DATE: April 21, 2021

TO: California State Clearinghouse
Responsible and Trustee Agencies
Interested Parties and Organizations

FROM: Kevin Perkins, Planning Manager
Yuba County

SUBJECT: NOTICE OF PREPRARATION OF AN ENVIRONMENTAL IMPACT REPORT FOR THE PROPOSED SR 20/KIBBE ROAD INTERSECTION PROJECT

Yuba County is the lead agency for the preparation of an Environmental Impact Report (EIR) for the proposed SR 20/Kibbe Road Intersection project (proposed project). The scope of the EIR has been proposed based upon a determination by Yuba County. Yuba County has directed the preparation of this EIR in compliance with the California Environmental Quality Act (CEQA).

Once a decision is made to prepare an EIR, the lead agency must prepare a Notice of Preparation (NOP) to inform all responsible and trustee agencies that an EIR would be prepared (CEQA Guidelines Section 15082). The purpose of the NOP is to provide agencies with sufficient information describing both the proposed project and the potential environmental effects to enable the agencies to make a meaningful response as to the scope and content of the information to be included in the EIR. Yuba County is also soliciting comments on the scope of the EIR from the general public.

SCOPING MEETING

A public scoping meeting will be held by the County to inform interested parties about the proposed project, and to provide agencies and the public with an opportunity to provide comments on the scope and content of the EIR. Because of current COVID-19 health emergency, the scoping meeting will be conducted as a teleconference meeting (no physical location).

EIR Scoping Meeting on the SR 20/Kibbe Road Intersection Project
Wednesday | May 12, 2021 | 6:00 pm
Teleconference Meeting (Online only – No physical location)
Zoom: https://us02web.zoom.us/j/86286536839
Phone: (669) 900-6833 | Webinar ID: 862 8653 6839

BACKGROUND

Teichert Aggregates (Teichert) owns and operates the Hallwood mine, an existing 720-acre mining and processing facility. Teichert's Hallwood facility is currently accessed through Hallwood Boulevard and Walnut Avenue. The proposed project would include the construction of a private haul road to connect the Teichert Aggregates' Hallwood facility directly to SR 20, at or to the west of the existing intersection of SR 20 and Kibbe Road, depending on the project alternative selected. The proposed project would also include a left-turn pocket for westbound SR 20 traffic and the installation of 12-foot shoulders on both sides of SR 20 to the west of the proposed intersection. The neighborhood surrounding the existing haul route has been slowly transitioning from agricultural uses to rural residential uses. As such, Teichert has proposed the project as an effort to alleviate the Hallwood facility's traffic impacts on the Hallwood Boulevard and Walnut Avenue neighborhoods.

In 2003, Teichert partially constructed the private haul road portion of the project pursuant to a ministerial grading permit issued by Yuba County. Although the private haul road was constructed as a ministerial project, the proposed improvements at the SR 20/Kibbe Road intersection required additional County and Caltrans approvals. Therefore, in December 2003, an Initial Study/Mitigated Negative Declaration was prepared and circulated for public review on the proposed intersection improvements. The Initial Study/Mitigated Negative Declaration received public comments, to which responses were prepared by the Yuba County Community Development Department. Based upon the issues raised on the project, including whether the existing private roadway construction was addressed, the County determined that an EIR shall be prepared in order to ensure full public disclosure of the potential environmental effects of both the previously constructed private haul road and the proposed intersection improvements.

An environmental impact report (EIR) was prepared for the proposed project and certified by Yuba County in 2006. However, the project was subject to litigation that ultimately resulted in the Yuba County Superior Court invalidating the EIR for the project based on several identified legal deficiencies such as failing to adequately analyze drainage easement impacts, single event traffic noise (including Jake brake usage), and an alternative alignment along the Cordua Canal. Teichert is now resubmitting its application for the proposed project with the intent to address the deficiencies in the 2006 EIR identified by the Court, and to update the environmental analysis based on current environmental conditions.

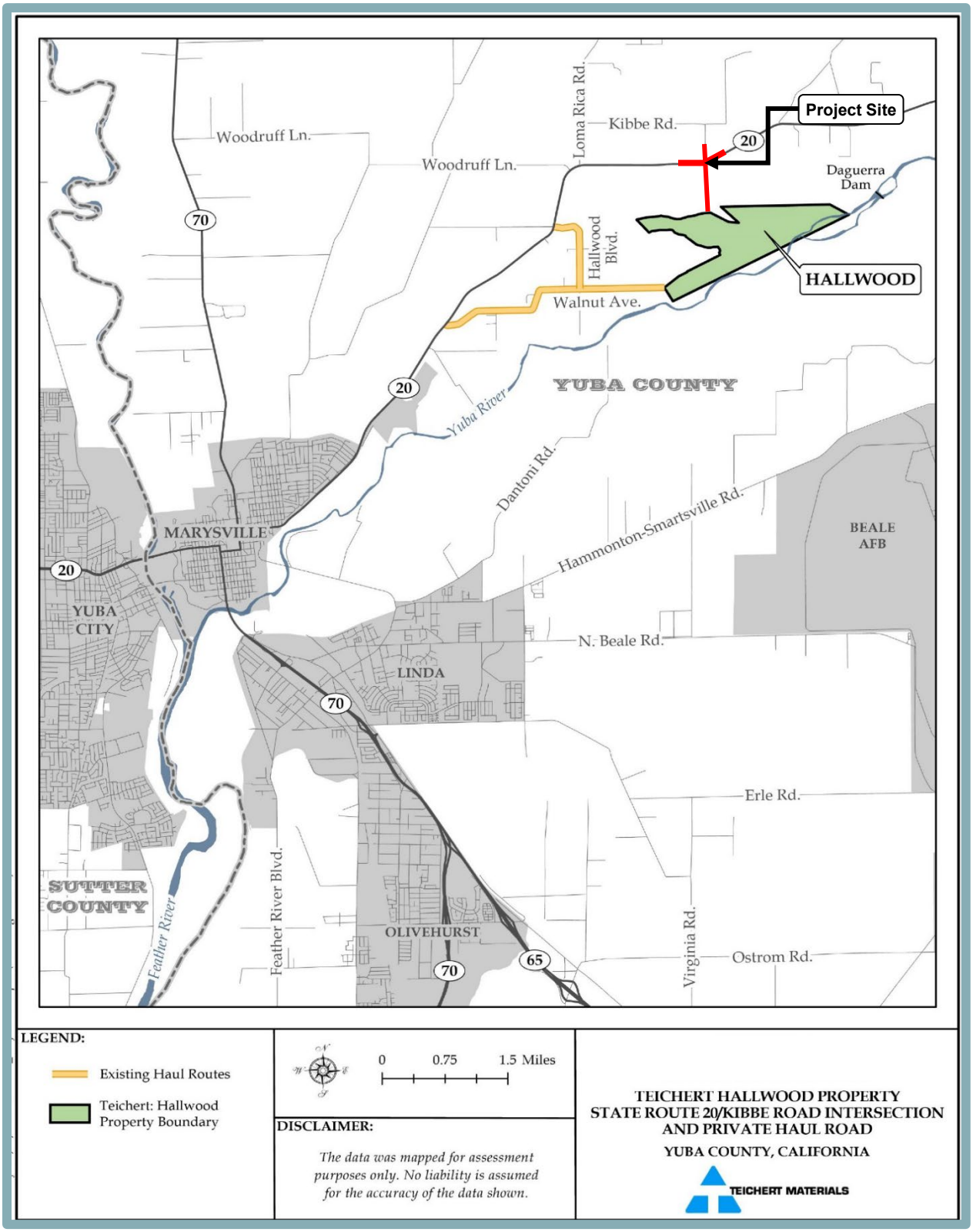
PROJECT DESCRIPTION

The following is a discussion of the project location and setting, discretionary actions, existing land use and zoning designations, and project components.

Project Location and Setting

The project site consists of approximately 10 acres and is located at the intersection of SR 20 and Kibbe Road, approximately three miles northeast of the City of Marysville, within Yuba County (see Figure 1 Regional Project Location). The project site extends north from the 720-acre mining and processing facility of Hallwood mine towards SR 20. Existing land uses in the vicinity of the site include agricultural, industrial (aggregate mining and associated uses), and rural residential uses.

Figure 1
Regional Project Location



The northwest and southwest portions of the site are currently in use as grazing/pasture land, while rural residential uses are located in the northeastern and southeastern quadrants of the existing SR 20/Kibbe Road intersection (see Figure 2 Surrounding Land Uses). Several rural residences exist northeast of Kibbe Road/SR 20 intersection, and three residences exist southeast of Kibbe Road/SR 20 intersection. The haul road proposed as part of the project would be located to the west of the residences that exist in the southeast quadrant of the project site. The northernmost and the southernmost residences are owned by Teichert, and the southernmost residence is currently vacant. In addition, a bus stop for the Marysville Joint Unified School District is currently located near the northeast corner of the existing intersection of SR 20 and Kibbe Road.

Discretionary Actions

Implementation of the proposed project would require the following discretionary actions by Yuba County:

- Certification of the Environmental Impact Report;
- Adoption of the Mitigation Monitoring and Reporting Program;
- Acquisition of right-of-way along the 13 parcels adjacent to Kibbe Road; and
- Encroachment permit from Yuba County.

The proposed project would require the following discretionary approvals from other agencies:

- Encroachment permit from Caltrans.

Existing Land Use and Zoning Designations

The Yuba County General Plan designates the site as Natural Resources and the site is zoned Exclusive Agricultural (AE) and Residential Estate (RE).

Project Components

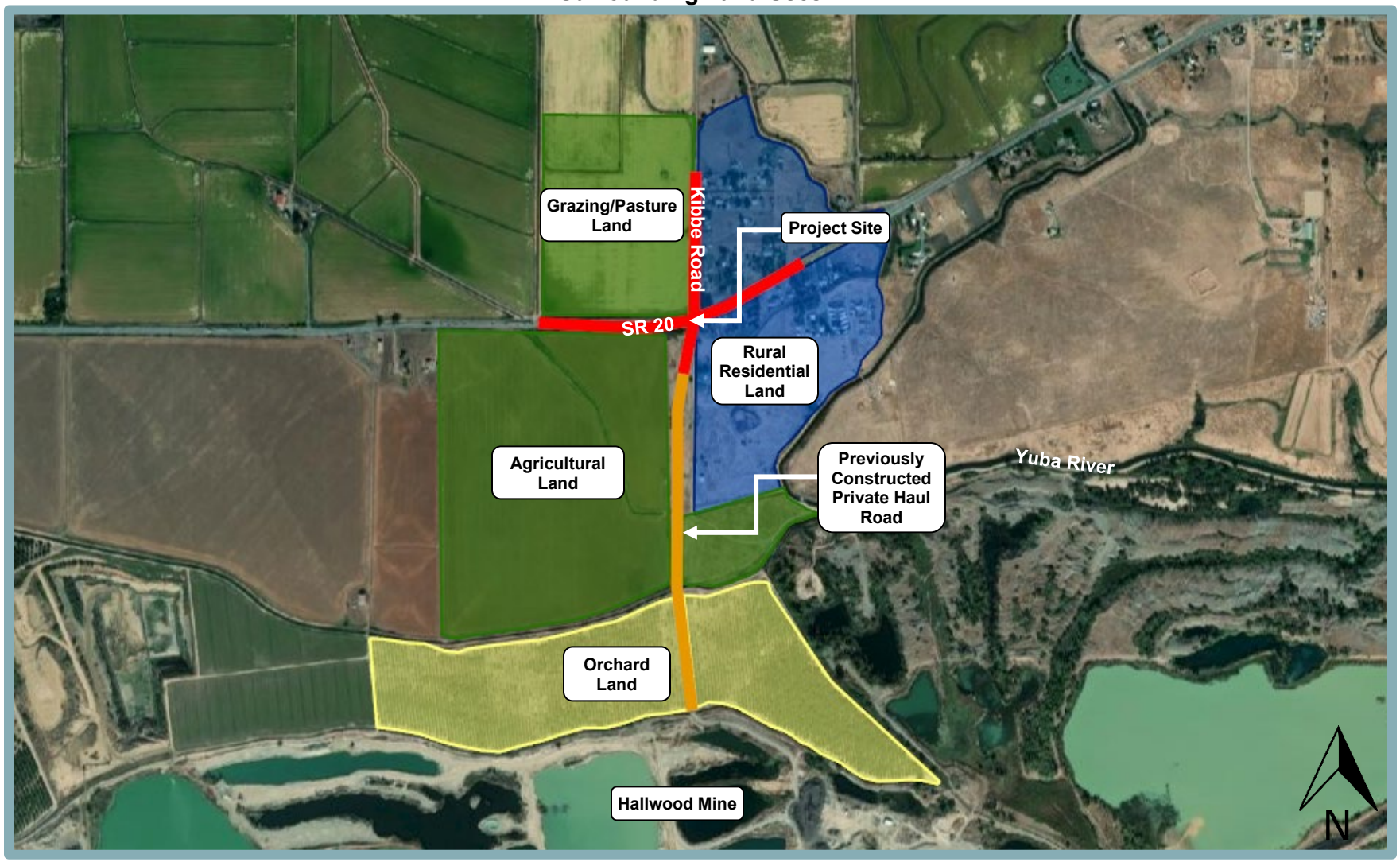
The proposed project consists of the completion of a previously constructed private haul road and improvements to the intersection of SR 20 and Kibbe Road. The purpose of such improvements would be to provide a new haul route for Teichert's existing Hallwood mining facility to alleviate existing traffic-related impacts on rural residences in the Hallwood Boulevard and Walnut Avenue neighborhoods.

