

DRAFT INITIAL STUDY

BCM Construction on Morrow Lane 3731 Morrow Lane, Chico, CA



Lead Agency:

City of Chico
411 Main Street
Chico, CA 95928

September 2021

Prepared By:

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Each appendix listed below is available at City Hall (411 Main Street, 2nd Floor) or on the City of Chico's website at <https://chico.ca.us/post/public-review-documents-current-projects> (Public Review Documents - BCM on Morrow Lane Project (GPA/RZ 19-02, AR 21-01))

Appendix A – Biological Resource Assessment

Appendix B – Wetland Delineation

List of Acronyms

AB	Assembly Bill
AR	Architectural Review
BCAQMD or Air District	Butte County Air Quality Management District
BCM	Butte County Meadowfoam
BMPs	Best Management Practices
BSA	Biological Survey Area
CAP	Climate Action Plan
Caltrans	California Department of Transportation
Cal Water	California Water Service Company
CBC	California Building Code
CC	Community Commercial
CEQA	California Environmental Quality Act
CFGC	California Fish and Game Commission
City	City of Chico
CMC	Chico Municipal Code
CNDDDB	California Natural Diversity Database
CRWQCB	California Regional Water Quality Control Board
CVFPB	Central Valley Flood Protection Board
CWHR	California Wildlife Habitat Relationships
dBA	decibel
DHS	Dead Horse Slough
DTSC	Department of Toxic Substances Control
EIR	Environmental Impact Report
ESA	Endangered Species Act
FEMA	Federal Emergency Management Agency
ft	Feet
GHG	Greenhouse gas
HRBD	Humboldt Road Burn Dump
LID	Low Impact Development
LSA	Limited Soils Assessment
MBTA	Migratory Bird Treaty Act
MND	Mitigated Negative Declaration
MMRP	Mitigation Monitoring and Reporting Program
NRCS	Natural Resources Conservation Service
NPDES	National Pollution Discharge Elimination Permit
NIC	Northeast Information Center
NOx	Oxides of Nitrogen
OWOUS	Other Waters of the United States
Phase I ESA	Phase I Environmental Site Assessment
PM	Parcel Map
PM _{2.5}	Fine Particulate Matter
PM ₁₀	Respirable Particulate Matter
RC	Resource Constraint
ROG	Reactive Organic Gases
RPW	Relatively Permanent Water
R3	Medium High Density Residential
SLIC	Spills, leaks, investigations and cleanup
SMP	Soils Management Plan
SNC	Sensitive Natural Community
sq ft	Square feet
SWPPP	Stormwater Pollution Prevention Plan
TNW	Traditional Navigable Waters
UP	Use Permit
USFWS	United States Fish and Wildlife Service
UST	Underground Storage Tank

INITIAL STUDY

City of Chico Environmental Coordination and Review

I. PROJECT DESCRIPTION

- A. Project Title:** BCM Construction on Morrow Lane
- B. Project Location:** The project site is located on the southwest corner of Morrow Lane at Comanche Court in Chico, CA. The approximate coordinates are 39°42'39" N and 121°47'35" W. It is situated within Section 6 Township 21N Range 2E of the Chico, California 7.5-minute USGS topographic quadrangle. (**Figure 1 – Location Map**).
- C. Applications:** GPA/RZ 19-02, AR 21-01
- D. Assessor's Parcel Number (APN):** 040-030-046
- E. Parcel Size:** 3.5 acres
- F. General Plan Designations:** Manufacturing and Warehousing, Primary Open Space
- G. Zoning:** ML (Light Manufacturing), OS1 (Primary Open Space)
- H. Environmental Setting:**

The project is located on the Sacramento Valley floor, roughly one mile west of higher elevations that characterize the transition onto the Sierra Nevada Foothills. The project site is bordered on the north by Morrow Lane, and on the east by Comanche Court (Figure 1). Warehouses and commercial/industrial uses predominate the area, with suburban residential uses located southeasterly of the site. A 5-acre site immediately west of the site remains undeveloped.

Located in the Comanche Creek (aka Edgar Slough) watershed, the project site is bisected by an old stream channel that used to form a northerly tributary to Comanche Creek. Construction of the Butte Creek Diversion Channel by the Army Corps of Engineers in 1959 re-routed the headwaters of this small stream, which now crosses the Steve Harrison Memorial (Potter Road) Bike Path approximately 1,000 feet north of Skyway and discharges into the Diversion Channel headed to Butte Creek.

Denial of headwater inputs over the decades and nearby urban development have inactivated surface flows within the channel, which is now mostly filled in with sedimentation. Many trees remain along undeveloped portions of the former stream, referred to as the "remnant riparian" area in this document. This area is also referred to as the "open space" area because it generally coincides with the OS1 (Primary Open Space) zoning on the site.

Besides the former stream channel, the site is mostly flat, with elevations ranging from approximately 220 feet near the northwest corner to 225 feet at the southwest corner. Two soil units have been mapped for the project site: Redsluff gravelly loam, 0 to 2 percent slopes (southerly portion), and Redtough-Redswale, 0 to 2 percent slopes (northerly portion) (NRCS 2020). These volcanic soils characterize alluvial fans along the base of the foothills in this area. These soils range from moderately well drained loamy alluvium over gravelly alluvium (Redsluff) to poorly drained gravelly loam over cemented cobbly gravel (Redswale).

The project site is also located within a mapped 100-year flood zone, as shown on FEMA's Flood Insurance Rate Map (FIRM Map Number 06007C0510E, 2011). Since the project site is downstream of levees which are not certified by the Army Corps, the floodplain shown on the

FEMA FIRM reflects an inadequate levee in relation to the out-of-bank flooding that can occur from Butte Creek upstream (Butte County, 2010).

The open areas of the site are characterized by ruderal grasslands that have undergone chronic disturbance from storing and staging construction equipment (southern portion), and temporary disaster recovery residential uses to house some of the applicant's workforce following the Camp Fire. The temporary residential uses have recently ceased at the site.

I. Project Description:

The project comprises two main components:

- 1) A General Plan Amendment and Rezone to reconfigure the open space zoning associated with a remnant stream corridor which traverses the site, and
- 2) Development of the site with two warehouse buildings and associated site improvements, including parking spaces, trash enclosures, a crossing of the open space, and storm drainage facilities (Figure 2). The proposed warehouse buildings would be approximately 17,750 and 15,000 square feet in size. The larger building (Building A) would be in front, nearest Morrow Lane, and Building B would be situated down Comanche Court, south of the channel. Development associated with each of these buildings is further described below.

Building A would face Morrow Lane, with an access point on Morrow Lane near the northwesterly corner of the site. A second access point would be provided on Comanche Court. Fifteen parking spaces would be developed in front of the building, with 31 additional spaces behind the building. The front of each suite within the building would be distinguished by substantial glazing and a flat, metal awning to mark the entryway. The rear of each suite would have a large, sectional door. Building A would be 35 feet in height, which would provide flexibility in terms of future uses and infill improvements for tenants.

Building B would be located farther south and would have two access driveways on Comanche Court. It would face the open space at the center of the site, with 14 parking spaces in front and 18 spaces in the rear. The design of Building B is similar to Building A, except it would be 83 feet in depth while Building A would be 105 feet deep.

A vehicle crossing of the remnant riparian area is proposed to establish an internal connection between the two halves of the project, and to enhance maneuverability of large vehicles. The crossing would be a clear span deck of approximately 40-50 feet, with U-shaped head wall at each end of the span. Parking lot shade trees would add canopy to paved portions of the site. Stormwater detention facilities would be distributed around the edges of the project and within the remaining open space. Storm water would be detained adjacent to paved areas, allowing sediment to settle out of suspension, or be filtered, prior to discharge into the former stream channel in the center of the site.

Currently, 0.38 acres of the project site is zoned OS1. The proposed rezone would reconfigure and retain 0.38 acres of OS1 zoning to conform to the project design and to be more centered over the channel and remnant riparian area.

Due to its location in a mapped floodplain, preparation of the site would require importation of soil and extensive grading to elevate the ground surface level such that the new buildings would have floor elevations above the 100-year flood elevation and comply with the Building Code.

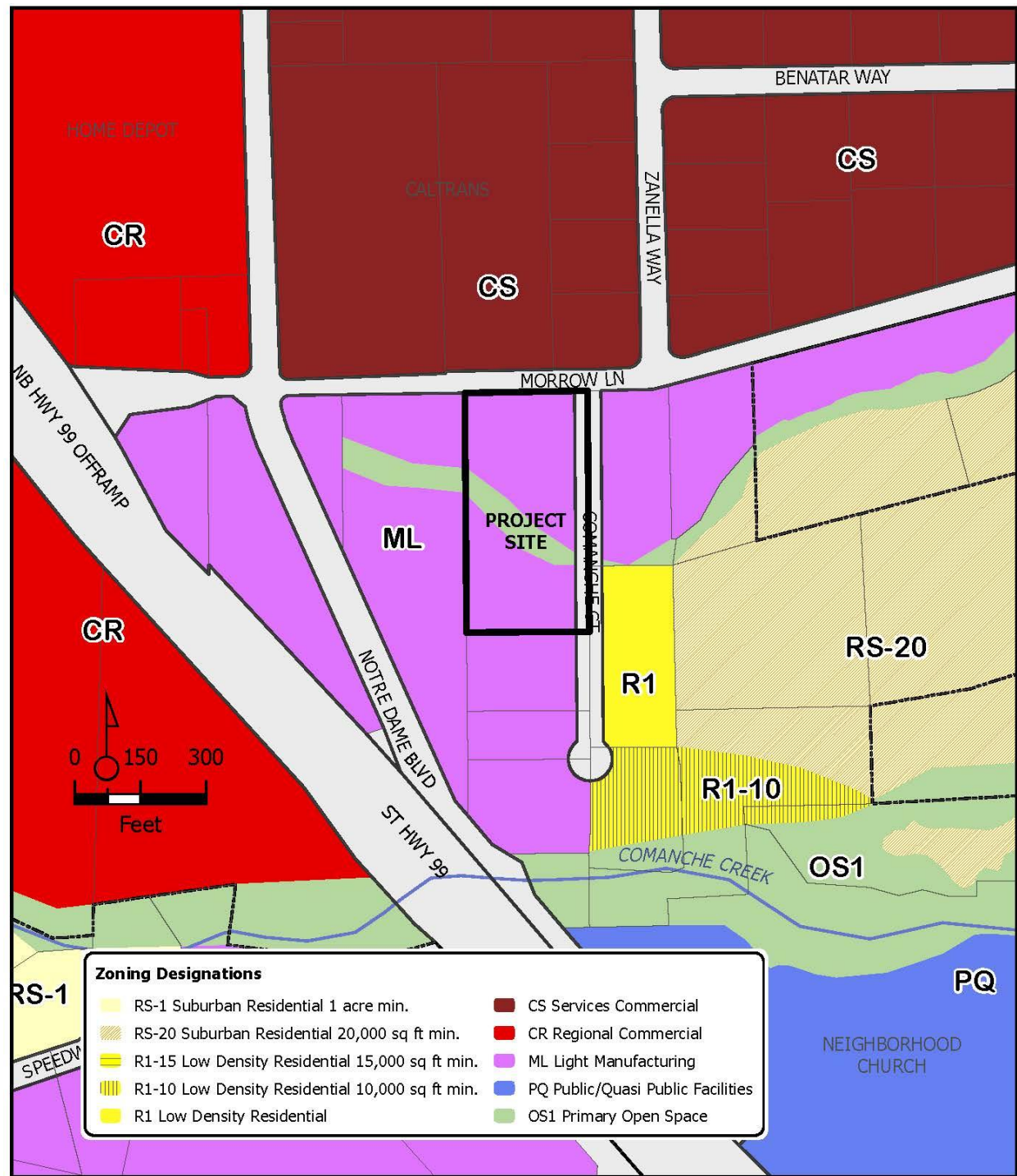
J. Public Agency Approvals: Development of the project may be subject to obtaining approvals that include, and are not necessarily limited to the following Agencies:

