.2 Hydrology and Water Quality (IX) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The EPA has established the National Pollutant Discharge Elimination System (NPDES) program to control pollutants discharged by various activities, including industrial operations, wastewater systems and municipal storm water systems. In California, the RWQCBs implement the NPDES program. The NPDES program has a permitting process for construction work. Under the NPDES General Construction Permit (NPDES No. CAS000002, Order No. 99-08-DWQ) process, projects that disturb one or more acres of lands are required to obtain a permit before the start of construction work. Typically, the permit attaches conditions that include the preparation of a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP describes the best management practices (BMPs) that would be employed to prevent loosened soils carried by storm water runoff from entering local streams and other water bodies and includes pollution prevention measures (erosion and sediment control measures and measures to control non-stormwater discharges and hazardous spills). The proposed Colusa Town Center Project would be required to prepare and comply with an approved SWPPP. Compliance with this requirement would reduce the potential water quality impacts to **less than significant**.

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The California Regional Water Quality Control Board, Central Valley Region (RWQCB, 2008) provided information on depth to ground water and direction of ground-water flow at the Colusa County Sheriff Department, located approximately 750 feet north of the Site. The RWQCB reported that ground water varied from 10 to 18 feet below the ground surface, based on ground-water monitoring performed between October 1995 and February 2004 (*Essel, Phase I EA, Appendix 3*). The General Plan *DMEIR* notes that the project is located within *Special Planning Area (SPA) 4-Colusa Riverbend* where the municipal well serving that area is anticipated to provide ample groundwater resources. Therefore, the project would have a **less than significant impact** on groundwater recharge.

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<b>Would the Project:</b>	Potentially Significant Impact	Less Significant Mitigation Incorporated	than with Less Significant Impact	No Impact
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces, in a manner that would:				
i) result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(iv) impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The introduction of impervious surfaces constructed for the project will reduce storm water absorption and increase the volume and rate of storm water runoff, potentially accelerating erosion and/or flooding if adequate storm drainage facilities are not provided. Since the construction activities for the Proposed Project would result in soil disturbances of more than one acre, a NPDES Construction General Permit would be required prior to the start of construction (described above). A SWPPP generally include the following applicable elements:

- diversion of offsite runoff away from the construction area;
- prompt revegetation of proposed landscaped areas;
- perimeter straw wattles or silt fences and/or temporary basins to trap sediment before it leaves the site;
- regular sprinkling of exposed soils to control dust during construction during the dry season;
- installation of a minor retention basin(s) to alleviate discharge of increased flows;
- specifications for construction waste handling and disposal;
- erosion control measures maintained throughout the construction period;
- preparation of stabilized construction entrances to avoid trucks from imprinting debris on city roadways;
- contained wash out and vehicle maintenance areas;
- training of subcontractors on general construction area housekeeping;
- construction scheduling to minimize soil disturbance during the wet weather season; and
- regular maintenance and storm event monitoring.

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This will reduce potential runoff, erosion, and siltation associated with construction and operation of the Proposed Project to **less than significant** levels.

- ii) Implementation of the Proposed Project would alter the existing drainage patterns on the site by adding impermeable surfaces and increasing the rate of storm water runoff. However, all new development would be required to comply with City storm drainage regulations, reducing related flooding impacts to **less than significant**.
- iii) See discussion of Issues i) and ii), above. Project improvements required by the City of Colusa include construction of curbs, gutters, and sidewalks to collect and direct stormwater runoff, including site grading to direct stormwater flows to existing and proposed drainage facilities. Runoff from the site is not expected to be of sufficient quantity to overwhelm existing and proposed stormwater drainage facilities. As such, this impact would be considered **less than significant**.

There are two drainage sheds within the City of Colusa: the west shed (Area 1) and east shed (Area 2) (*Municipal Facilities and Services Element, City of Colusa General Plan, October 2007*). Both drainage sheds consist primarily of surface drainage systems conveying stormwater by means of guttered flow lines that traverse under intersections and driveways via under-roadway culverts. The Project site is located in east drainage shed where stormwater is collected by drainage piping and conveyed south and east to Bridge Street and transported south along Bridge Street. The stormwater is then released into a drainage ditch at the wye of Highway 20/45 and Wescott Road, where it continues south along 20/45. The water is then transported across Highway 20/45 through a ditch that crosses under the road via culverts and drainage piping to the drainage channel (ditch) that flows through the golf course and southeast through the Colusa Industrial Park (CIP) property. The water eventually turns west to empty into the Colusa Basin/Powell Slough.