Roadway Plan

The development of the proposed project would include the construction of intersection improvements at the SR 20/Kibbe Road intersection for the purpose of connecting the intersection to the private haul road. The private haul road is approximately 3,250 feet in length measured from the northern property line of the Hallwood site to the SR 20 right-of-way. The previously completed section of the private haul road ends approximately 50 feet south of SR 20.

The proposed project would also include the westerly realignment of approximately 600 feet of Kibbe Road, north of SR 20, to connect with the relocated intersection.

Figure 2
Surrounding Land Uses



Driveway access would be constructed to connect existing homes north of SR 20 with the realigned segment of Kibbe Road. The segment of Kibbe Road which is being replaced north of SR 20 would be decommissioned and removed.

The proposed roadway and intersection improvements would include a left-turn pocket for westbound SR 20 traffic, the installation of 12-foot shoulders on both sides of SR 20 to the west of the proposed intersection, and additional improvements to SR 20 as determined by Caltrans (see Figure 3 Proposed Intersection Layout).

As proposed, the project would include one of three different intersection control options: a stop sign, a traffic signal (see Figure 3 Proposed Intersection Layout), or a roundabout (see Figure 4 Proposed Intersection Layout with Roundabout). As such, analysis of the proposed project will consider the worst-case scenario traffic control option for the environmental factors that would potentially be affected.

After completion of the proposed intersection improvements, the existing truck traffic to and from the Hallwood Plant would be relocated to the new haul road and would access SR 20 through the realigned Kibbe Road intersection. The existing access on Walnut Road would then be used for employee and vendor access only.

The proposed project would require a grading permit and an encroachment permit from Yuba County, and an encroachment permit from Caltrans. Contingent upon the approval of the encroachment permit and associated improvement plans, the County and Caltrans would require additional right-of-way acquisition.

ENVIRONMENTAL EFFECTS

The County has reviewed the proposed project and prepared an updated Initial Study, (see attached). Based on the analysis within the Initial Study, the County has determined that a project-level EIR shall be conducted to analyze any significant environmental effects from the project. The project-level EIR will perform several analyses considering individual and cumulative environmental effects from the project. The Initial Study would include analysis of the following topics: Aesthetics, Agriculture and Forest Resources, Geology and Soils, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Mineral Resources, Population and Housing, Public Services, Recreation, Wildfire, and Utilities and Service Systems.

Therefore, the environmental issues anticipated to be analyzed in the EIR include: Air Quality and Greenhouse Gas Emissions, Biological Resources, Cultural and Tribal Cultural Resources, Noise, and Transportation. The EIR will incorporate by reference the Yuba County General Plan and the General Plan EIR, as well as the technical studies prepared for the project for the various impact areas discussed in the issue chapters of the project EIR. Each of the following issue chapters will include a discussion of the existing setting, thresholds of significance, specific impacts, mitigation measures, and monitoring strategies for the proposed project.

Air Quality and GHG Emissions

The air quality and GHG emissions analysis for the proposed project will be performed using the RoadMod software program and vehicle trip generation information from the project-specific Traffic Study.

Figure 3
Proposed Intersection Layout

TEICHERT MATERIALS

SOURCE:

Kibbe Road Intersection Provided by Bennett Engineering (Oct. 2020)

Aerial Photography Provided by ESRI Basemaps & Affiliates (Maxar: Oct. 19, 2018)

0 150 300 Feet

DISCLAIMER:

The data was mapped for assessment purposes only. No liability is assumed for the accuracy of the data shown.

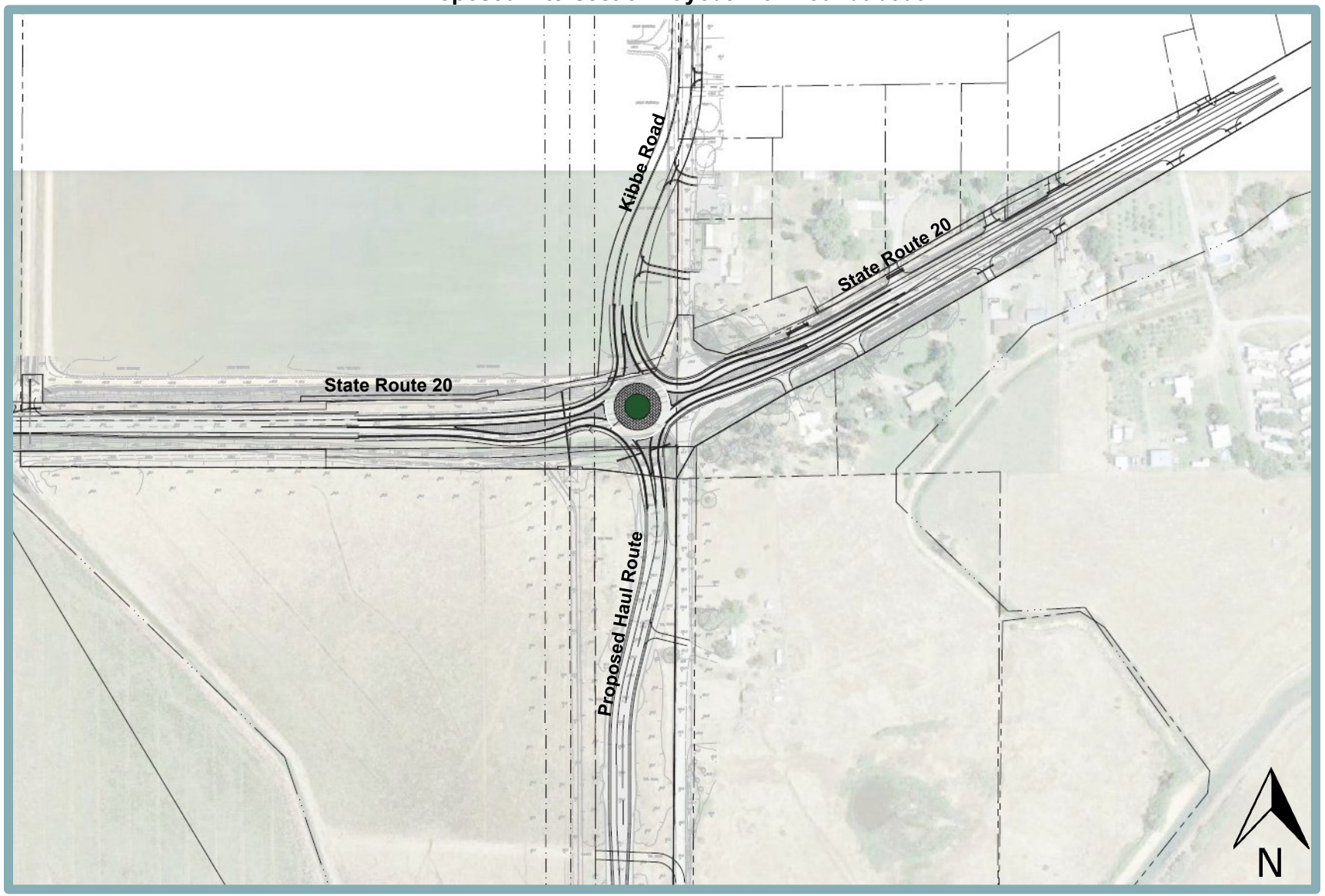
EXHIBIT C

PROPOSED INTERSECTION CONFIGURATION

TEICHERT HALLWOOD PROPERTY
STATE ROUTE 20/
KIBBE ROAD INTERSECTION
AND PRIVATE HAUL ROAD

YUBA COUNTY, CALIFORNIA

Figure 4
Proposed Intersection Layout with Roundabout



The air quality impact analysis will include a quantitative assessment of short-term (i.e., construction) increases of criteria air pollutant emissions of primary concern (i.e., ROG, NO_X, and PM_{10}) resulting from the proposed project. Operationally, the proposed project will not increase the number of truck trips; therefore, conducting a quantitative assessment of long term (i.e., operational) increases due to the operations of the new haul route is not anticipated. The RoadMod software program will also be used to produce an estimate of carbon dioxide equivalent emissions for the project, including indirect emissions of GHGs.

A Health Risk Assessment (HRA) is being conducted due to the project's proximity to sensitive receptors (the rural residences to the east) which are located approximately 1,000 feet from the project site, and the possibility that the proposed project could exceed 100 truck trips per day. The HRA will include an analysis of acute, chronic, carcinogenic, and non-carcinogenic health hazards, due to exposure of TACs. The significance of health risk impacts will be determined in comparison to the criteria identified in the California Office of Environmental Health Hazard Assessment ("OEHHA") Guidelines. The significance of carcinogenic health risk impacts will be expressed in terms of cancer cases per one million individuals. Non-carcinogenic health risk impacts will be determined using FRAQMD's recommended Hazard Index. Mitigation measures will be incorporated if necessary, to reduce any identified significant health risk impacts.

Biological Resources

The Biological Resources chapter will be based on the Biological Resources Report prepared for the proposed project. The Biological Resources chapter of the EIR will include a description of the potential effects to plant communities and wildlife, including adverse effects on rare, endangered, candidate, sensitive, and special-status species that are identified during site reconnaissance, as well as the impacts related to build-out of the proposed project.

Cultural and Tribal Cultural Resources

The Cultural and Tribal Cultural Resources chapter will summarize the setting and briefly describe the potential effects to any onsite historical, archaeological, tribal, and/or paleontological resources due to implementation of the proposed project. A Cultural Resource assessment prepared for the proposed project will be the basis for the analysis done in the Cultural Resources chapter of the project EIR. The chapter will also assess the potential for tribal cultural resources to be impacted by the proposed project, pursuant to Public Resources Code 21080.3.1.

Noise

The Noise chapter will be based on the Noise Study prepared for the proposed project. The study will quantify existing noise levels, evaluate increased traffic noise levels at existing sensitive receptors in the project vicinity as well as analyze noise levels associated with the proposed project's construction.

Transportation

Analysis of the impacts the proposed project will have on existing and future transportation systems will be done using a Traffic Study prepared for the proposed project. Regional Vehicle Miles Traveled (VMT) will be evaluated along with the project's potential impacts to the surrounding roadway network under Existing, Existing Plus Project, Cumulative, and Cumulative Plus Project scenarios.

DISCUSSION OF CUMULATIVE IMPACTS

In accordance with Section 15130 of the CEQA Guidelines, an analysis of cumulative impacts associated with the proposed project will be undertaken and discussed. In addition, pursuant to Section 21100(B)(5) of the CEQA Guidelines, the cumulative analysis will address the potential for growth-inducing impacts associated with the proposed project, and will focus on whether or not implementation of the proposed project would remove any existing impediments to growth.

DISCUSSION OF ALTERNATIVES

In accordance with Section 15126.6(a) of the CEQA Guidelines, several project alternatives, including the No Project Alternative, will be analyzed. The alternatives analysis will "describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives." The analysis will include sufficient information about each alternative to allow meaningful evaluation of, and comparison with, the proposed project. The significant effects of the alternatives will be discussed, but in less detail than the significant effects of the proposed project. The discussion will also identify and analyze the "environmentally superior alternative."

The proposed project EIR will evaluate at a minimum three alternatives: the No Project Alternative, the Revised Project Alternative (see Figure 5), which would revise the proposed project to align with the existing SR 20/Kibbe Road intersection, and the Cordua Canal Alternative (see Figure 6), which would intersect SR 20 just east of where the canal intersects the road. All project alternatives analyzed in the proposed EIR would include one of three different intersection control options: a stop sign, a traffic signal, or a roundabout, as discussed above.

SUBMITTING COMMENTS

To ensure that the full range of issues related to this proposed project are addressed and all significant issues are identified, written comments are invited from all interested parties. Written comments concerning the proposed project should be directed to the name and address below:

Kevin Perkins, Planning Manager
915 8th Street, Suite 123
Marysville, CA 95901
(530) 749-5470
kperkins@CO.YUBA.CA.US

Written comments are due to the Yuba County at the location addressed above by May 20, 2021 at 4:00 PM.