1. Butte County Air Quality Management District – Authority to Construct
2. City of Chico – Grading Permit, Building Permit, GPA/RZ, Architectural Review
3. Regional Water Quality Control Board – NPDES and Water Quality Certification Permit
4. California Department of Fish and Wildlife – Streambed Alteration Agreement

- K. Applicants:** Kurtis Carman, 2990 Hwy 32, Suite 100, Chico, CA 95973
Roy Cotterill, 3233 Data Drive, Suite 200, Rancho Cordova, CA 95670
- L. City Contact:** Mike Sawley, AICP, Principal Planner (Environmental Programs Manager)
City of Chico, 411 Main Street, Chico, CA 95928
Phone: (530) 879-6812
Email: mike.sawley@chicoca.gov
- M. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, has consultation begun?**

City Staff requested consultation with the Mechoopda Tribe on 05/12/2021 by sending a letter to Tribal Historic Preservation Officer Kyle McHenry. As of 08/27/2021, no response or request for consultation on this project had been received from the Tribe.

Figure 1 – Location Map / Existing Zoning



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Proposed Building A
17,753 SF

Proposed Building B
14,966 SF

APN: 0040-030-046

REMOVE EXISTING FENCE

NEW LANDSCAPE

BOSWALE

TRASH ENCLOSURE

BIOE LOCKER

NEW MONUMENT SIGN

GATE

GATE ROAD

PATH OF TRAVEL

TOP OF BANK

COMMANCHE COURT

COMMANCHE

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II. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

III. COMMUNITY DEVELOPMENT DIRECTOR DETERMINATION

On the basis of this initial evaluation:

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

Signature

Mike Sawley, Principal Planner (Environmental Programs Manager), City of Chico
For Brendan Vieg, Community Development Director, City of Chico

Date

8/19/21

IV. EVALUATION OF ENVIRONMENTAL IMPACTS

- Responses to the following questions and related discussion indicate if the proposed project will have or potentially have a significant adverse impact on the environment.
- A brief explanation is required for all answers except “No Impact” answers that are adequately supported by referenced information sources. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g. the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors or general standards.
- All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- Once it has been determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there is at least one “Potentially Significant Impact” entry when the determination is made an EIR is required.
- Negative Declaration: “Less than Significant with Mitigation Incorporated” applies when the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less than Significant Impact.” The initial study will describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section 4, “Earlier Analysis,” may be cross-referenced).
- Earlier analyses may be used where, pursuant to tiering, a program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration [Section 15063(c)(3)(D)].
- Initial studies may incorporate references to information sources for potential impacts (e.g. the general plan or zoning ordinances, etc.). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated. A source list attached, and other sources used or individuals contacted are cited in the discussion.
- The explanation of each issue should identify:
 - a. The significance criteria or threshold, if any, used to evaluate each question; and
 - b. The mitigation measure identified, if any, to reduce the impact to less than significant.

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

DISCUSSION:

A.1. Less Than Significant Impact. The 2030 Chico General Plan and its Environmental Impact Report (EIR) identify scenic resources within and nearby the City as the Sierra Nevada Foothills to the east of the City, agricultural landscapes, major creeks (e.g., Mud Creek, Sycamore Creek, Lindo Channel [Sandy Gulch], Big Chico Creek, Little Chico Creek, Butte Creek, Dead Horse Slough, and Comanche Creek), and Bidwell Park. Scenic vistas are available from within Bidwell Park and from publicly accessible roadways including Manzanita Avenue, Vallombrosa Avenue, East 8th Street, Esplanade, Chico Canyon Road, Centennial Avenue, Humboldt Road, Bidwell Avenue, North Park Drive, and South Park Drive. The nearest designated California Scenic Highway is California State Route 49, which is approximately 42 miles southeast of Chico and is a north-south state highway that runs through many historic mining communities from the California Gold Rush. The nearest State Route eligible for designation as a California Scenic Highway is a portion of State Route 70, located approximately 15 miles east of Chico in Plumas County.

The project would not have a significant effect upon a scenic vista, since there are no nearby areas considered a scenic vista and any scenic vistas up on ridgelines in the vicinity would provide expansive views of the Valley floor within which the project site would appear insignificantly small. Therefore, this impact would be **less than significant**.

A.2. Less Than Significant Impact. The proposed development of industrial warehouses upon the undeveloped site will change the current visual character of the partially-developed site. The project site is divided by an historic stream which is lined by several remnant riparian trees that would remain, and new trees would be planted in the parking areas. The new buildings and parking areas would block most of the existing view of the remnant riparian vegetation from the adjacent public road frontage along Morrow Lane. This impact is therefore characterized as a high degree of visual change to a viewscape of low aesthetic sensitivity. The project would develop a vacant site, however the site is located in an existing area developed with industrial, light manufacturing and rural residential land uses. Morrow Lane is not considered a scenic roadway with heightened public expectations for maintaining a naturalistic setting. The nearby scenic resources (Foothills of the Sierra Nevada Mountains, the Comanche Creek corridor through the USDA Tree Farm), would not be adversely affected by development of the project site as proposed. Therefore, this impact would be **less than significant**.

A.3. Less Than Significant Impact. The project is designed around the remnant riparian area, allowing the site to retain its Open Space zoning while facilitating development of most of the site. Therefore, the former stream channel and remnant riparian trees will continue to provide any existing biological and hydrological resource benefits under post-construction conditions. The wooded corridor would be preserved and enhanced, allowing for continued surface water quality treatments and potential aquifer recharge (General Plan Policies OS-2.5, OS-3.1 and OS-3.2). The Open Space zoning would be reconfigured by the project to more-precisely follow the greenway area containing large trees, consistent with General Plan Policies directing habitat protection along creek side areas (Policy OS-2.1, OS-2.2, and OS-1.1). Since some existing trees would nonetheless be removed as a result of the project, this impact is considered **less than significant**.

A.4. Less Than Significant Impact with Mitigation Incorporated. New light sources would be introduced to the site as part of the proposed project, including building-mounted and freestanding light fixtures that would be mounted 22 feet above surrounding grade. A photometric plan submitted with the project applications indicate that this high placement of lights would result in some spillage offsite, particularly along Comanche Court at the ends of the two buildings. This is evident by the fact that footcandle values in excess of 6.0, 4.0 and 3.0 appear in certain locations along the easterly property boundary. This will tend to have the effect of street lights along Comanche Court, which is a private street. New exterior lighting from the project is only anticipated to result in potentially adverse effects related to excessive nighttime lighting upon the residential property abutting the southeasterly boundary of the site (opposite Building B).

Mitigation Measure AES-1 would require replacing the wall-mounted light proposed on the eastern end of Building B with two or more lights mounted no higher than 12 feet above grade, or revisions to the photometric plan to demonstrate that no more than 0.5 footcandles of illumination would extend past the centerline of Comanche Court. With either of these measures met, it is anticipated that potential offsite impacts to nearby residential properties resulting from new exterior lighting would be **less than significant with mitigation incorporated**.

MITIGATION:

MITIGATION MEASURE AES-1 (Aesthetics): Prior to issuance of building permits for Building B the developer shall either (a) replace the single wall-mounted light proposed at 22 feet in height on the easterly end of Building B with two or more similar lights mounted no more than 12 feet above finished grade, or (b) revise the photometric plan to demonstrate that no more than 0.5 footcandles would shine past the centerline of Comanche Court.

MITIGATION MONITORING AES-1: Prior to issuance of building permits for Building B, City staff will review the plans to ensure that the specifications for exterior lighting adhere to Mitigation Measure AES-1.

B. Agriculture and Forest Resources: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
2. Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
3. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code Section 4526, or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				X
4. Result in the loss of forest land or conversion of forest land to non-forest use?				X
5. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				X

DISCUSSION:

B.1.–B.5. No Impact. The project will not convert Prime or Unique Farmland, or Farmland of Statewide Importance to a non-agricultural use. The California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program's 'Butte County Important Farmland 2016' map identifies the project site as "Urban and Built-Up Land," which is not considered valuable farmland.

The project will not conflict with existing zoning for agricultural use or forest land and is not under a Williamson Act Contract. The project will not result in the loss of forest land, conversion of forest land, or involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland or forest land. The site is located on a vacant parcel with no agriculture or timber resources. The project will result in **no impact** to agriculture and forest resources.

MITIGATION: None required.