With the installation of BMPs, activities associated with operation of the Proposed Project are not expected to generate substances that can degrade the quality of water runoff. While potential impacts could result from vehicles and other users at the site during operation, all potential impacts to water quality would be reduced by stormwater pollution control measures and wastewater discharge BMPs. Therefore, impacts during operation would be considered **less than significant**.

- iv) FEMA Flood Insurance Rate Map (FIRM) covering the Site area (Map No. 06011C0535F, dated May 15, 2003) shows the Site is located within Other Flood Areas, Zone X. Other Flood Areas, Zone X are areas subject to a 0.2-percent (500-year) annual chance flood; subject to a 1 percent (100-year) annual chance flood with average water depths less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from the 1 percent annual chance flood. Implementation of the Proposed Project will have a **less than significant** related to impeding or redirecting flood flows

<b>Would the Project:</b>		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d)	In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The site is not located in a tsunami or seiche hazard zone. Regarding flood hazard, please refer to the discussion above under section iv. Accordingly, there would be **no impact** in this area.

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<b>Would the Project:</b>	Potentially Significant Impact	Less Significant Mitigation Incorporated	than with Less Significant Impact	No Impact
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

As stated under Item c) above, the Project will be required to comply with water quality protection requirements of the NPDES Construction General Permit BMPs for construction and post-construction related control of the Proposed Project site runoff and sediment transport. Compliance with these measures would eliminate the potential for conflicts with the water quality control plan. As such, the Project would have a **less than significant** impact in this area.

## **4.11 Land Use and Planning**

### **4.11.1 Environmental Setting**

The Project proposal includes a General Plan Amendment and Rezone as described below. The changes are necessary to allow the proposed commercial uses to be developed which cannot be allowed under the existing (predominantly) residential designations and zoning districts.

General Plan Amendment:

- 1) Change the General Plan designation of the eastern parcel (APN 002-120-025) from High Density Residential/Mixed Use designation to General Commercial.
- 2) Change the General Plan designation of the western parcel (APN 002-011-004) from High Density Residential to Commercial Professional.

Rezone:

- 1) Change the zoning districts of the eastern parcel (APN 002-120-025) from R-4 HD General Apartment High Density Housing Combining District (portion)/M-U-B Bridge Street Mixed Use District (portion) to C-G-PD General Commercial Planned Development District.
- 2) Change the zoning district of the western parcel (APN 002-011-004) from R-4 General Apartment District (portion) to C-G-PD General Commercial Planned Development District.

### **4.11.2 Land Use and Planning (X) Environmental Checklist and Discussion**

<b>Would the Project:</b>	Potentially Significant Impact	Less Significant Mitigation Incorporated	than with Less Significant Impact	No Impact
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The proposed commercial development is located in a mixed-use area and will be developed adjacent to an existing mid-sized shopping center with cross access agreements. No physical separation of neighborhoods would occur. As such, the Proposed Project would have **no impact** in this area.

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<b>Would the Project:</b>	Potentially Significant Impact	Less Significant Mitigation Incorporated	than with	Less Significant Impact	No Impact
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input checked="" type="checkbox"/>

The proposed General Plan Amendment and Rezone aligns existing and proposed commercial uses to accurately reflect the changing character of the subject area along a growing commercial corridor of SHR 20. The proposed General Plan Amendment and Rezone also clarify overlapping zoning districts and General Plan designations that have accumulated since the last General Plan Update in 2007.

Although the proposal will “down-zone” approximately one acre from R-4 HD General Apartment High Density Housing to GC (General Commercial), a surplus of land currently exists that is appropriately zoned to meet the City of Colusa Regional Housing Needs Allocation (RHNA). As a result, the proposed rezone will not create a shortage of land appropriately zoned to meet State RHNA requirements, and a subsequent “up-zone” of other land will not be required. **No impact** is anticipated in this regard.

## **4.12 Mineral Resources**

### **4.12.1 Environmental Setting**

The state-mandated Surface Mining and Reclamation Act of 1975 (SMARA) requires the identification and classification of mineral resources in areas within the State subject to urban development or other irreversible land uses that could otherwise prevent the extraction of mineral resources. These designations categorize land as Mineral Resource Zones (MRZ-1 through MRZ-4). The City of Colusa *DMEIR* provides that “no mineral resources were identified within the proposed Planning Area by the City, Colusa County, or the State through its Mineral Resource Zone designation program. The proposed (City of Colusa) Planning Area contains no mining operations. Based on this information, the proposed General Plan and identified subsequent projects would have no impact on mineral resources.”