The Initial Study prepared for the proposed project is attached below.

Figure 5
Revised Project Alternative

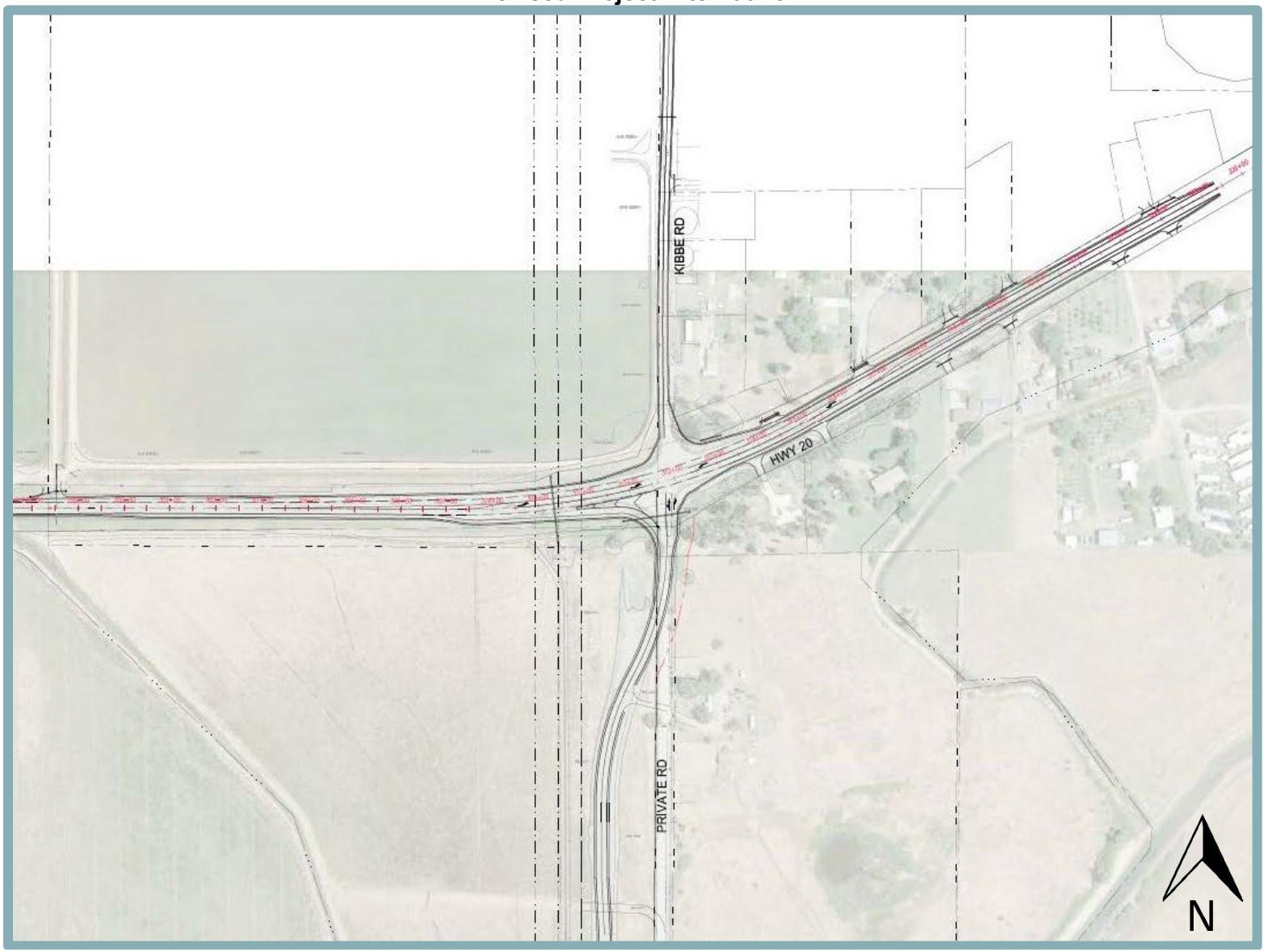


Figure 6
Cordua Canal Alternative

Yuba County
Community Development and Services Agency

State Route (SR) 20/Kibbe Road Intersection

Initial Study

April 2021

Prepared by

RANEY PLANNING & MANAGEMENT, INC.
20 years
1501 Sports Drive, Suite A, Sacramento, CA 95834

TABLE OF CONTENTS

INITIAL STUDY
April 2021

A. BACKGROUND

1. Project Title: SR 20/Kibbe Road Intersection

2. Lead Agency Name and Address: Yuba County
Community Development and Services Agency
915 8th Street, Suite 123
Marysville, CA 95901

3. Contact Person and Phone Number: Kevin Perkins
Planning Manager
(530) 749-5470

4. Project Location: SR 20/Kibbe Road Intersection
Yuba County, CA

5. Project Sponsor's Name and Address: Teichert Aggregates
3331 Walnut Avenue
Marysville, CA 95901

6. General Plan Designation: Natural Resources

7. Zoning Designation: Exclusive Agriculture (AE)
Residential Estate (RE)

8. Required Approvals from Other Public Agencies: Caltrans

9. Surrounding Land Uses and Setting:

The project site consists of approximately 10 acres extending from the intersection of State Route (SR) 20 and Kibbe Road to the Hallwood mine, approximately three miles northeast of the City of Marysville in Yuba County, California. The project site is currently undeveloped except for 3,250 lineal feet of an unused private haul road. Surrounding existing land uses include agricultural land to the west and northwest, scattered rural residences to the east and northeast, Knife River Aggregates' aggregate mining facility to the west, and the Hallwood mine and Yuba River to the south. SR 20 runs east to west along the project site, while Kibbe road is located north of SR 20, ending at the existing SR 20/Kibbe Road intersection. The site is bounded by grazing/pasture land to the north, agricultural land including an orchard to the south, and rural residential uses to the northeast and southeast.

10. Project Description Summary:

The proposed project would include the construction of a private haul road to connect the Teichert Aggregates' Hallwood facility directly to SR 20, to the west of the existing

intersection. The proposed project would also include a westerly realignment of the SR 20/Kibbe Road Intersection, a left-turn pocket for westbound SR 20 traffic, and the installation of 12-foot shoulders on both sides of SR 20 to the west of the proposed intersection. In addition, the proposed haul road alignment would require the crossing of three existing irrigation canals: the Cordua Canal, the Hallwood Main Canal, and the Baldwin Ditch. Culverts have already been installed at each of these canal crossings with the permission of the Cordua and Hallwood irrigation districts. After completion of the proposed intersection improvements, the existing truck traffic to and from the Hallwood mine would be relocated to the new haul road and would access SR 20 via the realigned Kibbe Road intersection. Implementation of the proposed project would require approval of a grading permit and an encroachment permit from Yuba County, and an encroachment permit from Caltrans.

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

    In compliance with Assembly Bill (AB) 52 (Public Resources Code Section 21080.3.1), a project notification letter was distributed to the United Auburn Indian Community on March 31, 2021. Requests to consult have not been received to date.

B. BACKGROUND AND INTRODUCTION

This Initial Study (IS) provides an environmental analysis pursuant to the California Environmental Quality Act (CEQA) for the proposed project. The applicant has submitted an application to Yuba County, which is the Lead Agency for the purposes of CEQA review. The IS contains an analysis of the environmental effects of construction and utilization of the proposed project.

An environmental impact report (EIR) was prepared for the proposed project and certified by Yuba County in 2006. However, the project was subject to litigation that ultimately resulted in the Yuba County Superior Court invalidating the EIR for the project based on several identified legal deficiencies such as failing to adequately analyze drainage easement impacts, single event traffic noise (including Jake brake usage), and an alternative alignment along the Cordua Canal. It should be noted that the private haul road intended to connect the Hallwood mine to SR 20 was constructed prior to the preparation of the 2006 EIR, and is now considered existing setting within the project site. Teichert is now resubmitting its application for the proposed project with the intent to address the deficiencies in the 2006 EIR identified by the Court. and to update the environmental analysis based on current environmental conditions.

In June 2011, Yuba County adopted the Yuba County 2030 General Plan (Yuba County General Plan) and the associated EIR. The General Plan EIR was a program-level EIR, prepared pursuant to Section 15168 of the CEQA Guidelines (Title 14, California Code of Regulations, Sections 15000 et seq.). The General Plan EIR analyzed full implementation of the Yuba County General Plan and identified measures to mitigate any significant adverse project and cumulative impacts associated with the General Plan. Pursuant to CEQA Guidelines Section 15150(a), the Yuba County General Plan and General Plan EIR are incorporated by reference. Both documents are available upon request at Yuba County, 915 8th Street, Suite 123, Marysville, CA, 95901 or online at:

https://www.yuba.org/departments/community_development/planning_department/general_plan.php.

The impact discussions for each section of this IS have been largely based on information in the Yuba County 2030 General Plan and the Yuba County 2030 General Plan EIR.

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

C. PROJECT DESCRIPTION

The following section includes a description of the project's location and surrounding land uses, as well as a discussion of the project components and discretionary actions requested of Yuba County by the applicant.

Project Location and Setting

The project site consists of approximately 10 acres and is located at the intersection of SR 20 and Kibbe Road, approximately three miles northeast of the City of Marysville, within Yuba County (see Figure 1 Regional Project Location). The project site extends north from the 720-acre mining and processing facility of Hallwood mine towards SR 20. Existing land uses in the vicinity of the site include agricultural, industrial (aggregate mining and associated uses), and rural residential uses. The northwest and southwest portions of the site are currently in use as grazing/pasture land, while rural residential uses are located in the northeastern and southeastern quadrants of the existing SR 20/Kibbe Road intersection (see Figure 2 Surrounding Land Uses). Several rural residences exist northeast of Kibbe Road/SR 20 intersection, and three residences exist southeast of Kibbe Road/SR 20 intersection. The haul road proposed as part of the project would be located to the west of the residences that exist in the southeast quadrant of the project site. The northernmost and the southernmost residences are owned by Teichert, and the southernmost residence is currently vacant. In addition, a bus stop for the Marysville Joint Unified School District is currently located near the northeast corner of the existing intersection of SR 20 and Kibbe Road.

Project Components

The proposed project consists of the completion of a previously constructed private haul road and improvements to the intersection of SR 20 and Kibbe Road. The purpose of such improvements would be to provide a new haul route for Teichert's existing Hallwood mining facility to alleviate existing traffic-related impacts on rural residences in the Hallwood Boulevard and Walnut Avenue neighborhoods.

Roadway Plan

The development of the proposed project would include the construction of intersection improvements at the SR 20/Kibbe Road intersection for the purpose of connecting the intersection to the private haul road. The private haul road is approximately 3,250 feet in length measured from the northern property line of the Hallwood site to the SR 20 right-of-way. The previously completed section of the private haul road ends approximately 50 feet south of SR 20.

The proposed project would also include the westerly realignment of approximately 600 feet of Kibbe Road, north of SR 20, to connect with the relocated intersection. Driveway access would be constructed to connect existing homes north of SR 20 with the realigned segment of Kibbe Road. The segment of Kibbe Road which is being replaced north of SR 20 would be decommissioned and removed.