C. Air Quality

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Conflict with or obstruct implementation of the applicable air quality plans (e.g., Northern Sacramento Valley Planning Area 2018 Triennial Air Quality Attainment Plan, Chico Urban Area CO Attainment Plan, and Butte County AQMD Indirect Source Review Guidelines)?			X	
2. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?		X		
3. Expose sensitive receptors to substantial pollutant concentrations?		X		
4. Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?			X	

DISCUSSION:

C.1. – C.3. The federal Clean Air Act (CAA) governs air quality in the United States and is administered by the U.S. EPA at the federal level. Air quality in California is also governed by regulations under the California CAA, which is administered by CARB at the state level. At the regional and local levels, local air districts such as the SCAQMD typically administer the federal and California CAA. As part of implementing the federal and California CAA, the U.S. EPA and CARB have established ambient air quality standards for major pollutants at thresholds intended to protect public health. Chico is located within the Sacramento Valley Air Basin (the Air Basin), which includes the counties of Butte, Colusa, Glenn, Placer, Sacramento, Shasta, Solano, Sutter, Tehama, Yolo, Yuba.

The Air Basin is under the jurisdiction of the Butte County Air Quality Management District (BCAQMD). As the local air quality management agency, BCAQMD is required to monitor air pollutant levels to ensure that State and federal air quality standards are met and, if they are not met, to develop strategies to meet the standards. Depending on whether or not the standards are met or exceeded, the Air Basin is classified as being in "attainment" or "nonattainment."

Under State law, air districts are required to prepare a plan for air quality improvement for pollutants for which the district is in non-attainment. BCAQMD is in non-attainment for the State and federal ozone standards, the State PM2.5 (particulate matter up to 2.5 microns in size) standards, and the State PM10 (particulate matter up to 10 microns in size) standards and is required to prepare a plan for improvement.

According to Butte County Air Quality Management District (BCAQMD or Air District), Butte County is designated as a federal and state non-attainment area for ozone and particulate matter.

Table 1 – Butte County Ambient Air Quality Attainment Status

Pollutant	State	Federal
1-hour Ozone	Nonattainment	-
8-hour Ozone	Nonattainment	Nonattainment
Carbon Monoxide	Attainment	Attainment
Nitrogen Dioxide	Attainment	Attainment
Sulfur Dioxide	Attainment	Attainment
24-hour PM ₁₀ *	Nonattainment	Attainment
24-hour PM _{2.5} *	No Standard	Attainment
Annual PM ₁₀ *	Attainment	No Standard
Annual PM _{2.5} *	Nonattainment	Attainment

Source: BCAQMD 2018

The proposal consists of the construction of two industrial warehouse buildings totaling approximately 33,000 square feet (sq ft), and related improvements for parking (~100 spaces), trash enclosures and surface storm water treatment.

Access to the site would be via Morrow Lane and Comanche Court. Project construction would mainly comprise grading and excavation, site preparation, siting utilities, paving hardscape, pouring foundations, and assembly and outfitting of the buildings. As such, project implementation would not conflict with nor obstruct implementation of an applicable air quality plan for the Northern Sacramento Valley or Butte County, nor would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation. The project would result in temporary construction related impacts but would not 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.

Project construction-related activities such as grading, excavation, and operation of construction vehicles would create a temporary increase in fugitive dust within the immediate vicinity of the project site and contribute temporarily to increases in vehicle emissions (ozone precursor emissions, such as reactive organic gases (ROG) and oxides of nitrogen (NOx), and fine particulate matter). All stationary construction equipment, other than internal combustion engines less than 50 horsepower, require an "Authority to Construct" and "Permit to Operate" from the District. Emissions are prevented from creating a nuisance to surrounding properties under BCAQMD Rule 200 *Nuisance*, and visible emissions from stationary diesel-powered equipment are also regulated under BCAQMD Rule 201 *Visible Emissions*.

With regard to fugitive dust, the majority of the particulate generated as a result of grading and excavating operations would settle relatively quickly. Under the BCAQMD's Rule 205 (Fugitive Dust Emissions) all development projects are required to minimize fugitive dust emissions by implementing Best Management Practices (BMPs) for dust control. These BMPs include but are not limited to the following:

- Watering de-stabilized surfaces and stockpiles to minimize windborne dust
- Ceasing operations when high winds are present
- Covering or watering loose material during transport
- Minimizing the amount of disturbed area during construction
- Seeding and watering any portions of the site that will remain inactive for 3 months or longer
- Paving, periodically watering, or chemically stabilizing on-site construction roads
- Minimizing exhaust emissions by maintaining equipment in good repair and tuning engines according to manufacturer specifications
- Minimizing engine idle time, particularly during smog season (May-October)

The project is subject to the City's requirements that grading plans and improvement plans include fugitive dust BMPs and comply with existing BCAQMD rules, which would ensure that construction related dust impacts are minimized.

Additionally, BCAQMD's CEQA Air Quality Handbook provides screening criteria identifying when a quantified air emissions analysis is required to assess and mitigate potential air quality impacts from non-exempt CEQA projects. Projects that fall below screening thresholds are still required to implement BMPs

to ensure that operational air quality impacts remain less than significant. The screening criteria are as follows:

Table 2 – Screening Criteria for Criteria Air Pollutants

LAND USE TYPE	Model Emissions for Project Greater Than:
Single Family Unit Residential	30 units
Multi-Family Residential	75 units
Commercial	15,000 square feet
Retail	11,000 square feet
Industrial	59,000 square feet

Source: BCAQMD 2018

The proposed project would result in two new industrial warehouse buildings totaling approximately 33,000 square feet (sq ft), which falls below the applicable screening criterion of 59,000 square feet of new industrial uses. As such, no detailed air quality monitoring is necessary to conclude that the proposed industrial uses would have air quality impacts that are considered **less than significant**.

Although no detailed, project specific modeling is required, implementation of standard construction BMPs is necessary to reduce construction related impacts and potential cumulative air quality impacts in the region. **Mitigation AIR-1** would ensure that appropriate BCAQMD BMPs are selected and applied to the construction phase of the project. Implementation of **Mitigation AIR-1**, as set forth below, would reduce the project's construction and cumulatively considerable construction air quality impacts to **less than significant with mitigation incorporated**.

C.4. - C.5. The proposed project would involve site preparation, excavation and construction activities that typically do not involve large amounts or high concentrations of air related pollutants. Excavation and construction activities would result in a temporary increase of odors on-site and to adjacent properties. The proposed project would not expose sensitive receptors (nearby residential developments or park users) to substantial pollutant concentrations or create significant objectionable odors that are inconsistent with the surrounding the sparse residential uses in the area. Additionally, implementation of **Mitigation C.1** would require BMPs to reduce potential construction and other short-term odor related air quality impacts, to a **less than significant** level.

MITIGATION MEASURE AIR-1 (Air Quality): To minimize air quality impacts during the construction phase of the project, specific Best Management Practices (BMPs) shall be incorporated during initial grading and subdivision improvement phases of the project as specified in Appendix C of the BCAQMD's CEQA Air Quality Handbook, October 23, 2014, available at <https://bcaqmd.org/wp-content/uploads/CEQA-Handbook-Appendices-2014.pdf>.

Examples of these types of measures include but are not limited to:

- Limiting idling of construction vehicles to 5 minutes or less
- Ensuring that all small engines are tuned to the manufacturer's specifications
- Powering diesel equipment with Air Resources Board-certified motor vehicle diesel fuel
- Utilizing construction equipment that meets ARB's 2007 certification standard or cleaner
- Using electric powered equipment when feasible

MITIGATION MONITORING AIR-1: Prior to approving grading permits or improvement plans City staff will review the plans to ensure that Mitigation Measure AIR-1 is incorporated into the construction documents, as appropriate.

D. Biological Resources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
1. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species as listed and mapped in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?		X		
2. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?			X	
3. 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?		X		
4. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			X	
5. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			X	
6. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?			X	

DISCUSSION:

A Biological Resource Assessment (BRA) was prepared for the project site in April 2020 by Salix Consulting, Inc. (Salix, **Appendix A**). The purpose of the BRA is to document and describe the biological communities present in at the site, to identify and evaluate any sensitive habitats or special-status plant or animal species, and to provide relevant recommendations to minimize adverse project impacts. Primary references consulted include species lists and information gathered using the United States Fish and Wildlife Service Information, Planning, and Conservation System, California Department of Fish and Wildlife's California Natural Diversity Database, the California Native Plant Society's list of rare and endangered plants, and literature review. A Wetland Delineation to document potentially jurisdictional Waters of the United States was also prepared for the project in April 2020 by Salix (**Appendix B**). The surveys involved an examination of botanical resources, soils, hydrological features, and determination of wetland characteristics based on the United States Army Corps of Engineers (Corps) Wetlands Delineation Manual (Environmental Laboratory 1987) and other current regulations, manuals and interpretations of jurisdiction currently in effect.

The general finding of the biological resource studies is that the remnant riparian corridor through the center of the site is classified as a ribbon of oak woodland, and the old stream channel retains sufficient markers to be considered potential jurisdictional Waters of the United States/Waters of the State (0.083 acres).

On June 9, 2021, the Corps issues an *Approved Jurisdictional Determination* finding that no Waters of the U.S. are present at the site based on the channel being ephemeral in nature, flowing only in direct response to precipitation events. Such waterways which lack evidence of recent flows constitute waters or water features excluded from Clean Water Act (CWA) jurisdiction.

Also on June 9, 2021, the Central Valley Regional Water Quality Control Board (CVRWQCB) responded that, although the Corps determined the 0.08 acre ephemeral stream is not a water of the United States, it is a regulated water of the State; any discharge of dredged or fill material into the feature may require either individual or general waste discharge requirements from the Central Valley Water Board. It is intended for this environmental document to satisfy the CEQA obligations any CVRWQCB permit that may be required for the required project.

The project would result in discharge of fill in or immediately adjacent to waters of the State to construct the proposed new vehicle crossing, and to install storm drainage outfalls. These potential discharges would be minimized as a result of the project design in that: 1) the crossing would span the channel instead of placing it into one or more culverts, and 2) storm water retention features would minimize potential damage from any channel flows created by initial storm surge events by retaining project runoff onsite and regulating outflows. These project features, as well as standard slope stabilization practices following disturbance by construction (placement of erosion control devices and replanting ground cover), would minimize the potentially adverse project effects as a result of discharging fill into the channel.