### **4.12.2 Mineral Resources (XI) Environmental Checklist and Discussion**

<b>Would the Project:</b>	Potentially Significant Impact	Less Significant Mitigation Incorporated	than with	Less Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input checked="" type="checkbox"/>

As discussed above, neither the City of Colusa General Plan, or the *DMEIR* adopted with the Plan, identifies any mineral resources in the planning area. Therefore, **no impact** would occur to mineral resources.

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<b>Would the Project:</b>	Potentially Significant Impact	Less Significant Mitigation Incorporated	than with Less than Significant Impact	No Impact
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Project site is not identified as a mineral resource recovery site in the City of Colusa General Plan. There would be **no impact** in this area.

## **4.13 Noise**

### **4.13.1 Environmental Setting**

#### **Noise Fundamentals**

Noise is generally defined as sound that is loud, disagreeable, or unexpected. The selection of a proper noise descriptor for a specific source is dependent on the spatial and temporal distribution, duration, and fluctuation of the noise. The noise descriptors most often encountered when dealing with traffic, community, and environmental noise include the average hourly noise level (in  $L_{eq}$ ) and the average daily noise levels (in  $L_{dn}/CNEL$ ).

Noise can be generated by a number of sources, including mobile sources, such as automobiles, trucks, and airplanes, and stationary sources, such as construction sites, machinery, and industrial operations. The rate depends on the ground surface and the number or type of objects between the noise source and the receiver. Mobile transportation sources, such as highways, and hard and flat surfaces, such as concrete or asphalt, have an attenuation rate of 3.0 dBA per doubling of distance. Soft surfaces, such as uneven or vegetated terrain, have an attenuation rate of about 4.5 dBA per doubling of distance from the source. Noise generated by stationary sources typically attenuates at a rate of approximately 6.0 to 7.5 dBA per doubling of distance from the source (USEPA 1971).

Sound levels can be reduced by placing barriers between the noise source and the receiver. In general, barriers contribute to decreasing noise levels only when the structure breaks the "line of sight" between the source and the receiver. Buildings, concrete walls, and berms can all act as effective noise barriers. Wooden fences or broad areas of dense foliage can also reduce noise, but are less effective than solid barriers.

#### **Vibration**

Ground vibration can be measured several ways to quantify the amplitude of vibration produced. This can be through peak particle velocity or root mean square velocity. These velocity measurements measure maximum particle at one point or the average of the squared amplitude of the signal, respectively. Vibration impacts on people can be described as the level of annoyance and can vary depending on an individual's sensitivity. Generally, low-level vibrations may cause window rattling but do not pose any threats to the integrity of buildings or structures.

### Noise-Sensitive Land Uses

Noise-sensitive land uses are generally considered to include those uses where noise exposure could result in health-related risks to individuals, as well as places where quiet is an essential element of their intended purpose. Residential dwellings are of primary concern because of the potential for increased and prolonged exposure of individuals to both interior and exterior noise levels. Additional land uses such as parks, historic sites, cemeteries, and recreation areas are considered sensitive to increases in exterior noise levels. Schools, churches, hotels, libraries, and other places where low interior noise levels are essential are also considered noise-sensitive land uses. The nearest sensitive noise receptors to the Project site are residences located approximately 60 feet west of the development site, specifically where the new drive-through service windows for fast-food restaurants would be located.

The Noise Element of the City of Colusa General Plan outlines goals, policies, and implementing actions to protect Colusa residents from excessive noise levels that are annoying to the senses and detrimental to public health. The element establishes acceptable noise level standards for land uses affected by both mobile and stationary noise sources, including temporary noise related to construction. Noise and land use compatibility criteria are designed to provide an acceptable community noise environment and to minimize noise-related complaints from residents. The compatibility criteria should be used in conjunction with future noise exposure levels in order to identify projects or activities that may require special treatment to minimize noise exposure.

#### 4.13.2 Noise (XII.) Environmental Checklist and Discussion

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a) Would the project result 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?	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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Project-related noise levels are anticipated to be consistent with those created by the existing shopping center adjacent to the north of the project site. The existing shopping center has operated compatibility within the mixed-use neighborhood for approximately 40 years.