Figure 1
Regional Project Location

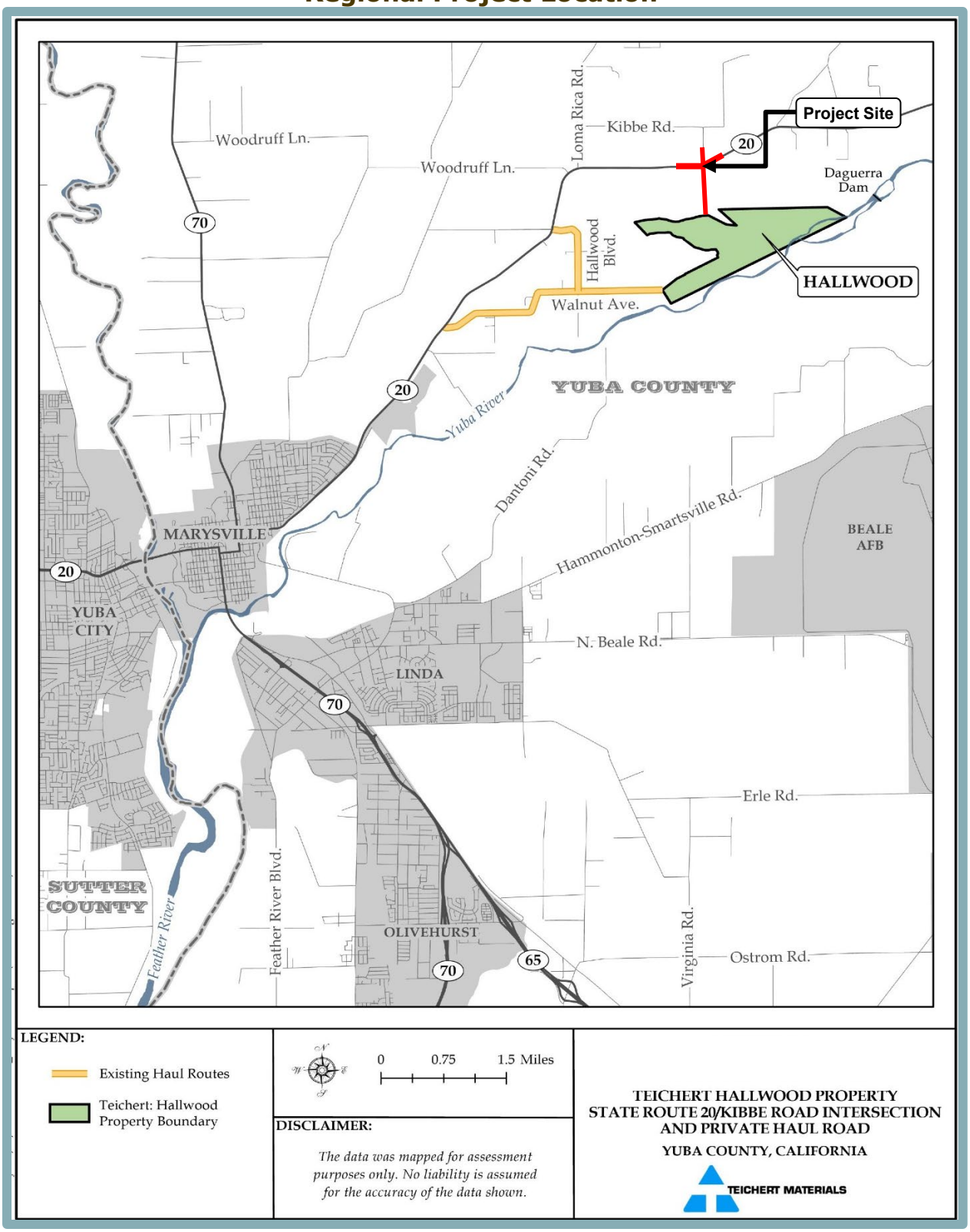
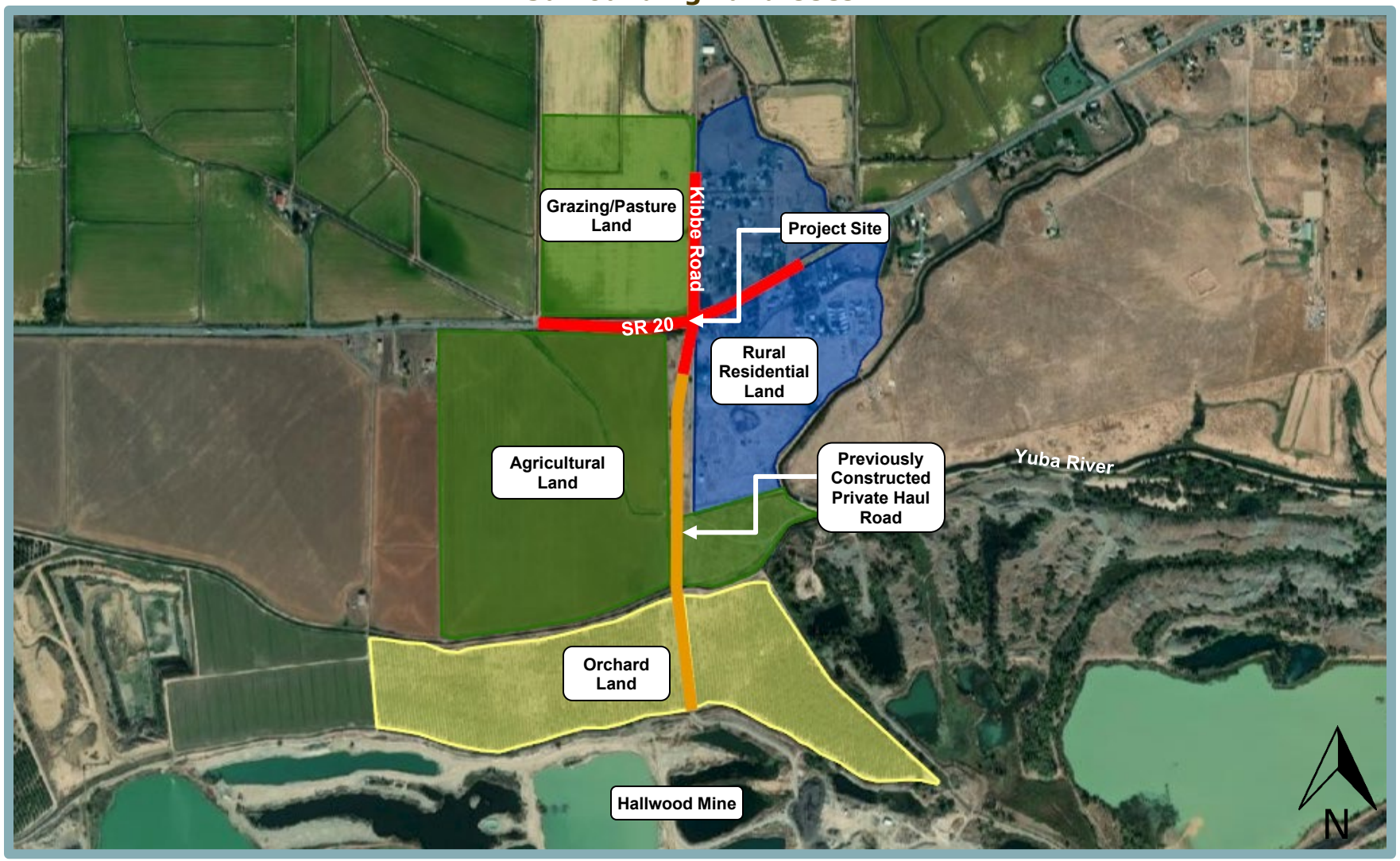


Figure 2
Surrounding Land Uses



The proposed roadway and intersection improvements would include a left-turn pocket for westbound SR 20 traffic, the installation of 12-foot shoulders on both sides of SR 20 to the west of the proposed intersection, and additional improvements to SR 20 as determined by Caltrans (see Figure 3 Proposed Intersection Layout).

As proposed, the project would include one of three different intersection control options: a stop sign, a traffic signal (see Figure 3 Proposed Intersection layout), or a roundabout (see Figure 4 Proposed Intersection Layout with Roundabout). As such, analysis of the proposed project will consider the worst-case scenario traffic control option for the environmental factors that would potentially be affected.

After completion of the proposed intersection improvements, the existing truck traffic to and from the Hallwood Plant would be relocated to the new haul road and would access SR 20 through the realigned Kibbe Road intersection. The existing access on Walnut Road would then be used for employee and vendor access only.

The proposed project would require a grading permit and an encroachment permit from Yuba County, and an encroachment permit from Caltrans. Contingent upon the approval of the encroachment permit and associated improvement plans, the County and Caltrans would require additional right-of-way acquisition.

Discretionary Actions

Implementation of the proposed project would require the following discretionary actions by Yuba County:

- Certification of the Environmental Impact Report;
- Adoption of the Mitigation Monitoring and Reporting Program;
- Acquisition of right-of-way along the 13 parcels adjacent to Kibbe Road; and
- Encroachment permit from Yuba County.

The proposed project would require the following discretionary approvals from other agencies:

- Encroachment permit from Caltrans.

D. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

☐ **Aesthetics**	☐ **Agriculture and Forest Resources**	✖ **Air Quality**
✖ **Biological Resources**	✖ **Cultural Resources**	✖ **Energy**
✖ **Geology and Soils**	✖ **Greenhouse Gas Emissions**	☐ **Hazards and Hazardous Materials**
☐ **Hydrology and Water Quality**	☐ **Land Use and Planning**	☐ **Mineral Resources**
✖ **Noise**	☐ **Population and Housing**	☐ **Public Services**
☐ **Recreation**	✖ **Transportation**	✖ **Tribal Cultural Resources**
☐ **Wildfire**	☐ **Utilities and Service Systems**	✖ **Mandatory Findings of Significance**

Figure 3
Proposed Intersection Layout

TEICHERT MATERIALS

SOURCE:

Kibbe Road Intersection Provided by Bennett Engineering (Oct. 2020)

Aerial Photography Provided by ESRI Basemaps & Affiliates (Maxar: Oct. 19, 2018)

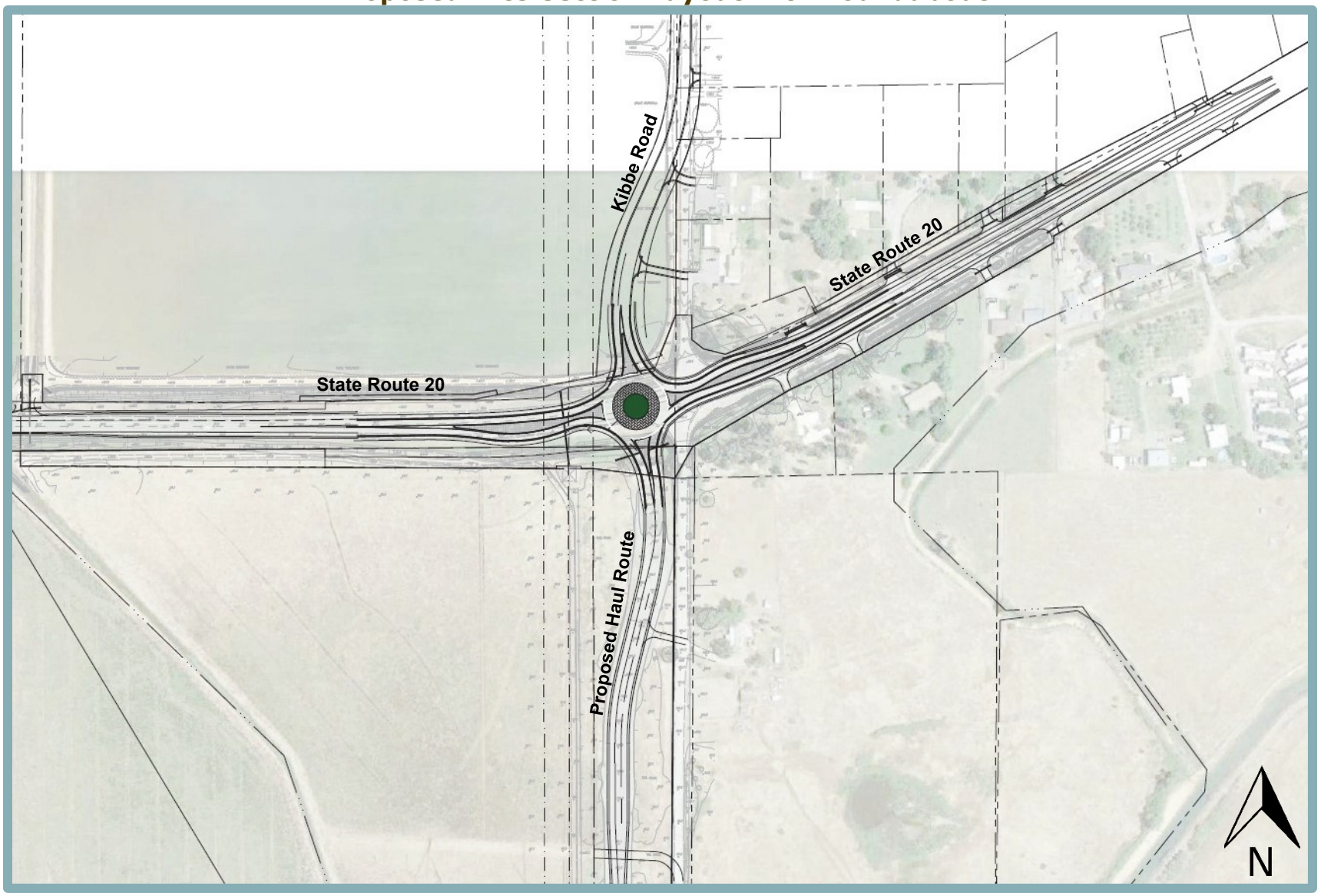
0 150 300 Feet

DISCLAIMER:

The data was mapped for assessment purposes only. No liability is assumed for the accuracy of the data shown.