The project proponents will be required to file a report of waste discharge pursuant to Sections 13376 and 13260 of the CWC. Both the requirements to submit a report of waste discharge and apply for a Water Quality Certification may be met using the same application form, found online at: https://www.waterboards.ca.gov/water_issues/programs/cwa401/#resources

D.1. Less Than Significant with Mitigation Incorporated. The literature search for the BRA identified 22 special-status plant species and 28 special-status animal species that occur within a 5-mile radius of the project site, and analyzed the potential for these sensitive species to occur at the project site. The BRA concludes that, primarily due to habitat fragmentation and surrounding human activities, none of the plant and only one animal species has the potential to occur at the project site: burrowing owl. Per the BRA: "[v]ery marginal habitat for burrowing owl occurs throughout the study area in association with the annual grassland. Prior to any future work activities or ground disturbance on site, a pre-construction burrowing- owl survey should be conducted to determine presence/absence of the species within and directly adjacent to proposed work areas. Pre-construction surveys should be conducted according to the California Burrowing Owl Consortium's 1993 Burrowing Owl Survey Protocol and Mitigation Guidelines. In the event that active burrows are found during the pre-construction surveys, CDFW should be contacted to determine avoidance measures and mitigation responsibilities. Mitigation Measure BIO-1 has been included to incorporate these recommendations from the BRA into the project and minimize potential impacts to burrowing owl.

Migratory Birds, and Nesting Raptors

Migratory birds are protected to varying degrees under California Fish and Game Code, Section 3503.5, the Migratory Bird Treaty Act (MBTA). The project site provides suitable nesting and/or foraging habitat for several of these species that may nest on the ground in the low vegetation present within the project area. The site also provides a very small amount of riparian vegetation that may be used by birds protected by the MBTA. To avoid impacts to bird and raptor species, including loggerhead shrike, protected under the MBTA and the California Fish and Game Commission (CFG), Mitigation Measure BIO-2 has been included.

With the mitigation measures requiring burrowing owl and migratory bird surveys (BIO-1 and BIO-2, respectively), potential impacts to sensitive species and habitat at the site will be **less than significant with mitigation incorporated**.

D.2. Less Than Significant Impact. No Sensitive Natural Communities (SNC) were identified on the project site by the BSA. The oak woodland (approximately 0.8 acres) which bisects the center of the site from east to west lacks several habitat characteristics that could qualify it as an SNC. The remnant riparian area has been actively managed to avoid buildup of brush, and the former stream channel rarely flows or holds water, as evident from the lack of exposed substrate (no visible rocks).

The overstory in this portion of the study area is composed almost entirely of valley oak (*Quercus lobata*), though some interior live oak (*Quercus wislizeni*), Fremont cottonwood (*Populus fremontii*), and Chinese pistache (*Pistacia chinensis*) are also present. Most trees would be retained along to open space portion of the project, however 34 of these trees would be removed. The removal will be subject to CMC Chapter 16.66, which requires a permit and replacement trees or in-lieu fee payment.

New trees are proposed as part of the improvements, including valley oak (11), live oak (6), Chinese pistache (8), desert willow (17) and elm (7). Removal of a portion of the remnant riparian area while retaining most of the existing 0.8 acres of oak woodland is considered a **less than significant impact**.

D.3. Less Than Significant. As noted above, there are no federally protected wetlands on the site. The project will nonetheless be subject to State permitting requirements by the CVRWQCB. The area constituting potential wetlands regulated by the State includes 0.08-acres mapped along the bottom of the former stream channel. The proposed new vehicle crossing would span the channel at a discrete location, minimizing potential impacts through the design of the project. Since the project design minimizes impacts to potential wetlands associated with the former channel, no mitigation is required to further reduce impacts and project impacts to wetlands are considered **less than significant**.

D.4.- D.6 Less Than Significant Impact. The project will not result in the fragmentation of an existing wildlife habitat nor conflict with any local policies or ordinances protecting biological resources. There is minimal potential for habitat at the project site due to consistent nearby disturbance regimes (the site is within an active industrial area). The project's impact would be **less than significant**.

MITIGATION:

MITIGATION BIO-1 (Biological Resources):

Burrowing owl surveys shall be conducted prior to commencing any construction activities, as follows:

(a) Within 14 days prior to the anticipated start of construction, a qualified biologist shall conduct preconstruction surveys within the project site to identify burrowing owls or their nesting areas. This survey shall follow survey protocols as developed by the Burrowing Owl Consortium (CDFW 2012). If no active burrows or burrowing owls are observed, no further mitigation is required. If a lapse in construction of 15 days or longer occurs during the nesting season, additional preconstruction surveys shall be repeated before work may resume.

(b) If burrowing owls or active burrows are identified within the project site during the preconstruction surveys, the following measures shall be implemented:

- During the non-breeding season for burrowing owls (September 1 through January 31), exclusion zones shall be established around any active burrows identified during the preconstruction survey. The exclusion zone shall be no less than 160 feet in radius centered on the active burrow. With approval from the City after consultation with California Department of Fish and Wildlife (CDFW) and a qualified biologist, burrowing owls shall be passively evicted and relocated from the burrows using one-way doors. The one-way doors shall be left in place for a minimum of 48 hours and shall be monitored daily by the biologist to ensure proper function. Upon the end of the 48-hour period, the burrows shall be excavated by the biologist with the use of hand tools and refilled to discourage reoccupation.

- During the breeding season (February 1 through August 31), a qualified biologist familiar with the biology and behavior of this species shall establish exclusion zones of at least 250 feet in radius centered on any active burrow identified during the preconstruction survey. No construction activities shall occur within the exclusion zone as long as the burrow is active and young are present. Once the

breeding season is over and young have fledged, passive relocation of active burrows may proceed as described in measure BIO-1(b), above.

Buffer widths may be adjusted based on site specific analysis prepared by a qualified biologist, subject to review and approved by City after consultation with CDFW, that documents and describes how the nesting or wintering owls would not be adversely affected by construction activities.

MITIGATION MONITORING BIO-1: Planning staff shall verify that the above wording is included on construction or grading plans. Letter reports shall be maintained by Planning staff throughout construction.

MITIGATION BIO-2 (Biological Resources):

If vegetation removal or initial ground disturbances occur during the avian breeding season (February 1 – August 31) the applicant shall hire a qualified biologist to conduct a migratory bird and raptor survey to identify any active nests within 250 feet of the biological survey area (BSA). A qualified biologist shall:

- Conduct a survey for all birds protected by the Migratory Bird Treaty Act and California Fish and Game Commission within seven (10) days prior to vegetation removal or initial ground disturbances (which ever activity comes first), and map all active nests located within 300 feet of the BSA where accessible;
- Develop buffer zones around active nests. The qualified biologist shall determine appropriate species protections buffers around active nests based on the species tolerance of disturbance, species type, nest location and activities that will be conducted near the nest. Construction activities shall be prohibited within the buffer zones until the young have fledged or the nest fails. Active nests shall be monitored once per week or as necessary and a report submitted to the City of Chico Community Development Department weekly or as necessary.
- If construction activities stop for more than 15 days then another migratory bird survey shall be conducted within seven (7) days prior to the continuation of construction activities.

MITIGATION MONITORING BIO-2: If initial ground disturbance is proposed to be conducted during the avian breeding season, Planning staff shall verify that the above wording is included on construction or grading plans. Letter reports shall be maintained, as applicable, by Planning staff throughout construction.

If active nests are encountered, then Planning and Building staff shall ensure construction activities shall be prohibited within the buffer zones until the young have fledged or the nest fails. Active nests shall be monitored once per week or as necessary and a report submitted to the City of Chico Community Development Department weekly or as necessary.

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Figure 3 - Habitat and Wetland Delineation Map



E. Cultural Resources Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?		X		
2. Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?		X		
3. Disturb any human remains, including those interred outside of dedicated cemeteries?		X		

DISCUSSION:

E.1. – E.3. Less Than Significant with Mitigation Incorporated. A records search for the project site was conducted by the Northeast Information Center (NEIC), which identified no known sites of prehistoric or historic origin.

The project area is located in a boundary region utilized by the Northwestern Maidu, or Konkow tribe members at the time of initial contact with European Americans. Konkow populations used the local region for seasonal and/or permanent settlement, as well as for the gathering of plants, roots, seeds, domestic materials, and hunting seasonal game. Ethnographic information indicates that at the time of contact, Konkow were organized into village communities of approximately 150–400 individuals. Villages were usually located on higher ridges or knolls overlooking more permanent creeks and rivers, which provided views of the surrounding landscape and gave protection from high water during floods. Fourteen such village communities were identified in the Butte County area, one of which is Chico or Michupta. The Mechoopda Indian Tribe of Chico Rancheria (Tribe) is active today.

City Staff sought consultation with the Mechoopda Tribe on 05/12/2021 by sending a letter to Tribal Historic Preservation Officer Kyle McHenry. As of 08/27/2021, no response or request for consultation on this project had been received from the Tribe.

The investigation by the NEIC consisted of consulting maps and records on file at their facility, specifically one study that included portions within and adjacent to the project area (1978) and two large overview studies which encompass the project area (1988 and 2016). The literature search also included the National Register of Historic Places Listed Properties and Determined Eligible Properties (2012); Built Environment Resource Directory (2019); California Register of Historical Resources (2012); California Points of Historical Interest (2012); California Inventory of Historic Resources (1976); California Historical Landmarks (2012); Gold Districts of California – Bulletin 193 (2005); Handbook of North American Indians, Vol. 8, California (1978); and Historic Spots in California (2002).

Based upon the above information and the local topography, and regional history, the project is located in an area considered to be moderately sensitive for prehistoric, protohistoric, and historic cultural resources. In addition to potential historic use by the Tribe, Euro-Americans possibly utilized the area for farming, mining, and transportation opportunities.

Although no existing records identify significant cultural resources at the site, standard mitigation is necessary to address the potential that site-disturbing activities could uncover previously unrecorded significant cultural resources at the project site. Halting construction work and observing standard protocols for contacting appropriate City staff and arranging for an evaluation of cultural resources in the case of a discovery is a required standard City practice, typically noted on all grading and building plans. Mitigation Measure CUL-1, below, would minimize the potential damage to previously unknown

cultural resources or human remains in the event that such resources are unearthed during construction and would reduce this potential impact to a level that is **less than significant with mitigation incorporated**.