Construction and operation of the Proposed Project would result in a temporary increase of noise levels in the Project vicinity. Regarding operational noise, objectionable noise levels could be created intercoms associated with proposed drive-through service windows of fast-food uses, including automobile traffic. However, hours of operation, directional intercom speakers, and sound attenuating screens, walls, and/or landscaping reviewed and approved as conditions of use permit approval (for the drive-through uses) are anticipated to reduce related noise levels to **less than significant** and remain consistent with the noise levels required by the General Plan Noise Element.

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<b>Would the Project result in</b>		Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
b)	Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### Project Construction

Excessive groundborne vibration impacts result from continuously occurring vibration levels. Increases in groundborne vibration levels attributable to the Proposed Project would be primarily associated with short-term, construction-related activities. Construction on the Project Site would have the potential to result in varying degrees of temporary groundborne vibration, depending on the specific construction equipment used and the operations involved. Ground vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance.

Construction-related ground vibration is normally associated with impact equipment such as pile drivers, jackhammers, and the operation of some heavy-duty construction equipment, such as dozers and trucks. It is noted that pile drivers would not be necessary during Project construction as such equipment is not generally necessary for single story construction. Vibration decreases rapidly with distance and it is acknowledged that construction activities would occur throughout the Project Site and would not be concentrated at the point closest to sensitive receptors.

It is acknowledged that construction activities would occur throughout the Project Site and would not be concentrated at the point closest to the nearest sensitive receptors. The nearest sensitive receptors are located approximately 60 feet away as previously described. Based vibration noise levels described in Table 7.1 of the Noise Element of the City of Colusa General Plan, structures located at 50 feet from significant construction noise generators (such as pile drivers) would experience short term discomfort. However, the majority of the site and related construction activities are located over 100 feet from sensitive receptors which significantly reduces potential impacts. As noted in Table 7.1, operational noise levels from the completed Proposed Project (such as from passing cars) would be acceptable for sensitive receptors (i.e., residential uses). As a result, impacts related to generation of excessive groundborne vibration or groundborne noise levels is anticipated to be **less than significant**.

<b>Would the Project result in</b>		Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
c)	For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the Project Area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Colusa County Airport is approximately 1.75 miles southeast of the Project site on SHR 20. The project site is located in the Colusa County Airport Land Use Compatibility Plan Zone D (Other Airport Environs). Zone D is geographically furthest from airport noise sources and is described as "Noise Impact: Low", where "occasional overflights are intrusive to some outdoor activities". **No impacts** are anticipated related airport noise for people working or patronizing businesses at the proposed project.

## 4.14 Population and Housing

### 4.14.1 Population and Housing (XIII) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less Significant Mitigation Incorporated	than with Significant Impact	No Impact
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Although the intersection of Wescott Road and SHR 20 will be reconfigured, and SHR 20 widened along the project frontage, this Caltrans project is not considered to be growth-inducing, and no residential uses are planned in conjunction with the Proposed Project. Although one single family residence will be removed in conjunction with the realignment of Wescott Road, it is not anticipated to significantly decrease the City's housing stock. **No impact** is anticipated.

Would the Project:	Potentially Significant Impact	Less Significant Mitigation Incorporated	than with Significant Impact	No Impact
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Although one single family residence will be removed in conjunction with the realignment of Wescott Road, it is not anticipated to significantly decrease the City's housing stock, and the residence removal is considered to be a **less than significant impact**.

## 4.15 Public Services

### 4.15.1 Environmental Setting

As provided in the Municipal Services and Facilities Element of the General Plan, the City of Colusa Police Department provides police protection services within the City limits. The City of Colusa Fire Department provides firefighting services within the incorporated area of the City of Colusa. Currently, the City provides solid waste disposal services to City residents and businesses. Waste is collected and transported in compliance with County and State regulations governing solid waste disposal to the Ostrom Road Landfill in Yuba County. The Colusa Unified School District serves the residents of the City of Colusa and surrounding unincorporated residential areas, providing education services for children in grades K-12. The District operates five schools: Burchfield Primary School, Egling Middle School, Colusa High School, Colusa Alternative Home School, and Colusa Alternative High School. Our Lady of Lourdes, a private school, provides K-8 education for Colusa residents, as well. The Colusa County Library operates one of its seven branches in the City of Colusa, located at 738 Market Street. The 10,000 square foot library, which began service in 1928, is in a building shared with the Colusa Unified School District offices.