TEICHERT HALLWOOD PROPERTY
STATE ROUTE 20/
KIBBE ROAD INTERSECTION
AND PRIVATE HAUL ROAD
YUBA COUNTY, CALIFORNIA

Figure 4
Proposed Intersection Layout with Roundabout



E. DETERMINATION

On the basis of this Initial Study:

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

☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the applicant. A MITIGATED NEGATIVE DECLARATION will be prepared.

✖ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

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

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

Signature	Date
Kevin Perkins, Planning Manager	Yuba County
Printed Name	For

F. ENVIRONMENTAL CHECKLIST

The following checklist contains the environmental checklist form presented in Appendix G of the CEQA Guidelines. The checklist form is used to describe the impacts of the proposed project. A discussion follows each environmental issue area identified in the checklist. Included in each discussion are project-specific mitigation measures required, where necessary, as part of the proposed project.

For this checklist, the following designations are used:

Potentially Significant Impact: An impact that could be significant, and for which mitigation has not been identified. If any potentially significant impacts are identified, an EIR must be prepared.

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

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

No Impact: The project would not have any impact.

I. AESTHETICS. *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?	☐	☐	☐	✖
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?	☐	☐	☐	✖
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	✖	☐
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	✖	☐

Discussion

a, b. Examples of typical scenic vistas would include mountain ranges, ridgelines, or bodies of water as viewed from a highway, public space, or other area designated for the express purpose of viewing and sightseeing. In general, a project's impact to a scenic vista would occur if development of the project would substantially change or remove a scenic vista. In the vicinity of the proposed project, SR 20 is not designated by Caltrans as a Scenic Highway[1], and the Yuba County General Plan EIR does not designate scenic vistas in the vicinity of the SR 20/Kibbe Road intersection; thus, the proposed project would not have a substantial adverse effect on scenic vistas nor substantially damage scenic resources within a State highway because the project site is not located near a State scenic highway and designated scenic vistas do not exist at the project site. Therefore, ***no impact*** would occur related to scenic vistas and scenic resources.

c. In the case of the proposed project, public views would consist primarily of views of the project site seen from the SR 20 roadway in the project vicinity. While private views are seen from privately-owned land and are typically viewed by individuals, such as from a private residence, public views are experienced by the collective public. CEQA (Pub. Resources Code, § 21000 et seq.) case law has established that only public views, not private views, are protected under CEQA. For example, in Association for Protection etc. Values v. City of Ukiah (1991) 2 Cal.App.4th 720 [3 Cal. Rptr.2d 488] the court determined that, "we must differentiate between adverse impacts upon particular persons and adverse impacts upon the environment of persons in general." As recognized by the court in Topanga Beach Renters Assn. v. Department of General Services (1976) 58 Cal.App.3d 188 [129 Cal.Rptr. 739]: '[A]ll government activity has some direct or indirect adverse effect on some persons. The issue is not whether [the project] will adversely affect particular persons but whether [the project] will adversely affect the environment of persons in general.'" The proposed project would consist only of minor aesthetic changes

[1] California Department of Transportation. *California Scenic Highway Mapping System Yuba County*. Available at: https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=2e921695c43643b1aaf7000dfcc19983. Accessed February 2021.

to the project area and would not add any above-grade structures to the project vicinity. As such, following implementation of the proposed project, the visual character of the site as seen from SR 20 would be consistent with the existing character. Therefore, the proposed project would not substantially degrade the existing visual character of quality of public views of the site and its surroundings, and the impact would be considered ***less-than-significant***.

d. The project site consists of the existing SR 20/Kibbe Road intersection surrounded by agricultural and rural residential land. Currently, street lighting or signalization is not present at the SR 20/Kibbe Road intersection. As proposed, the project would include one of three different intersection control options: a stop sign, a roundabout, or a traffic signal. If signalization is warranted, the proposed project would increase light in the area as the project site currently does not contain a traffic signal; however, the addition of signalization to the SR 20/Kibbe Road intersection would be considered a typical roadway use and would not adversely affect day or nighttime views in the area because light and glare from street lights and headlights on the roadway are already present in the project area.

The main source of light and glare from the proposed project would be headlights from the hauling trucks coming from the Hallwood mine. However, substantial light and glare from truck traffic is not anticipated because the vast majority of truck traffic would occur during daylight hours when headlights are not used. A rare potential for nighttime hauling could occur under certain criteria, but this would not create substantial light and glare impacts due to the irregularity of these nighttime hauling occurrences. SR 20 is used in the current hauling route for the Hallwood mine, and the proposed project would not increase the amount of truck traffic in the vicinity, but would merely redistribute the traffic from the Hallwood Boulevard and Walnut Avenue neighborhoods to the previously constructed private hauling road. Therefore, impacts to views due to light or glare would be ***less-than-significant***.

II. AGRICULTURE AND FOREST RESOURCES. *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?	☐	☐	✖	☐
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	✖
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))?	☐	☐	☐	✖
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	✖
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?	☐	☐	✖	☐

Discussion

a,e. The land within the project site is designated as "Grazing Land" under the California Department of Conservation's Farmland Mapping and Monitoring Program.[2] Grazing land is not considered Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. As such, the proposed project would not be converting Farmland to non-agricultural use. Additionally, because most of the intersection improvement work would occur either within the SR 20 right-of-way or Kibbe Road right-of-way, actual impacts to grazing land uses would be minimal. The proposed project would consist of realignment of the existing SR 20/Kibbe Road intersection and surrounding roadway improvements. Most of the construction of the proposed project would take place on portions of the existing roadways in the project area, which are not designated as agricultural land.

The realignment, relocation, and construction of roadway segments would be an allowed improvement under the existing General Plan land use designations and zoning of the project site; therefore, development of the proposed improvements on the project site have been previously anticipated and analyzed in the General Plan EIR. Because the proposed project would not convert any Farmland to non-agricultural use, and would not preclude the agricultural operations adjacent to the site, the impact resulting from the proposed project would be ***less-than-significant.***

[2] California Department of Conservation. *Farmland mapping and Monitoring Program.* 2018. Available at: https://www.conservation.ca.gov/dlrp/fmmp. Accessed February 2021.

b. The project site is designated Natural Resources and is zoned Exclusive Agriculture (EA) to the northwest and southwest and Residential Estate (RE) to the northeast and southeast. Although the project site is zoned for agricultural use to the northwest and southwest, the project would not conflict with any Williamson Act contracts because Yuba County does not participate in the Williamson Act program;[3] therefore, ***no impact*** would occur.

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

[3] California Department of Conservation. *Land Conservation (Williamson) Act.* Available at: https://www.conservation.ca.gov/dlrp/wa/Pages/LCA_QandA.aspx#what%20is%20the%20california%20land%20conservation%20%28williamson%29%20act. Accessed February 2021.

III. AIR QUALITY. *Would the project:*	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?	✖	☐	☐	☐
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?	✖	☐	☐	☐
c. Expose sensitive receptors to substantial pollutant concentrations?	✖	☐	☐	☐
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	✖	☐

Discussion

a-c. Yuba County is located in the region under the jurisdiction of the Feather River Air Quality Management District (FRAQMD). The Northern Sacramento Valley Planning Area (NSVPA), which includes Yuba County, is currently classified as a nonattainment area for state ambient ozone standards and California inhalable particulate matter (PM_{10}) standards.[4] Yuba County is classified as a nonattainment area for the federal inhalable particulate matter ($PM_{2.5}$) standard. In compliance with regulations, due to the nonattainment designations of the area, FRAQMD periodically prepares and updates air quality plans that provide emission reduction strategies to achieve attainment of the Air Quality Action Plan. The current air quality plans are prepared in cooperation with NSVPA.

Construction-related air quality impacts would occur with the development of the proposed project and related infrastructure improvements. Clearing and grading activities would comprise the primary source of construction dust emissions. Project construction would require the use of diesel-fueled equipment, such as tractor-trailers, dozers, excavators, scrapers, and loaders. Emissions caused by construction of the proposed project site could exceed FRAQMD thresholds.

The operational phase of the proposed project would not involve additional vehicle trips, but the proposed project would result in the redistribution of truck traffic associated with the Hallwood mining facility. Therefore, no net new operational emissions of criteria pollutants are not anticipated.

On August 27, 1998, the California Air Resources Control Board (CARB) identified particulate matter from diesel-fueled engines as a toxic air contaminant. Fine diesel particles can be deposited in the lungs, which has been linked to a range of potential health problems including an increase in respiratory disease, lung damage, cancer and premature death. Construction equipment and haul trucks associated with the Hallwood mine would generate diesel particulate matter during use. Thus, both short-term construction activities and operation of the proposed project would result in pollutant

[4] Sacramento Valley Air Quality Engineering and Enforcement Professionals (SVAQEEP). *Northern Sacramento Valley Planning Area 2018 Triennial Air Quality Attainment Plan*. July 26, 2018.

emissions that could conflict with applicable air quality plans. As such, a ***potentially significant*** impact could occur

Further analysis of this impact will be discussed in the Air Quality and GHG Emissions chapter of the SR 20/Kibbe Road Intersection EIR being prepared for the project.

d. Typical odor-generating land uses include, but are not limited to, wastewater treatment plants, landfills, and composting facilities. The proposed project would not introduce any such land uses and is not located in the vicinity of any such existing or planned land uses. The proposed project is not anticipated to result in the creation of objectionable odors, and operations at the project site would be consistent with operations in the project vicinity. Based on the above, construction and operation of the proposed project would have a ***less-than-significant*** impact related to creation of objectionable odors affecting a substantial number of people.

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

Discussion

a-d. Special-status species are defined as plants and animals that are legally protected under the State and/or Federal Endangered Species Act (FESA) or other regulations. The FESA of 1973 declares that all federal departments and agencies shall utilize their authority to conserve endangered and threatened plant and animal species. The California Endangered Species Act (CESA) of 1984 parallels the policies of FESA and pertains to native California species.

Yuba County encompasses 640 square miles, ranging from the Sacramento Valley floor to the lower western ridge of the Sierra Nevada mountain range. The project site is located in southwestern Yuba County, which is an area characterized by the California Prairie and Riparian Forest vegetation associations. Due to changes caused by human settlement, these habitats have been greatly modified from their historic expanses. The various subtypes of Riparian Forest have been disrupted from their original condition by extensive

clearing for urban development, flood control, and agriculture. In addition, the County provides thousands of acres of critical habitat for waterfowl using the Pacific Flyway, as well as for other wetland-dependent wildlife and fisheries. According to the Yuba County General Plan EIR, 25 special-status plant species and 28 special-status wildlife species have habitat within Yuba County. Of these, three plant species and 12 wildlife species are federally listed as threatened, endangered, or rare. Several of the federally listed species are listed under CESA as well.

Given the project location and the habitats occurring in the project site, special-status species could occur on or adjacent to the project area. Therefore, implementation of the proposed project could affect special-status plant and wildlife species and a ***potentially significant*** impact to biological resources could occur.

Further analysis of this impact will be discussed in the Biological Resources chapter of the SR 20/Kibbe Road Intersection EIR being prepared for the project.

e. Section 11.44.060 of the Yuba County Municipal Code contains the County's Tree Removal Controls in cases in which tree preservation is required. According to the County's municipal code:

- All existing oak trees that have a diameter at breast height (DBH) of six inches or greater and all other trees that have a DBH of 30 inches or greater shall be shown on the tentative map or tentative parcel map with a notation as to the size, species and dripline. All trees proposed for removal shall be clearly designated.
- Existing trees may be required to be preserved. In cases in which tree preservation is required, all grading and necessary tree trimming shall be conducted under the supervision of a certified arborist or registered forester reviewed and approved by the Community Development and Services Agency.
- Trees within a proposed public right-of-way shall be removed only for good cause to protect the public safety or to allow the installation of adequate public facilities as may be approved by the Public Works Director.

Additionally, any oak tree five inches or greater in diameter at breast height proposed for removal shall be included in grading plans and specifications for the proposed project. Removal of trees along the roadway may be required as the proposed project consists of realignment of an existing intersection and trees may be present within the project area. Therefore, implementation of the proposed project could affect existing tress within the project site and a ***potentially significant*** impact related to conflicting with a local policy or ordinance to protect biological resources could occur.

Further analysis of this impact will be discussed in the Biological Resources chapter of the SR 20/Kibbe Road Intersection EIR being prepared for the project.

f. The project site is located in an area that does not have an approved Habitat Conservation Plan, Natural Community Conservation Plan, or local, regional, or state habitat conservation plan. Yuba and Sutter Counties are currently working together to prepare the Yuba-Sutter Natural Community Conservation Plan/Habitat Conservation Plan (NCCP/HCP). However, the NCCP/HCP has not yet been adopted. Therefore, ***no impact*** would occur related to conflict with a Habitat Conservation Plan, Natural Conservation Community Plan.