MITIGATION:

MITIGATION CUL-1. (Tribal and Other Cultural Resources):

The following statement shall be required on project plans and enforced during construction:

"If during ground disturbing activities, any potentially paleontological, prehistoric, protohistoric, and/or historic cultural resources or tribal cultural resources are encountered, the supervising contractor shall cease all work within 10 feet of the find (100 feet for human remains) and notify the City's Community Development Director at (530) 879-6800. A professional archaeologist meeting the Secretary of the Interior's Professional Qualification Standards for prehistoric and historic archaeology and being familiar with the archaeological record of Butte County, shall be retained to evaluate the significance of the find. City staff shall notify all local tribes on the consultation list maintained by the State of California Native American Heritage Commission, to provide local tribes the opportunity to monitor evaluation of the site. If human remains are uncovered, the project team shall notify the Butte County Coroner pursuant to Section 7050.5 of California's Health and Safety Code. Site work shall not resume until the archaeologist conducts sufficient research, testing and analysis of the archaeological evidence to make a determination that the resource is either not cultural in origin or not potentially significant. If a potentially significant resource is encountered, the archaeologist shall prepare a mitigation plan for review and approval by the City, including recommendations for total data recovery, Tribal monitoring, disposition protocol, or avoidance, if applicable. All measures determined by the City to be appropriate shall be implemented pursuant to the terms of the archaeologist's report. The preceding requirement shall be incorporated into construction contracts and documents to ensure contractor knowledge and responsibility for the proper implementation."

MITIGATION MONITORING CUL-1: Planning staff will verify that the above wording is included on construction plans. Should paleontological, prehistoric, protohistoric, and/or historic cultural resources or tribal cultural resources be encountered, the supervising contractor shall be responsible for reporting any such findings to Planning staff and contacting a professional archaeologist or paleontologist in consultation with Planning staff, to evaluate the find.

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

DISCUSSION:

F.1. – F.2. Less than Significant Impact. California is one of the lowest per-capita energy users in the United States, ranked 48th in the nation, due to its energy efficiency programs and mild climate (USEIA 2021). The proposed project includes construction of two industrial warehouse buildings totaling approximately 33,000 sq. ft., and related improvements for parking (~100 spaces), trash enclosures and surface storm water treatment.

The new buildings would be constructed consistent with the California Building Code, including the Building Energy Efficiency Standards (Title 24 of the California Code of Regulations). Part 6 of Title 24 establishes energy efficiency standards for residential and non-residential buildings constructed in California to reduce energy demand and consumption. Part 6 is updated periodically to incorporate and consider new energy efficiency technologies and methodologies. The current Title 24 standards are the 2019 Title 24 Building Energy Efficiency Standards, which became effective January 1, 2020. In general, single-family residences built to the 2019 standards are anticipated to use approximately 7% less energy (due to energy efficiency measures) than those built to the 2016 standards; if rooftop solar electricity generation is factored in, single-family residences built under the 2019 standards will use approximately 53% less energy than those under the 2016 standards (CEC 2018). Nonresidential buildings built to the 2019 standards are anticipated to use an estimated 30% less energy than those built to the 2016 standards (CEC 2018).

Title 24 also includes Part 11, California's Green Building Standards (CALGreen). CALGreen institutes mandatory minimum environmental performance standards for all new construction of commercial, low-rise residential, high-rise residential, state-owned buildings, schools, and hospitals, as well as certain residential and non-residential additions and alterations. The CALGreen 2019 standards have improved upon the previous 2016 CALGreen standards and went into effect on January 1, 2020. These improved standards include mandatory reduction measures for indoor water use, outdoor water use, diversion of construction waste from the landfill, enhanced inspection requirements for energy systems, incorporating "EV capable" vehicle spaces to support future charging stations, and using low-pollutant-emitting coatings and finishing materials.

In addition to building code efficiency standards, the State has set fuel efficiency benchmarks for vehicles with internal combustion engines. Adopted in 2002, assembly Bill 1493 required the California Air Resources Board to set greenhouse gas emission standards for passenger vehicles, light-duty trucks, and other vehicles determined by the state board to be vehicles whose primary use is noncommercial personal transportation in the state. In 2012, CARB approved a new emissions-control program for model years 2017 through 2025. These fuel efficiency standards will increase energy efficiency over time as older fleet vehicles are replaced by newer, more fuel-efficient vehicles.

Development of the project would result in additional energy consumption, however, that energy consumption would not be wasteful, inefficient or unnecessary. Project construction would not result in wasteful, inefficient, or unnecessary use of energy, in large part due to the temporary nature of the construction period. Additionally, energy use from operation of the proposed project would be minimized through energy reduction strategies pursuant to Title 24.

The proposed project will be built to the current California Building Energy Efficiency Standards and will therefore be consistent with State and local requirements for efficiency use of energy resources. Therefore, the project would not result in wasteful, inefficient or unnecessary consumption of energy that would result in a potentially significant environmental impact and the project's impact is considered **less than significant** with regard to use of energy resources.

G. Geology/Soils Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:			X	
a. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				X
b. Strong seismic ground shaking?			X	
c. Seismic-related ground failure, including liquefaction?			X	
d. Landslides?			X	
2. Result in substantial soil erosion or the loss of topsoil?			X	
3. 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?			X	
4. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?			X	
5. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water, or is otherwise not consistent with the Chico Nitrate Action Plan or policies for sewer service control?				X
6. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		X		

DISCUSSION:

G.1. Less Than Significant Impact. The City of Chico is located in one of the least active seismic regions in California. Currently, there are no designated Alquist-Priolo Special Studies Zones within the Chico Planning Area, nor are there any known or inferred active faults. Thus, the potential for ground

rupture within the Chico area is considered very low. The project would result in **no impact** as there are no known earthquake faults within the Chico Planning Area.

As there are no known faults in the project area, the rupture of a known fault would, at most, result in a seismic ground-shaking event on the project site. Under existing regulations, all future structures will incorporate California Building Code (CBC) standards into the design and construction that are designed to minimize potential impacts associated with strong ground-shaking during an earthquake. Therefore, the project would result in a **less than significant impact**.

Liquefaction occurs in areas with shallow groundwater and recently deposited alluvium or poorly compacted fill. These characteristics are likely to be encountered in the vicinity of stream channels. Thus, portions of the project site may be prone to liquefaction during seismic events. As stated, all proposed structures will incorporate CBC standards into the design and construction that are designed to minimize potential impacts associated with liquefaction and unstable soils. Therefore, the project would result in a **less than significant impact**.

The project site is not located in an area of sloping topography that would result in a landslide risk. Potential soil instability in, and around the project site would not result in potentially significant impacts through the incorporation of appropriate development standards and adherence to all necessary permits and certifications. Therefore, the project would result in a **less than significant impact**.

G.2.-4. Less Than Significant Impact. The City's General Plan Environmental Impact Report (EIR) identifies the eastern portion of the Chico Planning Area along the base of the Cascade foothills as the Tuscan Formation. The Tuscan Formation consists of a series of layers deposited by streams and mudflows between two and four million years ago. The mudflows spread out over the area, burying older rock, filling low areas, and gradually building a flat subdued landscape (City of Chico 2011b). Soil series on the project site are identified as Redtough-Redswale which consists of 0- to 2-percent slopes with moderate shrink-swell potential (Natural Resources Conservation Service).

Development of the site will be subject to the City's Grading Ordinance (CMC Chapter 16R.22). The proposed project would be required to incorporate site-specific and City-wide measures, such as grading standards defined in the CMC and CBC, as well as engineering principles which describe appropriate measures used to reduce potential impacts resulting from unstable soils and soil shrink-swell. All projects disturbing greater than one acre must comply with and obtain coverage under the applicable National Pollution Discharge Elimination Permit (NPDES) from the California Regional Water Quality Control Board (CRWQCB) per §402 of the Clean Water Act. The proponent will be required to prepare and implement Storm Water Pollution Prevention Plan (SWPPP) pursuant to Regional Water Quality Control Board (RWQCB) requirements. The SWPPP would require site specific, detailed measures to be incorporated into grading plans to control erosion and sedimentation. Furthermore, the City and the Air District require implementation of all applicable fugitive dust control measures, which further reduces the potential for construction-generated erosion.

Therefore, prior to issuance of any grading or building permits, the City would ensure that the proposed project has incorporated appropriate, site-specific construction and design standards per CMC 16R.22 and the California Building Code. As a result, potential future impacts relating to geology and soils are considered to be **less than significant**.

G.5. No Impact. No septic tanks or alternative wastewater disposal systems are proposed for the subject property. All new structures will be connected to the City sewer system, which is located within the Morrow Lane public right-of-way. The site does not fall within a connection area for the Chico Urban Area Nitrate Compliance Program. The project will result in **No Impact** relative to policies governing sewer service control.

G.6. Less Than Significant with Mitigation Incorporated. The project is not anticipated to cause a substantial adverse change in the significance, directly or indirectly destroy a unique paleontological resource or site, geological feature, or unique geological feature. Due to the disturbed character of the site, the potential to encounter surface-level paleontological resources is considered low. However, there is the potential for accidental discovery of paleontological resources. In the event that resources are

inadvertently discovered, implementation of Mitigation CUL-1 (Tribal and Other Cultural Resources) would reduce impacts to a less-than-significant level. See Section E, Cultural Resources, for mitigation measure specifics. Therefore, potential project impacts to unique paleontological resources would be considered **less than significant with mitigation incorporated**.

MITIGATION:

See MITIGATION CUL-1 (Tribal and Other Cultural Resources), in Section E, above.

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

DISCUSSION:

H.1.-H.2. Less Than Significant Impact. In 2012, the Chico City Council adopted a Climate Action Plan (CAP) which sets forth objectives and actions that will be undertaken to meet the City's greenhouse gas (GHG) emission reduction target of 25 percent below 2005 levels by the year 2020. This target is consistent with the State Global Warming Solutions Act of 2006 (AB 32, Health & Safety Code, Section 38501[a]).