#### 4.15.2 Public Services (XIV) Environmental Checklist and Discussion

Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Fire Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other Public Facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

As noted above, adequate police, fire protection service are provided to serve the proposed project. The project is not anticipated to increase demand on housing or related need for additional schools, parks, or other public facilities such as libraries. **No impacts** related to public services is anticipated.

### 4.16 Recreation

#### 4.16.1 Environmental Setting

As noted in the Parks, Recreation, and Resource Conservation Element of the City of Colusa General Plan, the City maintains approximately 15.5 acres of parks and open space that are administered by the City's Public Works Department, Recreation Division. This represents a ratio of approximately 2.9 acres of combined park land and open space per 1,000 residents. While State standards recommend that at least three to five acres per 1,000 residents be devoted to recreational purposes, the City is adjacent to abundant open space and recreational opportunities provided by the Colusa-Sacramento River State Recreation Area and nearby Colusa National Wildlife Refuge which provide riverfront and open space lands for both active and passive recreational uses, in addition to an array of recreational opportunities offered residents by City-owned and maintained neighborhood parks. These recreational facilities and resources ensure that the public interest (i.e., convenience, health, welfare and safety) is met.

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**4.16.2 Recreation (XV) Materials Checklist**

Would the Project:	Potentially Significant Impact	Less Significant Mitigation Incorporated	than with	Less Significant Impact	No Impact
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input checked="" type="checkbox"/>

The proposed project is commercial/retail use oriented and not considered to be growth inducing that would create additional residents to place pressure on existing recreational facilities. As a result, there is anticipated to be **no impact** on recreational facilities from construction of the Proposed Project.

Would the Project:	Potentially Significant Impact	Less Significant Mitigation Incorporated	than with	Less Significant Impact	No Impact
b) Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Proposed Project would not result in additional athletic amenities or require the construction or expansion of additional recreational facilities. As such, the Proposed Project would have a **no impact** in this regard.

## 4.17 Transportation

### 4.17.1 Environmental Setting

The project applicant contracted with *KD Anderson Associates Traffic Engineering Consultants* to conduct a traffic impact analysis for the subject project and analyze the potential short-term and long-term traffic impacts associated with the development (see *Appendix 6, KD Anderson Associates Traffic Impact Analysis, September 12, 2018 and revised January 22, 2020*). The Executive Summary of that study provides the following:

Existing Conditions. Regional access to the proposed project will be via State Route 20 to the north (Bridge Street) and south, as well as Wescott Road to the south and Sioc Street to the west. Under existing conditions, the operation of the study area street system meets minimum standards for Level of Service (i.e., LOS D on state highways through the City of Colusa) at most locations. However, the SR 20 (Bridge Street) / Sioc Street intersection operates at LOS E in the p.m. peak hour. Caltrans plans a rehabilitation project for SR 20 in the area, but the effects of this work on the operation of the signal are not known.

The Level of Service at the SR 20 / Wescott Road intersection meets minimum standards, but the intersection carries traffic volumes that satisfy peak hour traffic signal warrants (rural).

Project Characteristics. The proposed project includes an Arco Gasoline station with convenience store, car wash and 16 fueling positions. The remaining uses on the site are speculative at this time but the traffic analysis considers the impacts of a grocery store, fast food restaurants and a small office.

The plan generates 3,806 new daily trip ends (i.e., in and out are two trip-ends). Of this total, 219 new trips are expected during the a.m. peak hour and 282 new trips are expected to occur during the p.m. peak hour.

Trips generated by the project will have destinations primarily in the City of Colusa, but a portion of the project traffic will be destined for locations south on SR 20.

The project includes circulation system improvements. The project plans a main access opposite a relocated Wescott Road intersection that is to be signalized, and a right-turn only driveway is proposed on SR 20 north of the traffic signal. A reciprocal access to the adjoining shopping center to the north is also included. With the relocation of Wescott Road access to SR 20 the existing segment between SR 20 and Louis Road will be reconstructed and limited to southbound traffic only. The fast food pad west of SR 20 will have access to Wescott Road at the Louis Lane intersection.