V. CULTURAL RESOURCES. *Would the project:*	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	✖	☐	☐	☐
b. Cause a substantial adverse change in the significance of a unique archaeological resource pursuant to Section 15064.5?	✖	☐	☐	☐
c. Disturb any human remains, including those interred outside of dedicated cemeteries.	✖	☐	☐	☐

Discussion

a, b. The Yuba County General Plan does not identify any historical or archeological resource sites near the project site. However, the Yuba County General Plan states that 2,876 cultural resource sites have been recorded in Yuba County, many of which are likely to qualify as historical resources or unique archaeological resources. Yuba County is considered to have a high density of cultural resources. Therefore, the potential exists for previously unknown prehistoric or historic resources to be uncovered during construction, which would result in a ***potentially significant*** impact.

Further analysis of this impact will be discussed in the Cultural and Tribal Cultural Resources chapter of the SR 20/Kibbe Road Intersection EIR being prepared for the project.

c. Human remains are not known to be located in the project site. However, given the high density of cultural resource sites discovered throughout Yuba County, the possibility exists that unmarked burials may be discovered during construction. Unknown archaeological resources, including human bone, have the potential to be unearthed during ground-disturbing construction activities associated with the proposed project. As a result, a ***potentially significant*** impact could occur.

Further analysis of this impact will be discussed in the Cultural and Tribal Cultural Resources chapter of the SR 20/Kibbe Road Intersection EIR being prepared for the project.

VI. ENERGY. *Would the project:*	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	✖	☐
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	✖	☐

Discussion

a, b. The project site consists of the existing SR 20/Kibbe Road intersection, which does not have street lighting or signalization present. As proposed, the project would include one of three different intersection control options: a stop sign, a roundabout, or a traffic signal. If Caltrans determines that a traffic signal is warranted, energy resources would be used during project operation. However, the energy use associated with a signalized intersection would not be considered wasteful or unnecessary. Energy resources, such as natural gas and diesel fuel, would be consumed during the operation and construction process of the proposed project, however, this usage would not be considered wasteful, inefficient or unnecessary. Therefore, a ***less-than-significant*** impact would occur related to the proposed project's energy usage.

b. Yuba County does not currently have any local plans related to renewable energy or energy efficiency. Additional energy would not be consumed during use of the proposed hauling route because the amount of vehicle trips made from hauling trucks at the Hallwood mine would remain constant with or without the proposed project. Furthermore, the proposed hauling route is more efficient due to distance from the Hallwood mine to SR 20 being shortened by the proposed hauling route. Although additional energy may be consumed during the operation of the proposed project if Caltrans determines that signalization of the intersection is warranted, energy usage associated with the signalized intersection would be considered necessary. Thus, impacts from conflict with a state or local plan for renewable energy or energy efficiency would be ***less-than-significant***.

VII. GEOLOGY AND SOILS. *Would the project:*	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:	☐	☐	✖	☐
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	✖
ii. Strong seismic ground shaking?	☐	☐	☐	✖
iii. Seismic-related ground failure, including liquefaction?	☐	☐	✖	☐
iv. Landslides?	☐	☐	✖	☐
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	✖	☐
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?	☐	☐	✖	☐
d. Be located on expansive soil, as defined in Table 18-1B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☐	✖
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?	☐	☐	☐	✖
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	✖	☐	☐	☐

Discussion

ai,aii. The project site is located within the northeastern portion of the Sacramento Valley, northeast of the City of Marysville, which is within the Great Valley geomorphic province. The Great Valley is generally considered less seismically active than other areas of California, and the Yuba County General Plan EIR states that no Alquist-Priolo Earthquake fault zones are located in Yuba County, though several faults located within a 60-mile radius of Yuba County have experienced displacement within the past 10,000 years. Faults located within Yuba County are primarily inactive faults in the Foothills Fault System, which runs south-southeastward across the central portion of the County. The project site is not underlain by any faults known to the County and, as a result, ground rupture is unlikely at the project site. According to the Probabilistic Seismic hazard Assessment for the State of California, Yuba County is not believed to have experienced

earthquake-induced ground shaking of Modified Mercalli Intensity (MMI) VII or greater (the range of damage to buildings) since 1800.[5] Because active faults are not located in the vicinity of the project site, ***no impact*** would result related to substantial adverse effects involving rupture of a known earthquake fault or strong seismic ground shaking.

aiii,aiv, c,d. The proposed project's potential effects related to liquefaction, subsidence, landslides, lateral spreading, and expansive soils are discussed in detail below.

Liquefaction

Liquefaction is the loss of soil strength due to seismic forces generating various types of ground failure. Liquefaction occurs in clean, uniformly graded, loose, saturated, fine grained sands. Damage caused by liquefaction is usually greatest to large or heavy structures on shallow foundation.[6] The project site is located within a region that is identified as having low potential for liquefaction.[7] Furthermore, the proposed project includes the relocation and improvement of an existing intersection and realignment of an existing roadway segment, and would not involve the construction of structures, so project-specific design features related to liquefaction hazards would not be required.

Landslides

Seismically-induced landslides are trigged by earthquake ground shaking. The risk of landslide hazard is greatest in areas with steep, unstable slopes. The project site slopes imperceptibly downward towards the west, appearing essentially level. Maximum vertical relief across the site is approximately four feet, with ground surface elevations ranging from 94 to 98 feet above Mean Sea Level. Because the project area is relatively flat, landslides do not represent a likely hazard.

Lateral Spreading

Lateral spreading is horizontal/lateral ground movement of relatively flat-lying soil deposits towards a free face such as an excavation, channel, or open body of water; typically, lateral spreading is associated with liquefaction of one or more subsurface layers near the bottom of the exposed slope. The proposed project site does not contain open faces within a distance that would be considered susceptible to lateral spreading. Therefore, the potential for lateral spreading to affect the site is low.

Subsidence and Expansive Soils

When subsurface earth materials move, the movement can cause the gradual settling or sudden sinking of ground. The phenomenon of settling or sinking ground is referred to as subsidence, or settlement. Expansive soils are soils which undergo significant volume change with changes in moisture content. Specifically, such soils shrink and harden when dried and expand and soften when wetted, potentially resulting in damage to building foundations.

The project site is within a region that is identified in the General Plan EIR as possessing soils that are not highly expansive, and are not prone to shrink/swell activity.[8] In addition, the proposed project would not include the construction of structures. As such, the risk

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5 United States Geological Survey. *Probabilistic seismic hazard assessment for the state of California.* 1996.
6 Yuba County. *Final Yuba County 2030 General Plan Environmental Impact Report.* [pg. 4.6-14]. May 2011.
7 Yuba County. *Final Yuba County 2030 General Plan Environmental Impact Report.* [pg. 4.6-38]. May 2011
8 Yuba County. *Final Yuba County 2030 General Plan Environmental Impact Report.* [pg. 4.6-23]. May 2011.

associated with development of structures would not occur, and project-specific design features related to subsidence hazards would not be required.

Conclusion

Based on the above discussion, the proposed project would not result in potential hazards or risks related to liquefaction, landslides, lateral spreading, or subsidence. Therefore, the proposed project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving liquefaction or landslides, and would not 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. In addition, substantial risks would not occur related to being located on expansive soil. Thus, a ***less-than-significant*** impact would occur.

b. The project site is underlain by Quaternary alluvial deposits that occur in the majority of the western, valley portion of Yuba County. Alluvial material in the project area includes Pleistocene-aged deposits of the Modesto and Riverbank formations, and older alluvial deposits including Pliocene-aged Laguna formation deposits of interbedded alluvial gravel, sand, and silt. Such soils are described as having slight erosion hazard.[9] Implementation of Policy HS3.8, Policy HS8.5, and Action HS8.1 in the Yuba County General Plan, and compliance with the existing regulations included in the California Building Standards Code (CBSC) would reduce the potential for erosion caused by the construction of the proposed project.[10] Impacts related to erosion are discussed in more detail in Section X, Hydrology and Water Quality, of this Initial Study. With the incorporation of General Plan policies and compliance with existing regulations, the impact of the proposed project on soil erosion or loss of topsoil would be ***less-than-significant***.

e. The proposed project involves only roadway-related construction, and would not involve the use of septic tanks or alternative wastewater systems. Therefore, ***no impact*** would occur related to soils incapable of adequately supporting the use of septic tanks.

f. As discussed in Section 4.5, Cultural Resources, of the Yuba County General Plan EIR, paleontological finds have not been discovered in Yuba County. Additionally, the project site consists of land that has been previously disturbed through grading activities when the current roadway was built. Although unlikely, the potential exists for previously unknown paleontological resources to be discovered during ground-disturbing activities associated with the remaining roadway construction and intersection improvements. As a result, the proposed project could directly or indirectly destroy a unique paleontological resource or unique geologic feature and, thus, a ***potentially significant*** impact could occur.

Further analysis of this impact will be discussed in the Cultural and Tribal Cultural Resources chapter of the SR 20/Kibbe Road Intersection EIR being prepared for the project.

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9 Yuba County. *Final Yuba County 2030 General Plan Environmental Impact Report*. [pg. 4.6-21]. May 2011.
10 Yuba County. *Yuba County 2030 General Plan*. June 7, 2011.

VIII. GREENHOUSE GAS EMISSIONS. *Would the project:*	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	✖	☐	☐	☐
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gasses?	✖	☐	☐	☐

Discussion

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

A number of regulations currently exist related to GHG emissions, predominantly Assembly Bill (AB) 32, Executive Order S-3-05, and Senate Bill (SB) 32. AB 32 sets forth a statewide GHG emissions reduction target of 1990 levels by 2020. Executive Order S-3-05 sets forth a transitional reduction target of 2000 levels by 2010, the same target as AB 32 of 1990 levels by 2020, and further builds upon the AB 32 target by requiring a reduction to 80 percent below 1990 levels by 2050. SB 32 also builds upon AB 32 and sets forth a transitional reduction target of 40 percent below 1990 levels by 2030. In order to implement the statewide GHG emissions reduction targets, local jurisdictions are encouraged to prepare and adopt area-specific GHG reduction plans and/or thresholds of significance for GHG emissions.

Estimated GHG emissions attributable to the proposed project would be primarily associated with increases of carbon dioxide (CO_2) and, to a lesser extent, other GHG pollutants, such as methane (CH_4) and nitrous oxide (N_2O). Buildout of the proposed project would contribute to increases of GHG emissions that are associated with global climate change during construction and potentially operations if signalization of the intersection is required. As such, the proposed project would generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment, or conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. Therefore, impacts related to GHG emissions and global climate change could be cumulatively considerable and considered ***potentially significant***.

Further analysis of this impact will be discussed in the Air Quality and GHG Emissions chapter of the SR 20/Kibbe Road Intersection EIR being prepared for the project.

IX. HAZARDS AND HAZARDOUS MATERIALS. *Would the project:*	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	✖	☐
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?	☐	☐	✖	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	✖
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?	☐	☐	☐	✖
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	✖
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	✖	☐
g. Expose people or structures, either directly or indirectly, to the risk of loss, injury or death involving wildland fires?	☐	☐	☐	✖

Discussion

a. Although transportation of hazardous materials currently occurs on SR 20, the proposed project would not result in new land uses that would generate additional hazardous materials. Therefore, the number of vehicles transporting hazardous materials is not expected to change as a result of the proposed project. In addition, because the hauling trucks coming from the Hallwood mine do not typically transport hazardous materials, the operation of the proposed relocated haul road would not involve the routine use, transport, or disposal of hazardous materials. Thus, the impact would be considered ***less-than-significant***.

b. The proposed project area does not include any structures which will have to be removed. Therefore, common household contaminants such as asbestos and lead-based paints are unlikely to be a concern. Additionally, aboveground or underground storage tanks are not known to exist on the site, and new residences are not being constructed, thereby groundwater contamination is not a concern.

Historical uses of pesticides or other chemicals on the site are not documented. However, even if such materials were present on-site, they would not constitute a significant hazard for several reasons:

- The project site is small, with only 50 feet of roadway extension remaining, and essentially level, meaning that mass grading and large-scale soil displacement would not be required.
- The proposed project would not involve construction of any habitable structures and, thus, long-term exposure of humans to hazardous materials is not a concern.
- The proposed project would not involve groundwater use, so the effect of groundwater quality issues on the proposed project is not a concern.
- The majority of the site is currently used as grazing land, which typically does not require the use of pesticides.