The Chico City Council adopted 2020 Climate Action Plan (CAP)(2011), which contains GHG emission reduction targets that exceed AB 32 goals. The CAP established an overall GHG reduction goal of 25 percent (as opposed to 15 percent) below 2005 base-year emission levels to be achieved by 2020. The City has subsequently tracked progress toward meeting this 25 percent reduction goal by conducting high-level community-wide emissions inventories, consistent with guidance contained in the U.S. Community Protocol for Accounting & Reporting GHG Emissions developed by the International Council for Local Environmental Initiatives.

Development and implementation of the CAP are directed by a number of goals, policies and actions in the City's General Plan (SUS-6, SUS-6.1, SUS-6.2, SUS-6.2.1, SUS-6.2.2, SUS-6.2.3, S-1.2 and OS-4.3). Growth and development assumptions used for the CAP are consistent with the level of development anticipated in the General Plan EIR. The actions in the CAP, in most cases, mirror adopted General Plan policies calling for energy efficiency, water conservation, waste minimization and diversion, reduction of vehicle miles traveled, and preservation of open space and sensitive habitat.

To track progress the City of Chico conducted a GHG emissions inventory of community-wide GHG emissions for each year between 2005 and 2017. The 2017 inventory is the most up-to-date picture of GHG emissions in Chico. The results of the GHG emissions inventories completed for 2005 through 2017 show a strong decreasing trend in Chico's emissions over time. The inventory shows that Chico's GHG emissions have decreased 27 percent overall since 2005, despite a population increase of approximately 27 percent. On a per capita basis, the City's emissions decreased 42 percent between 2005 and 2017.

These reductions indicate Chico has exceeded its GHG emissions reduction goals through 2020. The City is currently updating its CAP to establish greenhouse gas emissions targets for 2030 and 2045.

Project development will be subject to the City's land use entitlement and building plan check review processes, for which development projects in the City are required to include and implement applicable measures identified in the CAP. As the proposed project is consistent with the City's General Plan, includes development contemplated in the scope of the General Plan Update EIR, and is subject to measures identified in the City-adopted CAP, it is not anticipated to generate GHG emissions that would have a significant impact on the environment, or conflict with any planning requirement aimed at reducing GHG emissions. Therefore, these impacts are considered to be **less than significant**.

MITIGATION: None Required.

I. Hazards / Hazardous Materials Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
2. Create a significant hazard to the public or the environment through reasonable foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X	
3. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X	
4. 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?				X
5. 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?			X	
6. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X
7. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?			X	

DISCUSSION:

I.1. – I.2. Less Than Significant Impact. Grading and construction activities may involve the limited transport, storage, usage, or disposal of hazardous materials, such as the fueling/servicing of construction equipment. However, such activity is short-term or one-time in nature and is subject to federal, State, and local health and safety requirements. Adherence to health and safety requirements would reduce the potential impacts associated with construction activities to less than significant.

The proposed project includes construction of two industrial warehouse buildings totaling approximately 33,000 sq ft, and related improvements for parking (~100 spaces), trash enclosures and surface storm water treatment. Potentially hazardous materials such as petroleum products, pesticides, fertilizer, and other household hazardous products such as paint products, solvents, and cleaning products may be stored at the site. The transport, storage, handling, and retail sale of these substances are routinely conducted at such sites. No aspects of the project design or anticipated uses have been identified as

particularly hazardous, and it's anticipated that future users would treat hazardous substances in accordance with applicable local, State, and Federal safety standards. With adherence to the existing requirements applicable the handling, storage and use of hazardous substances potential impacts associated with the use, transport, storage, and disposal of hazardous materials would be **less than significant**.

I.3. Less Than Significant Impact. The site is not located within one-quarter mile of a school, and the project is not anticipated to result in hazardous emissions. The Chico Christian Preschool is just over one-quarter mile south of the site, on the Neighborhood Church campus. The proposed development would not generate potentially significant impacts as a result of its spatial relationship to existing or proposed schools. As discussed, the proposed development would be required to adhere to standards and regulations that ensure **less than significant** potential impacts generated by proposed land uses in close proximity to schools.

I.4. No Impact. A search of the online EnviroStor database managed by the Department of Toxic Substances Control resulted in negative findings for current or past cleanup sites within or adjacent to the proposed project site. The proposed project is considered to have **no impact**.

I.5. No Impact. The project is not located near an airport. Therefore, the proposed project is considered to have **no impact**.

I.6. No Impact. Development of the proposed project would neither hinder the implementation, nor physically interfere with, emergency response or evacuation plans. Street designs and improvements will be adequate for ingress and egress of emergency response vehicles. The proposed project is considered to have **no impact**.

I.7. Less Than Significant Impact. The project site is located in an area of moderate sensitivity to wildland fire risks. There are no special development requirements in this area of lowest risk for wildland fire hazards, therefore this is considered a **less than significant impact**.

J. Hydrology/ Water Quality Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			X	
2. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			X	
3. 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:			X	
a. result in substantial erosion or siltation on- or off-site;			X	
b. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;			X	
c. 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			X	
d. impede or redirect flood flows?			X	
4. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?			X	
5. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			X	

DISCUSSION:

J.1. Less Than Significant Impact. The proposed project includes a new storm drainage system with detention basins and a new outfall that will discharge into the existing open drainage channel on the property. The proposed project also includes a roadway bridge crossing of the existing channel. The outfalls, and new crossing are subject to State regulations requiring the project proponent to obtain a water quality certification or waiver from the Central Valley RWQCB. Through the RWQCB's permitting process, the project will be required to avoid, minimize, and/or compensate for potential discharges into regulated waterways based on a detailed review of the storm drain system design and bridge crossing.

Existing State permitting requirements by the RWQCB, along with storm water Low Impact Development (LID) requirements as outlined below will ensure that the project will not result in the violation of any water quality standards or waste discharge requirements. Due to the scope and nature of the proposed project it not expected that the project would degrade ground water quality. With these existing permitting and water quality requirements in place, potential impacts to water quality from the project are considered to be **less than significant**.

J.2. Less Than Significant Impact. There would be no new sources of groundwater extraction. Due to its limited size the project will not substantially deplete groundwater supplies or substantially interfere with groundwater recharge or sustainable groundwater management.

California Water Service Company (Cal Water) is the local water provider in the Chico area with the sole source of water for the Chico District, including the project site. Cal Water relies entirely on groundwater pumped from the Sacramento Valley Basin, which is characterized as having abundant supplies and having demonstrated a historical ability for its groundwater levels to recover quickly after drought events. Cal Water's 2020 Urban Water Management Plan for the Chico-Hamilton City District indicates that potable water supplies were estimated to be 22,667 acre-feet in 2020 and are expected to increase to 26,474 acre-feet by 2045. Actual groundwater supplies available to Cal Water are significantly greater than the 2025–2045 supply totals reported in the Plan, as Cal Water only extracts the minimum necessary to meet customer demand (California Water Service, 2021). Therefore, regarding depletion of groundwater supplies, the impact of the proposed project is anticipated to be **less than significant**.

J.3. (a)–(c) Less Than Significant Impact. The project would alter the existing drainage patterns at the site, however, it would not result in substantial erosion or siltation on- or off-site, or create excessive runoff because prior to construction the project would have to demonstrate compliance with City/State post-construction storm water management requirements including the General Construction Permit requirements of the NPDES, as well as, the preparation of a SWPPP that incorporates water quality control BMP's.

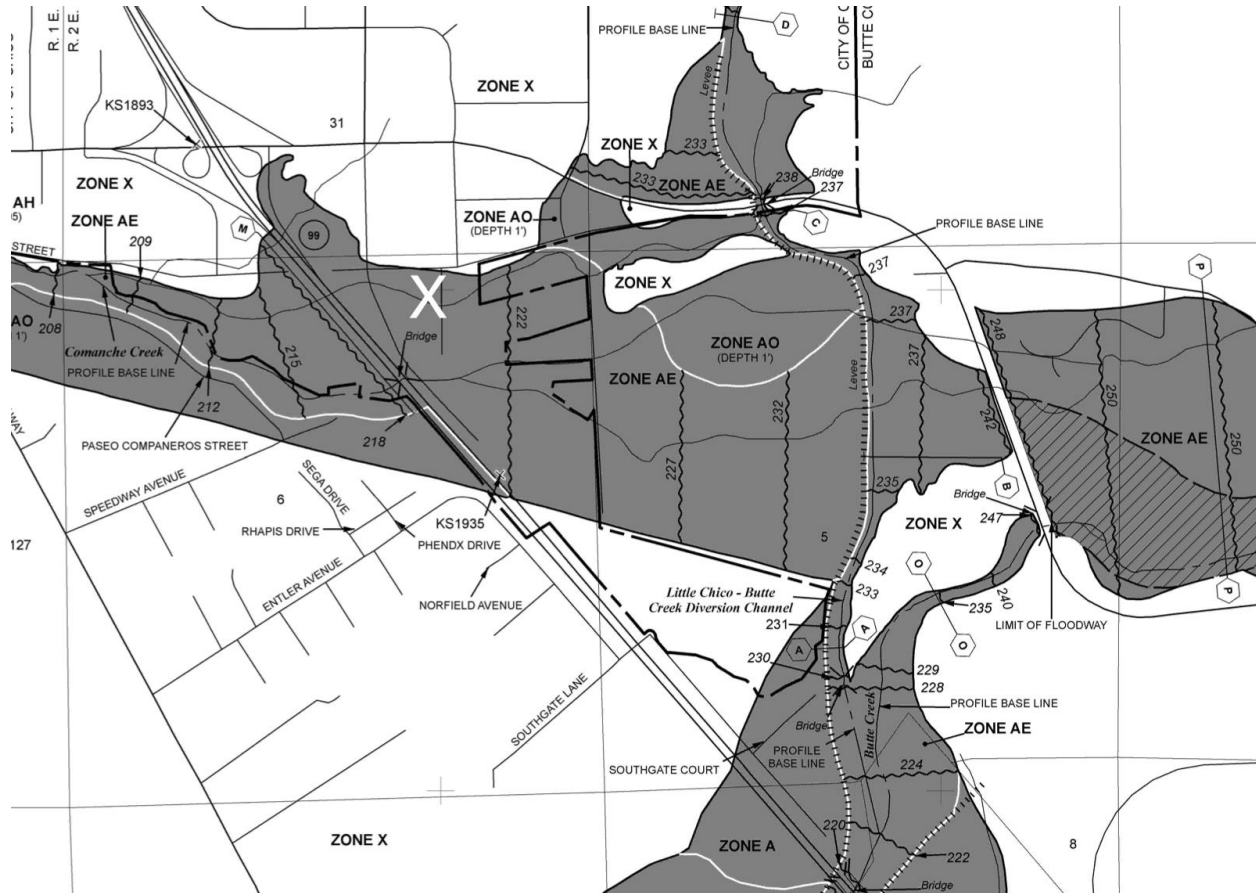
All development projects that create or replace 5,000 square feet or more impervious surface are considered "regulated projects" subject to post-construction storm water management requirements, including source control measures and LID design standards. Source control measures deal with specific onsite pollution-generating activities and sources, and LID design standards apply techniques that infiltrate, filter, store, evaporate and detain runoff close to the source of rainfall to maintain a site's pre-development runoff rates. Additionally, regulated projects that create and/or replace one acre or more of impervious surface require "hydromodification management" that limits post-project runoff to pre-project flow rates for the 2-year, 24-hour storm. Project compliance with these storm water regulations is verified by City Engineering staff prior to issuance of building permits.