While a traffic signal is anticipated at the relocated Wescott Road intersection on SR 20, current Caltrans policy requires that an Intersection Control Evaluation (ICE) be prepared when it is determined that traffic on the state highway needs to be stopped. *(As of the date of this initial study, KD Anderson & Associates has been engaged in an extended "initial consultation" with District 3, and the traffic study and preliminary ICE report distributed through IGR to Traffic Operations, email communication Kenneth D. Anderson, P.E., 4/23/20.)*

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**4.17.2 Transportation (XVII.) Environmental Checklist and Discussion**

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The traffic impact analysis conducted for the project determined that the addition of project trips will exacerbate conditions on segments of SR 20 near the project which are already deficient in terms of Level of Service based on City of Colusa General Plan LOS Standards. However, both the *General Plan and City Transportation Master Plan* have acknowledged that a four-lane facility through Colusa is not feasible. With implementation of Mitigation Measure Trans 1 (below), the project will contribute its fair share towards the cost of interconnecting the new Wescott Road signal and the SR 20 / Sioc Street Intersection signal in order to help improve traffic flow on SR 20.

**Mitigation Measure Trans 1:**

The project developer shall contribute its fair share towards the cost of interconnecting the new Wescott Road signal and the SR 20 / Sioc Street Intersection signal in order to help improve traffic flow on SR 20.

**Mitigation Monitoring Trans 1:**

Prior to the issuance of related building and encroachment permits, the City Engineer or City Planner shall collect related fees for the cost of interconnecting the new Wescott Road signal and the SR 20 / Sioc Street Intersection traffic signal.

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

CEQA Guidelines Section 15064.3, subdivision (b) provides criteria for analyzing transportation impacts based on a vehicle miles traveled (VMT) methodology instead of the now superseded (as of January 1, 2019) level of service (LOS) methodology. Pertinent to the Proposed Project are those criteria identified in Section 15064.3(b)(1) Land Use Projects. According to this section:

“Vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high-quality transit corridor<sup>1</sup> should be presumed to cause a less than significant

<sup>1</sup> “High-quality transit corridor” means an existing corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours. For the purposes of this project, an “existing stop along a high-quality transit corridor” may include a planned and funded stop that is included in an adopted regional transportation improvement program.

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transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be presumed to have a less than significant transportation impact.”

However, Section 15064.3(b)(3) allows an agency to determine a project’s transportation impact on a qualitative basis if a VMT methodology is unavailable, as is the case with the Proposed Project.

Section 15064.3(b)(3) is as follows:

“Qualitative Analysis. If existing models or methods are not available to estimate the vehicle miles traveled for the particular project being considered, a lead agency may analyze the project’s vehicle miles traveled qualitatively. Such a qualitative analysis would evaluate factors such as the availability of transit, proximity to other destinations, etc. For many projects, a qualitative analysis of construction traffic may be appropriate.”

Additionally, Section 15064.3(c) allows an agency to use the VMT methodology immediately or defer until July 1, 2020 when the VMT methodology is required of all agencies in the state. Section 15064.3(c) is as follows:

“The provisions of this section shall apply prospectively as described in section 15007. A lead agency may elect to be governed by the provisions of this section immediately. Beginning on July 1, 2020, the provisions of this section shall apply statewide.”

Since the City does not have an adopted VMT methodology at this time, the City has chosen to defer to the existing LOS methodology to determine the Project’s impact to local roadways. The Proposed Project’s fair share contribution towards the cost of interconnecting the new Wescott Road signal and the SR 20 / Sioc Street Intersection signal (see Trans Mitigation Measure 1, above) is anticipated to improve traffic flow on SR 20 and reduce related impacts to **less than significant**.

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<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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As noted in the project’s *KD Anderson Traffic Impact Analysis*, the proposed project site plan includes an adequate throat on the approach to the SR 20 / Wescott Road intersection, as the separation between SR 20 and the proposed gasoline station access that will provide storage for the anticipated peak period queues. The proposed access at the Wescott Road / Louis Lane is adequate based on satisfaction of sight distance standards and queue storage. Therefore, the project will not substantially increase hazards due to geometric design features, resulting in a **less than significant impact**.

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<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

While traffic volumes on roadways serving the project are anticipated to increase as a result of project development and operations, the intersection improvements at SR2/Wescott Road are anticipated to improve traffic flow over existing conditions, including safety improvements for pedestrians and cyclists. As a result, emergency access will not be hindered, but is anticipated to improve, resulting in a **less than significant impact**.

## 4.18 Tribal Cultural Resources

### 4.18.1 Environmental Setting

The project area is within Patwin ethnographic territory. Patwin are the southernmost members of a group of Native American cultures (i.e., Wintu, Nomlaki, and Patwin) that share a related set of languages. The Native American members of the Colusa Rancheria identify themselves as the Cachil Dehe Band of Wintun Indians. Consequently, Wintun will be used as an alternative to Patwin in this discussion. Wintun occupied the southwest portion of the Sacramento Valley, from the lower hills of the eastern North Coast Ranges to the Sacramento River, and from Princeton south to San Pablo and Suisun Bays. A number of Wintun villages had been identified along the Sacramento River near the City of Colusa (Kroeber 1925, 1932). (*City of Colusa General Plan DMEIR, July 2007*).