For these reasons, the proposed project would not result in a significant hazard involving the likely release of hazardous materials into the environment, and the impact is ***less-than-significant***.

c. Schools do not exist, nor are any expected to be constructed, within one-quarter mile of the project site. Cordua Elementary School, the closest school to the project site, is located over two miles west of the site on SR 20. Therefore, ***no impact*** would occur related to emission of hazardous materials near an existing or proposed school.

d. According to the Department of Toxic Substances Control (DTSC) Facility Inventory Data Base Hazardous Waste and Substances Sites List, the project site is not listed as a hazardous materials site.[11] Therefore, ***no impact*** would occur related to being located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.

e. According to the Yuba County General Plan, the project site is not within an airport land use planning zone or within two miles of an airport.[12] The nearest airport is located approximately five miles southeast of the project site at Beale Air Force Base. Therefore, ***no impact*** would occur related to a safety hazard or excessive noise for people residing or working in the project area.

f. The County's Emergency Operation Plan (EOP), implemented by the Yuba County Office of Emergency Services (OES) addresses the County's planned response to emergencies associated with natural, man-made and technological disasters.[13] Development of the project site would not impair the implementation of, or physically interfere with, the County's adopted EOP because project construction and operation would comply with all standards set forth in the EOP. Furthermore, the proposed project would be in compliance with the County's Improvement Standards designated by the Department of Public Works which provide standard specification requirements for roadway construction projects and temporary lane closures.[14] Therefore, a ***less-than-significant*** impact would occur related to the impairment of implementation of an adopted emergency response plan or emergency evacuation plan.

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[11] Department of Toxic Substances Control. *DTSC's Hazardous Waste and Substances Site List – Site Cleanup (Cortese List).* Available at: https://dtsc.ca.gov/dtscs-cortese-list/. Accessed February 12, 2021

[12] Yuba County. *Final Yuba County 2030 General Plan Environmental Impact Report*. [pg. 4.8-17]. May 2011.

[13] Yuba County Office of Emergency Services. *Emergency Operations Plan*. August 2015.

[14] Yuba County Department of Public Works. *Improvement Standards*. [pg. 36] December 15. 1994.

g. According to the California Department of Forestry and Fire Protection (CAL FIRE) Fire and Resource Assessment Program, the project site is not located within a High or Very High Fire Hazard Severity Zone.[15] Furthermore, the proposed project would not include the construction of any habitable structures or infrastructure that would result in an increased hazard due to wildland fires. Therefore, ***no impact*** would occur related to exposure of people or structures, either directly or indirectly, to the risk of loss, injury or death involving wildland fires.

[15] California Department of Forestry and Fire Protection. *Map of CAL FIRE's Fire Hazard Severity Zones in Local Responsibility Areas – Yuba County*. Available at: https://osfm.fire.ca.gov/divisions/wildfire-planning-engineering/wildland-hazards-building-codes/fire-hazard-severity-zones-maps/. Accessed February 2021.

X. HYDROLOGY AND WATER QUALITY. *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?	☐	✖	☐	☐
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	✖	☐
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	☐	☐	✖	☐
i. Result in substantial erosion or siltation on- or off-site;	☐	☐	✖	☐
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	✖	☐
iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	✖	☐
iv. Impede or redirect flood flows?	☐	☐	✖	☐
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	✖
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	✖	☐

Discussion

a. The proposed project would involve the realignment and extension of an existing intersection in order to connect with the previously constructed portion of a private haul road. The project would require excavation and grading during construction, which could result in an increase in erosion which could affect water quality. During project construction, topsoil would be exposed due to grading of the site. After grading and prior to overlaying the ground surface with impervious surfaces, the potential exists for wind and water erosion to discharge sediment into stormwater runoff, which could adversely affect water quality. Stormwater pollution control is the responsibility of the State Water Resources Control Board and Regional Water Quality Control Board. Stormwater pollution control is implemented through the use of National Pollution Discharge Elimination System (NPDES) permits. Yuba County is responsible for ensuring compliance with the stormwater pollution control standards. The County's NPDES permit requires all construction projects that have soil disturbance to develop and submit an Erosion and Sediment Control Plan (ESCP), and projects having more than one acre of

soil disturbance may be required to comply with the SWCB's Construction General Permit (CGP) and develop a Storm Water Pollution Prevention Plan (SWPPP).

The proposed intersection improvements would not involve operations typically associated with the generation or discharge of polluted water. Additionally, the roadway and intersection would be paved following construction, thereby preventing any erosion from occurring during project operations. Thus, typical operations on the project site would not violate water quality standards or waste discharge requirements, nor degrade water quality.

Based on the above, the proposed project would not include land uses typically associated with the generation or discharge of polluted water. However, a SWPPP has not yet been prepared for the proposed project. Without preparation of a SWPPP, proper compliance with the NPDES permit cannot be ensured at this time, and the project's construction activities could result in an increase in erosion, and consequently affect water quality. Thus, the project's impact would be ***less-than-significant*** with regard to violation of water quality standards and degradation of water quality.

Mitigation Measure(s)

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

X-1. *Prior to issuance of grading permits, the contractor shall prepare a Storm Water Pollution Prevention Plan (SWPPP) for review and approval by the RWRCB. The contractor shall file the Notice of Intent (NOI) and associated fee to the SWRCB. The SWPPP shall serve as the framework for identification, assignment, and implementation of BMPs. The contractor shall implement BMPs to reduce pollutants in stormwater discharges to the maximum extent practicable. Construction (temporary) BMPs for the Project may include, but are not limited to: fiber rolls, straw bale barrier, straw wattles, storm drain inlet protection, velocity dissipation devices, silt fences, wind erosion control, stabilized construction entrance, hydroseeding, revegetation techniques, and dust control measures. The SWPPP shall be submitted to the Director of Public Works/County Engineer for review and approval and shall remain on the project site during all phases of construction. Following implementation of the SWPPP, the contractor shall subsequently demonstrate the SWPPP's effectiveness and provide for necessary and appropriate revisions, modifications, and improvements to reduce pollutants in stormwater discharges to the maximum extent practicable.*

b, e. The proposed project would not require regular water usage during operation. If water were required during the construction process of the proposed project, the increase in water demand would not interfere with groundwater supplies or aquifer recharge, because any water demand during construction would be met by using water transported from the Hallwood mine, and would represent a minor and temporary increase in demand for water. In addition, the project would not add impervious surfaces to a degree that would result in a decrease in infiltration rates and an increase in stormwater runoff rates, because the amount of land surface being converted from pervious to impervious is minor when addressed within the context of the entire project area. Therefore, the impacts of the proposed project on the implementation of a water quality control plan or sustainable groundwater management plan would be considered ***less-than-significant***.

ci, cii, ciii. The Yuba County soil survey describes the soils on-site as having slight to moderate erosion potential.[16] The proposed project's grading and excavation activities would disturb soils, creating the potential for increased erosion, and consequently, sedimentation which would negatively affect water quality. However, implementation of the required best management and design practices as directed by the Yuba County General Plan, and compliance with State and County permits and standards would ensure that significant water quality impacts do not occur during construction of the project. Therefore, the impact would be considered ***less-than-significant***.

civ. The project site is located within FEMA FIRM Panel 06115C0375D and is within Zone X, which is considered an area of minimal flood hazard.[17] Thus, the project would not include development within a Special Flood Hazard Area and would not be subject to project-specific design features related to flood hazards. Therefore, the proposed project's impact on the impediment or redirection of flood flow would be considered ***less-than-significant***.

d. Impacts related to development within a flood zone are discussed under item civ. above.

Tsunamis are defined as sea waves created by undersea fault movement. The project site is located inland, approximately 120 miles away from the coastline and, thus, would not be exposed to risks of tsunamis.

A seiche is a long-wavelength, large-scale wave action set up in a closed body of water such as a lake or reservoir, whose destructive capacity is not as great as that of tsunamis. Seiches are known to have occurred during earthquakes. However, the project is not located near a closed body of water. Therefore, the project site would not be subject to hazards related to seiches.

The above analysis indicates that the project site would not be threatened by a tsunami, or seiche therefore, ***no impact*** from such phenomena would occur.

[16] USDA Natural Resources Conservation Service. *Soil Survey of Yuba County, California*. 1998.
[17] FEMA. *FEMA Flood Map Service Center*. Available at: https://msc.fema.gov/portal/home. Accessed February 2021.

XI. LAND USE AND PLANNING. *Would the project:*		Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a.	Physically divide an established community?	☐	☐	✖	☐
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?	☐	☐	✖	☐

Discussion

a. A project risks dividing an established community if the project would introduce infrastructure or alter land use so as to change the land use conditions in the surrounding community, or isolate an existing land use. The proposed project would be compatible with the existing agricultural and rural residential uses surrounding the project site. In addition, the proposed project would not alter the existing general development trends in the area or isolate an existing land use. Moreover, the project would not physically divide an established community because of the low density of rural residential uses and because such uses are predominantly located to the east of the project site. Therefore, the proposed project would have a ***less-than-significant*** impact on the physical arrangement of the community.

b. Per the County's General Plan, the project site is designated Natural Resources and the site is zoned Exclusive Agricultural (AE) and Residential Estate (RE), and the proposed project would be an allowed improvement under the site's current land use and zoning designations. As discussed throughout this Initial Study, the proposed project would not conflict with any land use plan, policy or regulations adopted for the purpose of avoiding or mitigating an environmental effect because development of the project site would comply with all standards set in the Yuba County General Plan and General Plan EIR. Relocation and realignment of the existing SR 20/Kibbe Road intersection would not change the land uses surrounding the project site, and the proposed project would not conflict with the purposes of either land use or zoning designation. Therefore, the proposed project would not conflict with any with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigation an environmental effect, and a ***less-than-significant*** impact would occur.

XII. MINERAL RESOURCES. *Would the project:*	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	✖	☐
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?	☐	☐	✖	☐

Discussion

a,b. According to the Yuba County General Plan, a mineral resource is a concentration of elements in a particular location in such a form that a usable mineral commodity can be extracted from the deposit. Mineral resources mined within Yuba County include sand and gravel, clay, stone products, silica, silver, and gold. The Hallwood mine facility produces alluvial sand and gravel.

Changes to the mining plan or rate of mineral extraction would not occur with the change in haul route for the Hallwood facility. The proposed project would not have any effect on availability of important mineral resources because the Hallwood mine would continue to make aggregate materials available regardless of whether or not the project was constructed. Therefore, the impact to mineral resources would be considered ***less-than-significant***.

XIII. NOISE. *Would the project result in:*	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	✖	☐	☐	☐
b. Generation of excessive groundborne vibration or groundborne noise levels?	✖	☐	☐	☐
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?	☐	☐	☐	✖

Discussion

a,b. The proposed project consists of realignment of an existing intersection and operation of a previously constructed private haul road. The project site is located in an agricultural area with two sensitive receptors along the haul road. Impacts associated with construction of the proposed project could include a temporary increase in ambient noise and groundborne vibration levels from the use of heavy equipment. The operational phase of the proposed project could result in a permanent increase in ambient noise levels along the southern portion of Kibbe Road from trucks operating along the haul road. Such increases in noise levels may exceed established noise standards on and adjacent to the project site and, therefore, the construction and operation of the proposed project could result in a ***potentially significant*** impact.

Further analysis of this impact will be discussed in the Noise chapter of the SR 20/Kibbe Road Intersection EIR being prepared for the project.

c. The project site is not located within two miles of any public airports or private airstrips and does not fall within an airport land use plan area. The nearest airport is located approximately five miles southeast of the project site at Beale Air Force Base. Therefore, the project would not expose people working or residing in the project area to excessive noise produced by an airport and ***no impact*** would occur.

XIV. POPULATION AND HOUSING. *Would the project:*	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)?	☐	☐	☐	✖
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	✖

Discussion

a,b. Because the proposed intersection improvements and the completed haul road would predominantly serve Teichert's existing Hallwood facility, the proposed project would not induce population growth by providing access to previously inaccessible areas. Homes or people would not be displaced with the construction of the proposed intersection improvements. In addition, given that the proposed project is an allowed improvement within the site's land use and zoning designations, any potential growth associated with implementation of the proposed project has been anticipated by the County and analyzed in the General Plan EIR. Thus, the proposed project would not induce substantial growth in the area nor displace existing housing or people. For these reasons, ***no impact*** to population or housing would occur with the proposed project.

XV. PUBLIC SERVICES.

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Fire protection?	☐	☐	☐	✖
b. Police protection?	☐	☐	☐	✖
c. Schools?	☐	☐	☐	✖
d. Parks?	☐	☐	☐	✖
e. Other Public Facilities?	☐	☐	☐	✖

Discussion

a-e. The proposed project is located within the jurisdiction of the Yuba County Sheriff's Department and the California Department of Forestry and Fire Protection (CAL FIRE). Due to the nature of the proposed project, an increased demand for fire protection or police protection would not be anticipated. The proposed project would not include construction of new residences or other structures and would not result in increased population growth in the project vicinity. Therefore, an increased demand for schools, parks, or other public facilities would not occur as a result of the project. Based on the above, the project would not result in substantial adverse physical impacts associated with the provision of new or altered governmental facilities and, thus, ***no impact*** would occur.