With the application of the existing regulations outlined above, the project will not substantially degrade water quality drainage systems or provide substantial additional sources of polluted runoff. Under existing City/State requirements for the project to implement BMPs and incorporate LID design standards, storm water impacts from anticipated future construction and operation of the project would be **less than significant**.

J.3. (d) Less Than Significant. According to the Federal Emergency Management Agency Flood Insurance Rate Map (FEMA FIRM) No. 06007C0510E (FEMA 2011, see excerpt below), the project site is within the mapped 100-year flood zone associated with Comanche Creek. Specifically, the project site is located in "Zone AE" indicating that base flood elevations have been determined.

Since the project site is downstream of levees which are not certified by the Army Corps of Engineers, the floodplain shown on the FEMA FIRM in this area reflects an inadequate levee in relation to the out-of-bank flooding that can occur from Butte Creek upstream (Butte County, 2010). According to the FEMA Drainage Study for the area: *"The Little Chico-Butte Creek Diversion Channel crosses Comanche Creek. Therefore, under the failed levee scenario, the discharge in the diversion channel would flow down Comanche Creek instead of being delivered to Butte Creek."* (FEMA 2011) These assumptions mean that the floodplain coinciding with the project site would only be realized if upstream levees fail to contain flood waters.

The FIRM shows that the project site situated near the northerly edge of the Comanche Creek flood plain (see white "X" on the FIRM excerpt below). The floodplain is very wide in this area, and its westward flow appears to back up from Highway 99 toward Skyway. The project engineer estimates that the mapped floodplain for this branch provides approximately 55 acres of storage capacity in the immediate vicinity (TLA 2021).



Due to its location in a mapped floodplain, preparation of the site would require importation of soil and extensive grading to elevate the ground surface level such that the new buildings would have floor elevations above the 100-year flood elevation. The project engineer estimates that approximately 5,000 cubic yards of fill will be necessary to raise the building pads to the required elevation.

Assuming the potential impacts of displacing floodplain area would primarily take place in the immediate 55-acre watershed, the project could raise flood elevations by 0.70 inches under the worst-case levee-failure scenario. This small amount of potential rise in flood elevations in the vicinity is not anticipated to substantially impede or redirect flood flows, therefore this impact is considered **less than significant**.

J.4. Less Than Significant. The proposed new warehouses would be constructed on elevated earthen pads such that all floor areas would be located outside the flood hazard area. The project site is not located in an area that is subject to seiche or tsunami. By meeting existing Building Code requirements to elevate finished floors outside of the existing flood hazard area, potential impacts from pollutant release associated with inundation by flood waters would be **less than significant**.

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

K. Land Use and Planning Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Physically divide an established community?				X
2. 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?			X	

DISCUSSION:

K.1. No Impact. The project will not physically divide an established community. Therefore, the project is anticipated to have **no impact**.

K.2. Less Than Significant Impact. The proposed development is consistent with land use policies and regulations adopted for the purpose of avoiding or mitigating adverse environmental effects from development projects. Although the remnant riparian corridor on the site lacks much of the biological habitat values associated with an active stream corridor, it still collects and conveys storm water runoff from east to west and supports some groundwater recharge.

Specifically, maintaining the former stream corridor as an open channel and minimizing development in that area of the site is consistent with the following General Plan policies:

Policy OS-2.5 (Creeks and Riparian Corridors) – Preserve and enhance Chico’s creeks and riparian corridors as open space for their aesthetic, drainage, habitat, flood control, and water quality values.

Policy OS-3.1 (Surface Water Resources) – Protect and improve the quality of surface water.

Policy OS-3.2 (Protect Groundwater) – Protect groundwater and aquifer recharge areas to maintain groundwater supply and quality.

Policy OS-2.1 (Planning and Managing Open Space) – Continue acquisition, management, and maintenance of open space to protect habitat and promote public access.

Policy OS-2.2 (Creek Corridors and Greenways) – Expand Creekside greenway areas for open space and additional pedestrian/bicycle routes.

Policy OS-1.1 (Native Habitats and Species) – Preserve native species and habitat through land use planning, cooperation, and collaboration.

Policy PPFS-6.5 (Flood Control) – Manage the operation of the City’s flood control and storm drainage facilities and consult with local and state agencies that have facilities providing flood protection for the City.

Because the project would largely preserve the existing remnant riparian corridor at the site, potential impacts resulting from conflicts with environmental protection policies are considered **less than significant**.

MITIGATION: None Required.

L. Mineral Resources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
1. 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?				X
2. 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?				X

DISCUSSION:

L.1.-2. No Impact. There are no active mines and no known areas with mineral resource deposits within the Chico Planning Area, although historically several areas along Butte Creek and Lindo Channel were mined for gold, sand, and gravel. The closest commercial mining operations are located outside of the Chico Planning Area (City of Chico, 2011b). The project would not result in the loss of availability of a known mineral resource or mineral resource recovery site. Mineral resources are not associated with the project or located on the project site. Therefore, the project would have **no impact** on mineral resources.

MITIGATION: None Required.

M. Noise	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project result in:				
1. 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?			X	
2. Generation of excessive groundborne vibration or groundborne noise levels?			X	
3. 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?				X

DISCUSSION:

M.1. Less Than Significant Impact. The proposed project would add warehouse and industrial uses in a Light Manufacturing zone adjacent to Morrow Lane. Warehouses and commercial/industrial uses already predominate the area, with suburban residential uses located southeasterly of the site. Noise generation from the project would be subject to the noise limits found in Chapter 9.38 of the CMC, which generally allow up to 86 decibels at the property line during daytime hours for temporary construction activities and up to 70 decibels at the property line for permanent commercial and industrial uses.

There are no identified aspects of the proposed project that are likely to result in violations of the City's noise limits for temporary or permanent uses, and construction and operational noise levels associated with the proposed project are not anticipated to create a substantial increase in the noise levels at the site or surrounding area. Therefore, noise exposure levels resulting from the project would be **less than significant**.

M.2. Less Than Significant Impact. There are no sources of excessive groundborne vibration or groundborne noise levels in the project vicinity. Any groundborne vibration due to construction at the site will be temporary in nature and cease once the project is constructed. Therefore, the impact from groundborne vibration will be **less than significant**.

M.3. No Impact. The project is not located near an airport. Therefore, regarding exposing people to excessive aircraft noise the project is considered to have **no impact**.

MITIGATION: None Required

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

DISCUSSION:

N.1-N.2. No Impact. The proposed project is a non-residential development and would not induce substantial unplanned population growth, nor would developing the vacant site displace people or housing. Therefore, regarding population and housing the project is considered to have **No Impact**.

MITIGATION: None Required.

O. 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
Fire protection?			X	
Police protection?			X	
Schools?			X	
Parks?			X	
Other public facilities?			X	

DISCUSSION:

O.1-O.5. Less Than Significant Impact. The proposed development at the project site will require payment of development impact fees to partially offset the cost of new facilities for police, fire, parks, and other public services. With the payment of impact fees, impacts to public services are considered **Less Than Significant**.

MITIGATION: None Required.

P. Recreation	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
1. 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?				X
2. 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?			X	

DISCUSSION:

P.1. No Impact. The proposed project would establish new non-residential uses with minimal implications for use of existing neighborhood and regional parks or other recreational facilities. The proposed project includes two small outdoor break areas near the remnant riparian corridor (each labeled "patio" on the site plan), further minimizing the need for employees to seek any offsite recreational facilities. Regarding the project's impact on the physical deterioration of existing parks, the project is anticipated to have **no impact**.

P.2. Less than Significant. Development of the small outdoor break areas along the remnant riparian corridor would be included in project drawings and addressed by the SWPPP and BMPs. Potential adverse effects on the environment as a result of project development, including employee break areas in the remnant riparian area, are detailed in this initial study and avoided or minimized by mitigation measures that would ensure impacts remain less than significant. Therefore, the potential for adverse physical effects on the environment resulting from construction of recreational facilities is considered **less than significant**.

MITIGATION: None Required.

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

DISCUSSION:

Q.1. Less Than Significant Impact. Access to the site would be via Morrow Lane and Comanche Court. Morrow Lane is identified as a collector roadway in the Chico General Plan, designed to link local roads to arterial streets which move large volumes of traffic. Comanche Court is a private local road.

The Circulation Element of the Chico General Plan includes the following goals:

- Goal CIRC-1: Provide a comprehensive multimodal circulation system that serves the build-out of the Land Use Diagram and provides for the safe and effective movement of people and goods.
- Goal CIRC-2: Enhance and maintain mobility with a complete streets network for all modes of travel.
- Goal CIRC-3: Expand and maintain a comprehensive, safe, and integrated bicycle system throughout the City that encourages bicycling.
- Goal CIRC-4: Design a safe, convenient, and integrated pedestrian system that promotes walking.
- Goal CIRC-5: Support a comprehensive and integrated transit system as an essential component of a multimodal circulation system.
- Goal CIRC-6: Plan for and promote a full range of aviation services and facilities that meet the present and future needs of residents and the business community.
- Goal CIRC-7: Increase rail services and improve rail freight movement facilities.
- Goal CIRC-8: Provide parking that supports the Citywide goals for economic development, livable neighborhoods, sustainability, and public safety.
- Goal CIRC-9: Reduce the use of single-occupant motor vehicles.