### 4.18.2 Tribal Cultural Resources (XVII) Environmental Checklist and Discussion

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a 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:				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant Mitigation Incorporated	Less than Significant Impact	No Impact
consider the significance of the resource to a California Native American Tribe.				

As discussed above under Section 4.5 Cultural Resources of this initial study, potential impacts to cultural resources will be reduced to less than significant levels with implementation of **Mitigation Measure CULT 1**.

#### **4.19 Utilities and Service Systems**

As provided in the Municipal Services and Facilities Element of the General Plan, the City of Colusa Public Works Department is responsible for maintenance on public parks, streets, sidewalks, storm drains, streetlights, traffic signals, trees, water and sewer services, garbage, and public landscaping areas. The City of Colusa Police Department provides police protection services within the City limits. The City of Colusa Fire Department provides firefighting services within the incorporated area of the City of Colusa. Currently, the City provides solid waste disposal services to City residents and businesses. Waste is collected and transported in compliance with County and State regulations governing solid waste disposal to the Ostrom Road Landfill in Yuba County. The Colusa Unified School District serves the residents of the City of Colusa and surrounding unincorporated residential areas, providing education services for children in grades K-12. The District operates five schools: Burchfield Primary School, Egling Middle School, Colusa High School, Colusa Alternative Home School, and Colusa Alternative High School. Our Lady of Lourdes, a private school, provides K-8 education for Colusa residents, as well. The Colusa County Library operates one of its seven branches in the City of Colusa, located at 738 Market Street. The 10,000 square foot library, which began service in 1928, is in a building shared with the Colusa Unified School District offices.

##### **4.19.1 Utilities and Service Systems (XVIII) Environmental Checklist and Discussion**

<b>Would the Project:</b>	Potentially Significant Impact	Less than Significant Mitigation Incorporated	Less than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Current utility services are adequate to supply the proposed project, and the project is not associated with the expansion of related utilities. As a result, **no impact** is anticipated.

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<b>Would the Project:</b>	Potentially Significant Impact	Less Significant Mitigation Incorporated	than with	Less Significant Impact	No Impact
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input checked="" type="checkbox"/>

As noted above, the City of Colusa administers a domestic water delivery system, operated by the Public Works Department which currently extracts groundwater from five wells at various locations throughout the northern part of the City. Sufficient water supplies are available to serve the proposed Project, and **no impact** is anticipated.

<b>Would the Project:</b>	Potentially Significant Impact	Less Significant Mitigation Incorporated	than with	Less Significant Impact	No Impact
c) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input checked="" type="checkbox"/>

As noted above, the City of Colusa is responsible for the operation and maintenance of the sewer collection and treatment system, as well as disposal. Personnel, operations, and discharges are regulated and licensed by the State, and there is adequate capacity to serve the effluent needs of the proposed project. **No impact** is anticipated.

<b>Would the Project:</b>	Potentially Significant Impact	Less Significant Mitigation Incorporated	than with	Less Significant Impact	No Impact
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input checked="" type="checkbox"/>

As noted above, the City provides solid waste disposal services to City residents and businesses. Waste is collected and transported in compliance with County and State regulations governing solid waste disposal to the Ostrom Road Landfill in Yuba County, and the Ostrom Road Landfill has adequate capacity to serve the proposed project. **No impact** is anticipated.

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<b>Would the Project:</b>	Potentially Significant Impact	Less Significant Mitigation Incorporated	than with Less Significant Impact	No Impact
e) Comply with federal, state, and local statutes and management and reduction regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The Proposed Project is required to comply with all state and federal statutes regarding solid waste. This impact is considered **less than significant**.

## **4.20 Wildfire**

### **4.20.1 Environmental Setting**

As provided in the Safety Element of the General Plan, the City of Colusa, including the project site, is surrounded by agricultural fields, and is in an area of low potential for wildfires.

The Project site is not in an area designated by California Department of Forestry and

Fire Protection (2007) as a Fire Hazard Severity Zone. Furthermore, no Very High Fire Hazard Severity Zones are located nearby. Finally, the location of the Project site makes it readily accessible by emergency personnel and vehicles in the event of a wildland fire. For these reasons, wildfire is not considered a significant risk for the Proposed Project.