XVI. RECREATION. *Would the project:*	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	✖
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	✖

Discussion

a,b. The proposed project would not include construction of residences or other structures and would not result in increased population growth in the project vicinity. Because the project would not induce population growth, the project would not result in increased demand for parks and recreational facilities. Therefore, the project would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur, nor would the project include recreation facilities or require the construction or expansion of recreational facilities that may have an adverse physical effect on the environment. Thus, a ***no impact*** would occur.

XVII. TRANSPORTATION. *Would the project:*	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	✖	☐	☐	☐
b. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	✖	☐	☐	☐
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	✖	☐	☐	☐
d. Result in inadequate emergency access?	☐	☐	☐	✖

Discussion

a. The proposed project would result in vehicle traffic on local roadways in the project area associated with worker and haul truck trips. Vehicle trip generation associated with the project would essentially replace trip generation associated with the existing Hallwood mine hauling route and, thus, the project is not expected to result in a substantial net increase in traffic volumes. Nonetheless, further study is required to ensure that project traffic would not be substantial in relation to the existing and/or planned future year traffic load and capacity of the roadway system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections). In addition, the project could exceed, either individually or cumulatively, a level of service (LOS) standard established by Yuba County. Therefore, a ***potentially significant*** impact could occur related to conflicting with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

Further analysis of this impact will be provided in the Transportation chapter of the SR 20/Kibbe Road EIR being prepared for the project.

b. Section 15064.3 of the CEQA Guidelines provides specific considerations for evaluating a project's transportation impacts. Per section 15064.3, analysis of vehicle miles travelled (VMT) attributable to a project is the most appropriate measure of transportation impacts. Other relevant considerations may include the effects of the project on transit and non-motorized travel. Except as provided in section 15064.3 (b)(2) regarding roadway capacity, a project's effect on automobile delay does not constitute a significant environmental impact under CEQA.

Pursuant to section 15064.3(3) of the CEQA Guidelines, a lead agency may analyze a project's VMT qualitatively based on the availability of transit, proximity to destinations, etc. While changes to driving conditions that increase intersection delay are an important consideration for traffic operations and management, the method of analysis does not fully describe environmental effects associated with fuel consumption, emissions, and public health. Section 15064.3(3) changes the focus of transportation impact analysis in CEQA from measuring impact to drivers to measuring the impact of driving.

Operations of the Hallwood mine would not generate additional vehicle trips, but the proposed project would result in the redistribution of truck traffic associated with the

Hallwood mining facility. The redistribution of truck traffic could increase vehicle trip lengths and, therefore, increase VMT. Thus, the project could be inconsistent with CEQA Guidelines Section 15064.3(b), and a ***potentially significant*** impact could occur.

Further analysis of this impact will be provided in the Transportation chapter of the SR 20/Kibbe Road EIR being prepared for the project.

c. The proposed project would result in heavy truck traffic entering SR 20 from Kibbe Road, and additional truck traffic is associated with intersection hazards. Additionally, the project would include one of three different intersection control options: a stop sign, a roundabout, or a traffic signal. If a roundabout is constructed as part of the proposed project, it would be required to comply with all standards set in the Federal Highway Administration's (FHWA's) technical publication titled Roundabouts: An Informational Guide, and the Caltrans Design Information Bulletin (DIB).

Other public safety issues could arise from implementation of the proposed project. Construction activities could interfere with the movement of traffic at the SR 20/Kibbe Road intersection, which could result in a hazardous traffic situation. The County provides standards for contractors during construction which includes a Traffic Control Plan, and requires measures to ensure safe flow of traffic during construction. Therefore, the proposed project could increase hazards at the SR 20/Kibbe Road intersection. Thus, a ***potentially significant*** impact could occur related to increased hazards due to geometric design features or incompatible uses.

Further analysis of this impact will be provided in the Transportation chapter of the SR 20/Kibbe Road Intersection EIR being prepared for the project.

d. The proposed project would not impede emergency access in the vicinity of the project site. Per the Yuba County General Plan Policy HS9.3, the County will coordinate with Caltrans to maintain Highway 20 as a primary emergency access route. Additionally, the General Plan Policies require infrastructure and new developments to be designed so as to not adversely affect emergency vehicle access.[18] The proposed project would not conflict with any emergency access policies and regulations because development of the project site would comply with any standards set in the Yuba County General Plan and General Plan EIR. Furthermore, the existing hauling route would become an emergency access road for the surrounding neighborhoods, so the proposed project would increase accessibility within the project area. Therefore, the proposed project would have ***no impact*** related to inadequate emergency access.

[18] Yuba County. *Final Yuba County 2030 General Plan Environmental Impact Report*. [pg. 4.13-84]. May 2011.

XVIII. TRIBAL CULTURAL RESOURCES.

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is:	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k).	✖	☐	☐	☐
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	✖	☐	☐	☐

Discussion

a,b. As per a search of the Native American Heritage Commission (NAHC) Sacred Lands File, the project site is not listed or eligible for listing as a historical resource.

In compliance with Assembly Bill (AB) 52 (Public Resources Code Section 21080.3.1), a project notification letter was distributed to the United Auburn Indian Community on March 31, 2021. Requests to consult have not been received to date.

The potential for unrecorded Native American resources to exist within the project site is relatively low based on the history of ground disturbance on the project site and the lack of known tribal cultural resources on-site. Nevertheless, the possibility exists that construction of the proposed project could result in an adverse change in the significance of a tribal cultural resource. Thus, the proposed project could result in a ***potentially significant*** impact related to tribal cultural resources.

Further analysis of this impact will be provided in the Cultural and Tribal Cultural Resources chapter of the SR 20/Kibbe Road EIR being prepared for the project.

XIX. UTILITIES AND SERVICE SYSTEMS. *Would the project:*	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	✖	☐
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	☐	☐	☐	✖
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?	☐	☐	✖	☐
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?	☐	☐	☐	✖
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	✖

Discussion

a, c. The proposed project would consist of roadway improvements which would not create increased demand for water or wastewater treatment facilities, nor require the construction or expansion of water or wastewater treatment facilities. During construction, portable toilet facilities would be used and workers would rely on water transported from the Hallwood mine for potable water supply.

As proposed, the project could require street lighting or signalization if it is deemed necessary by Caltrans. If street lighting or signalization are warranted, electricity would be provided by Pacific Gas & Electric Company through existing power lines in the project area. Natural gas or telecommunications facilities would not be required due to the nature of the proposed project.

The proposed intersection improvements would not involve operations typically associated with the generation or discharge of polluted water. Additionally, the roadway and intersection would be paved following construction, thereby preventing any erosion from occurring during project operations. However, paving the proposed project would not add impervious surfaces to a degree that would result in a decrease in infiltration rates and an increase in stormwater runoff rates, because the amount of land surface being converted from pervious to impervious is minor when addressed within the context of the entire project area. Thus, typical operations on the project site would not require the construction or expansion of additional storm water drainage facilities because the

implementation of construction best management practices (BMPs) and compliance with the CBSC would ensure adequate stormwater drainage capacity. Therefore, a ***less-than-significant*** impact would result from the proposed project on new or expanded utilities.

b. The proposed project consists of roadway improvements which would not require a permanent water supply. Any water demand during construction would be met by using water transported from the Hallwood mine, and would represent a minor and temporary increase in demand for water. Therefore, the project would have a ***no impact*** upon water supplies.

d,e. The proposed project would not result in the generation of solid waste during operations and, therefore, the project site would not need to be served by a solid waste disposal facility. Furthermore, the project would be required to comply with applicable regulations related to the disposal of construction waste.[19] Therefore, ***no impact*** would result from the proposed project related to solid waste.

[19] Yuba County. *Municipal Code, Section 7.05.225*. September 28, 2018.

XX. WILDFIRE. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:*	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	✖
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?	☐	☐	☐	✖
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?	☐	☐	☐	✖
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?	☐	☐	☐	✖

Discussion

a-d. According to the California Department of Forestry and Fire Protection (CAL FIRE) Fire and Resource Assessment Program, the project site is not located within a High or Very High Fire Hazard Severity Zone.[20] In addition, the proposed project would not include the construction of structures or infrastructure that would result in an increased hazard due to wildfires. Thus, the proposed project would ***no impact*** would result from the proposed project related to substantial risk or hazards related to wildfires.

[20] California Department of Forestry and Fire Protection. *Map of CAL FIRE's Fire Hazard Severity Zones in Local Responsibility Areas – Yuba County*. Available at: https://osfm.fire.ca.gov/divisions/wildfire-planning-engineering/wildland-hazards-building-codes/fire-hazard-severity-zones-maps/. Accessed February 16, 2021.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE.	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	✖	☐	☐	☐
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	✖	☐	☐	☐
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	✖	☐	☐	☐

Discussion

a. Based upon the current land cover types found on-site, State and/or federally protected special-status plant and wildlife species could occupy the project site. In addition, Yuba County is known to contain habitats suitable to 25 special-status plant species and 28 special-status wildlife species. Although the Yuba County General Plan does not identify any historical or archeological resource sites near the project site, Yuba County is considered to have a high density of cultural resources and approximately 2,876 cultural resource sites have been recorded in Yuba County. Therefore, the potential exists for previously unknown prehistoric or historic resources to be uncovered during construction. Construction and operation of the proposed project could have a ***potentially significant*** impact related to degradation of the quality of the environment, reduction of the habitat of a threatened species, and/or California's history or prehistory.

Further analysis of this impact will be discussed in the Biological Resources and Cultural Resources chapters of the SR 20/Kibbe Road Intersection EIR being prepared for the project.

b,c. The proposed project in conjunction with other development within Yuba County could incrementally contribute to cumulative impacts in the area. As discussed in the Transportation section of this IS, haul route operations of the proposed project would not involve additional vehicle trips, but rather would result in the redistribution of truck traffic associated with the Hallwood mining facility. The redistribution would result in an increase in vehicle traffic on the street system surrounding the project area. Additionally, the emission of toxic air contaminants could result in adverse effects on human beings and the natural environment. Therefore, a ***potentially significant*** impact could occur.

Further analysis of this impact will be discussed in the Biological Resources, Transportation, Air Quality and GHG Emissions, and Statutorily Required Sections chapters of the SR 20/Kibbe Road Intersection EIR being prepared for the project.

G. SOURCES

All technical reports and modeling results prepared for the project analysis are available upon request at the Yuba County Community Development and Services Agency, located at 915 8th Street, Suite 123, Marysville, CA, 95901. The following documents are referenced information sources utilized by this analysis:

1. California Department of Conservation. *Farmland mapping and Monitoring Program.* 2018. Available at: https://www.conservation.ca.gov/dlrp/fmmp. Accessed February 2021.
2. California Department of Conservation. *Land Conservation (Williamson) Act.* Available at: https://www.conservation.ca.gov/dlrp/wa/Pages/LCA_QandA.aspx#what%20is%20the%20california%20land%20conservation%20%28williamson%29%20act. Accessed February 2021.
3. California Department of Forestry and Fire Protection. *Map of CAL FIRE's Fire Hazard Severity Zones in Local Responsibility Areas – Yuba County*. Available at: https://osfm.fire.ca.gov/divisions/wildfire-planning-engineering/wildland-hazards-building-codes/fire-hazard-severity-zones-maps/. Accessed February 16, 2021.
4. California Department of Transportation. *California Scenic Highway Mapping System Yuba County*. Available at: https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=2e921695c43643b1aaf7000dfcc19983. Accessed February 2021.
5. Department of Toxic Substances Control. *DTSC's Hazardous Waste and Substances Site List – Site Cleanup (Cortese List).* Available at: https://dtsc.ca.gov/dtscs-cortese-list/. Accessed February 12, 2021.
6. FEMA. *FEMA Flood Map Service Center*. Available at: https://msc.fema.gov/portal/home. Accessed February 2021.
7. Sacramento Valley Air Quality Engineering and Enforcement Professionals (SVAQEEP). *Northern Sacramento Valley Planning Area 2018 Triennial Air Quality Attainment Plan*. July 26, 2018.
8. United States Geological Survey. *Probabilistic seismic hazard assessment for the state of California.* 1996.
9. USDA Natural Resources Conservation Service. *Soil Survey of Yuba County, California*. 1998.
10. Yuba County. *Final Yuba County 2030 General Plan Environmental Impact Report*. May 2011.
11. Yuba County. *Municipal Code, Section 7.05.225*. September 28, 2018.
12. Yuba County. *Yuba County 2030 General Plan*. June 7, 2011.
13. Yuba County Department of Public Works. *Improvement Standards*. [pg. 36] December 15. 1994.
14. Yuba County Office of Emergency Services. *Emergency Operations Plan*. August 2015.