Additionally, the City adopted the Chico Bicycle Plan Update in 2019 to implement General Plan goals related to bicycling, complete streets, sustainability, and reducing transportation GHG emissions. The Bicycle Plan includes guidance for establishing and maintaining a network of bicycle facilities that encourages active transportation within the City.

The project would establish primary access points along Comanche Court, with a secondary driveway directly on Morrow Lane, consistent with the roadway classifications of these adjoining streets. Construction of missing, or repair of deficient public frontage improvements along Morrow Lane would be required as a condition of building permit issuance, as required by the CMC.

No aspect of the proposed project has been identified to be in conflict with an applicable plan, ordinance or policy addressing the circulation system. The proposed project would not conflict with an applicable congestion management program or adopted policies, plans, or programs regarding public transit, bicycle,

or pedestrian facilities or safety of such facilities. The General Plan analyzed circulation and traffic volumes in relation to the intended build-out of the City. Development of the project will require payment of street facility impact fees, which constitute the project's fair share contribution toward addressing necessary transportation improvements that arise as General Plan build-out occurs. Because the project will be developed consistent with plans, policies and regulations addressing the circulation system, the project's impact upon transportation facilities is considered **Less Than Significant**.

Q.2. Less Than Significant Impact. CEQA Guidelines 15064.3(b) implements Senate Bill 743 (Steinberg, 2013) and establishes metrics to determine the significance of transportation impacts through the metric of Vehicle Miles Traveled (VMT). "Vehicle miles traveled" refers to the amount and distance of automobile travel attributable to a project. The City of Chico has not yet adopted a significance threshold for VMT. However, according to technical guidance provided by the Governor's Office of Planning And Research (OPR), absent substantial evidence indicating that a project would generate a potentially significant level of VMT, or inconsistency with a Sustainable Communities Strategy (SCS) or general plan, projects that generate or attract fewer than 110 trips per day generally may be assumed to cause a less-than-significant transportation impact (OPR 2018).

The proposed project would result in two new industrial warehouse buildings totaling approximately 33,000 sq ft. Anticipated future uses include warehousing, light manufacturing and other uses consistent with Light Manufacturing zoning of the site. Since warehousing has a relatively low trip generation rate compared to manufacturing uses, it is assumed for the purposes of this analysis that future uses will be evenly split between warehousing and manufacturing.

Pursuant to the Institute of Transportation Engineers Trip Generation Manual, 10th Edition, warehousing generates approximately 1.74 weekday trips per thousand square feet per day (Land Use Code 150), and manufacturing generates approximately 3.93 weekday trips per thousand square feet per day (Land Use Code 140). These trip generation rates correspond to an estimated future traffic volume from the project of 94 trips per day. As such, the project falls below the applicable screening criteria and no detailed VMT analysis is necessary to conclude that the proposed project would not conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b). Regarding VMT, project impacts are considered **less than significant**.

Q.3. Less Than Significant Impact. The project would add a driveway and slightly increase traffic on Morrow Lane, with primary points of ingress and egress located on Comanche Court (private). Driveway improvements would be constructed to adopted City standards, which are consistent with current traffic engineering best practices. The proposed configuration access points would not substantially increase traffic hazards, and the project would not introduce incompatible uses. Therefore, this impact is considered to be **less than significant**.

Q.4. Less Than Significant Impact. The proposed project would not impede or reduce access for emergency responders, therefore, this impact is considered to be **Less Than Significant**.

MITIGATION: None Required.

R. Tribal Cultural Resources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
1. 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:				
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), or		X		
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 Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.		X		

DISCUSSION:

R.1. Less Than Significant with Mitigation Incorporated. The project area is located in a boundary region utilized by the Northwestern Maidu, or Konkow tribe members at the time of initial contact with European Americans. Konkow populations used the local region for seasonal and/or permanent settlement, as well as for the gathering of plants, roots, seeds, domestic materials, and hunting seasonal game. Ethnographic information indicates that at the time of contact, Konkow were organized into village communities of approximately 150–400 individuals. Villages were usually located on higher ridges or knolls overlooking more permanent creeks and rivers, which provided views of the surrounding landscape and gave protection from high water during floods. Fourteen such village communities were identified in the Butte County area, one of which is Chico or Michupta. The Mechoopda Indian Tribe of Chico Rancheria (Tribe) is active today.

City Staff sought consultation with the Mechoopda Tribe on 05/12/2021 by sending a letter to Tribal Historic Preservation Officer Kyle McHenry. As of 08/27/2021, no response or request for consultation on this project had been received from the Tribe.

A records search for the project site was conducted by the Northeast Information Center (NEIC), which identified no known sites of prehistoric or historic origin. The investigation by the NEIC consisted of consulting maps and records on file at their facility, specifically one study that included portions within and adjacent to the project area (1978) and two large overview studies which encompass the project area (1988 and 2016). The literature search also included the National Register of Historic Places Listed Properties and Determined Eligible Properties (2012); Built Environment Resource Directory (2019); California Register of Historical Resources (2012); California Points of Historical Interest (2012); California Inventory of Historic Resources (1976); California Historical Landmarks (2012); Gold Districts of California – Bulletin 193 (2005); Handbook of North American Indians, Vol. 8, California (1978); and Historic Spots in California (2002).

Based upon the above information and the local topography, and regional history, the project is located in an area considered to be moderately sensitive for tribal cultural resources. Although no existing records identify significant tribal cultural resources at the site, standard mitigation is necessary to address the potential that site-disturbing activities could uncover previously unrecorded significant cultural resources at the project site. Halting construction work and observing standard protocols for contacting appropriate City staff and arranging for an evaluation of cultural resources in the case of a discovery is a required standard City practice, typically noted on all grading and building plans.

Mitigation Measure CUL-1 under Section E (Cultural Resources), above, would minimize the potential damage to previously unknown tribal cultural resources or human remains in the event that such are unearthed during construction and would reduce potential impacts upon tribal cultural resources to a level that is less than significant with mitigation incorporated.

MITIGATION:

See MITIGATION CUL-1 (Tribal and Other Cultural Resources), in Section E, above.

S. Utilities and Service Systems

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
1. 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?			X	
2. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			X	
3. 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?			X	
4. 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?			X	
5. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			X	

DISCUSSION:

S.1.-S.3. Less Than Significant Impact. The proposed project would connect to the area's existing utility systems for potable water, sanitary sewer, electricity, natural gas and telecommunications. The project would be required to install appropriate fire protection facilities, including hydrants and interior sprinkler systems. All necessary utilities (water, sewer, gas, telephone, and electricity facilities) are available adjacent to the site and extending them to serve the development will be required.

The project reflects development anticipated by the Chico General Plan and other associated infrastructure planning documents. Storm water will be treated by new onsite detention basins with controlled outfalls to the existing on-site stream channel. As noted above, Cal Water's 2020 Urban Water Management Plan for the Chico-Hamilton City District indicates that potable water supplies are adequate based on anticipated population growth through at least 2045 (California Water Service, 2021).

Therefore, all utilities are available and adequate to serve the proposed development and impacts regarding the provision of utilities and wastewater services are considered **less than significant**.

S.4.-S.5. Less Than Significant Impact. Available capacity exists at the Neal Road Recycling and Waste Facility to accommodate waste generated by construction and operation of the project. According to the State's Solid Waste Information System, 2020 data show that Neal Road has approximately 14.1 million cubic yards of remaining capacity out of its overall maximum permitted capacity of 25.2 million cubic yards. For reference, the General Plan EIR noted that in the year 2000, the landfill had approximately 21.7 million cubic yards of remaining capacity. The Neal Road Landfill is estimated to be decommissioned in 2048. Recycling containers and service will be provided for the project as required by State law. Impacts related to solid waste generation and reduction goals would be **less than significant**.

MITIGATION: None Required.

T. 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
1. Substantially impair an adopted emergency response plan or emergency evacuation plan?			X	
2. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?			X	
3. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?			X	
4. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?			X	

DISCUSSION:

T.1.-T.4. Less Than Significant. The entire City of Chico is classified as incorporated Local Responsibility Area (LRA), which is not located within a State Responsibility Area (SRA). The nearest SRA Fire Hazard Severity Zones include: Moderate, approximately 0.8 miles east; and High, approximately 2.1 miles east. The nearest Very High Fire Hazard Severity Zone (VHFHSZ) is approximately 5.3 miles east of the project site (Cal Fire 2007).

According to Cal Fire's recommended "Very High Fire Hazard Severity Zones in LRA" map for Chico, adopted May 28, 2008, the project site is mapped as non-VHFHSZ. The only VHFHSZ within the City is located in the highest elevations of Upper Bidwell Park, approximately 7 miles northeast of the site.

Located within the City, the site is approximately 0.6 miles from Fire Station 4 on Notre Dame Boulevard. No aspect of the project would impair emergency response or evacuation, and the site is not in a very high fire hazard severity zone. The project would not exacerbate wildfire risks or expose occupants to wildfire risk. No wildfire infrastructure is necessary to serve the project, and the project would not expose people or structures to secondary risks associate with wildfire. Because the proposed project is not located in a wildfire hazard area and would not result in greater wildfire risks, the project would have **less than significant impacts** on wildfire.

MITIGATION: None Required.

U. MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
1. 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?.			X	
2. 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)?			X	
3. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X	

DISCUSSION:

U. 1-3. Less Than Significant Impact. The project would not 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, 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. Based on the preceding environmental analysis, the application of existing regulations and incorporation of identified mitigation measures and monitoring programs will ensure that all potentially significant environmental impacts associated with the project, including those related to aesthetics, air quality, biological resources, cultural resources, geology/soils, hydrology and tribal cultural resources would be minimized or avoided, and the project will not result in direct or indirect adverse effects on human beings or the environment, nor result in significant cumulative impacts. Therefore, with the incorporation of the identified mitigation measures, the project will result in a **less than significant** impact.

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