### **4.20.2 Wildfire (XX) Environmental Checklist and Discussion**

<b>If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:</b>	Potentially Significant Impact	Less Significant Mitigation Incorporated	than with Less Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Project site is not in an area designated by California Department of Forestry and Fire Protection (2007) as a Fire Hazard Severity Zone. Furthermore, no Very High Fire Hazard Severity Zones are located nearby. Also, the Project site is not located in a state responsibility area. The Project would have **no impact** in this area.

<b>If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:</b>	Potentially Significant Impact	Less Significant Mitigation Incorporated	than with Less Significant Impact	No Impact
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The risk of wildfire is related to a variety of parameters, including fuel loading (vegetation), fire weather (winds, temperatures, humidity levels and fuel moisture contents) and topography (degree of slope). Steep slopes contribute to fire hazard by intensifying the effects of wind and making fire suppression difficult.

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Fuels such as grass are highly flammable because they have a high surface area to mass ratio and require less heat to reach the ignition point.

The Project site is relatively flat and it is not located near any steep slopes. It is located in an area that includes a mixture of uses ranging from urban to agricultural to commercial to industrial. These uses are not considered at a significant risk of wildlife.

In addition, as mentioned previously, the Project site is not in an area designated by California Department of Forestry and Fire Protection (2007) as a Fire Hazard Severity Zone. Furthermore, no Very High Fire Hazard Severity Zones are located nearby. Also, the Project site is not located in a state responsibility area. The Project would have **no impact** in this area.

<b>If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Project site is not in an area designated by California Department of Forestry and Fire Protection (2007) as a Fire Hazard Severity Zone. Furthermore, no Very High Fire Hazard Severity Zones are located nearby. The Project would have **no impact** in this area.

<b>If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:</b>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Landslides encompass the following occurrences: rockfalls, shallow slope failure, and deep slope failure. The risk of a landslide is exacerbated following the occurrence of a fire on steep slopes. The primary factors that influence landslide risk include geologic conditions, the slope, drainage of the soil, and the type of vegetation. Cut and fill for the construction of new roadways can also have increased landslide potential.

The Proposed Project site is very level and not located within the vicinity of any slopes with landslide potential. The Proposed Project also does not require the construction of new roadways. The Project site is not in an area designated by California Department of Forestry and Fire Protection (2007) as a Fire Hazard Severity Zone. Furthermore, no Very High Fire Hazard Severity Zones are located nearby. The Project would have **no impact** in this area.

## 4.21 Mandatory Findings of Significance

### 4.21.1 Mandatory Findings of Significance (XIX.) Environmental Checklist and Discussion

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

As discussed in Sections 4.5 Cultural Resources, 4.17.2 Transportation, and 4.18 Tribal Cultural Resources, the Proposed Project may have potentially significant impacts to cultural and tribal cultural resources, and transportation facilities. Mitigation Measures identified under these sections of this initial study will reduce related impacts to **less than significant levels**.

Does the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The proposed project is not connected with other future projects, and its impacts are individually considered. Impacts identified in this initial study are individually mitigated and are not cumulatively significant.

Does the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) Have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Impacts identified under Section 4.17.2 Transportation may have direct adverse effects on human beings, but potential affects would be mitigated to **less than significant levels** with incorporation of Mitigation Measure Trans 1.

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## **SECTION 5.0 LIST OF PREPARERS**

### **5.1 City of Colusa**

Lead Agency:

Brian Stice, Community Development Manager

### **5.2 Consultant**

Bob Summerville, AICP, MA

## **SECTION 6.0 BIBLIOGRAPHY**

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Regional Water Quality Control Board (RWQCB) <https://geotracker.waterboards.ca.gov/>

Natural Resources Conservation Service (NRCS) website [www.ca.nrcs.usda.gov/mlra02/colusa.html](http://www.ca.nrcs.usda.gov/mlra02/colusa.html)

## **APPENDICES**

1. LSI Photometric Plan, 2/26/20.
2. Colusa Towne Center Emissions Assessment, ECORP, March 2020.
3. Phase I Environmental Site Assessment, Essel, September 25, 2018.
4. Northwest Information Center Record Search Results, November 19, 2019.
5. Caltrans, Initial Study/Negative Declaration, Colusa Rehabilitation Project State Route 20, September 2016.
6. KD Anderson Associates Traffic Impact Analysis, September 12, 2018, revised January 22, 2020.