

COUNTY OF SUTTER
MITIGATED NEGATIVE DECLARATION

PROJECT TITLE: Project #U24-0036 (Lucich)

PROJECT SPONSORS: Project Applicant/Owner:
BC Enterprises LP
c/o Bill Lucich
PO Box 1229, Yuba City, CA 95992

PROJECT LOCATION: 5411 State Hwy 20, Yuba City, CA 95993; On the north side of State Hwy 20, west of Lytle Road, and south of South Butte Road, within the unincorporated area of Sutter County, west of Yuba City

ASSESSOR'S PARCEL NO: 13-280-021

PROJECT DESCRIPTION: Entitlements to redesignate a portion (5±acres) of 37.67±acres from Agriculture to Industrial/Commercial. Entitlements include: A) General Plan Amendment to redesignate 5±acres from Agriculture (AG-80) to Industrial / Commercial (I/C); B) Rezone 5±acres from Agriculture (AG) District to Commercial Industrial (CM) District; and C) Use Permit to reduce Agriculture Buffer requirements.

An Initial Study has been conducted by the Environmental Control Officer of the County of Sutter. The Environmental Control Officer finds that this project will not have a significant effect on the environment. The Initial Study is available for public review at the Sutter County Development Services Department, 1130 Civic Center Boulevard, Suite A, Yuba City, California. (Phone: 530-822-7400)

**STATEMENT OF REASONS TO SUPPORT FINDING
OF MITIGATED NEGATIVE DECLARATION**

Staff has conducted an Initial Study for this project, which revealed that the proposed project could have a significant impact on the environment; however, the recommended mitigation measures would reduce the possible impacts to a less than significant level.



Neal Hay
Director of Development Services
Environmental Control Officer

3/11/25

Date

INITIAL STUDY AND ENVIRONMENTAL REVIEW CHECKLIST

California Environmental Quality Act (CEQA)

PROJECT INFORMATION

1. **Project Title:** Project #U24-0036 (Lucich)
2. **Lead Agency Name and Address:** Sutter County, Development Services Department
Planning Division
1130 Civic Center Blvd, Yuba City, CA 95993
3. **Contact Person and Phone Number:** Arwen Wacht, Principal Planner
530-822-7400; awacht@co.sutter.ca.us
4. **Project Sponsor's Name And Address:** Project Applicant/Owner:
BC Enterprises LP c/o Bill Lucich
PO Box 1229, Yuba City, CA 95992

Project Engineer:
George L Musallam, NVESCA
PO Box 3082, Yuba City, CA 95992
5. **Project Location:** 5411 State Hwy 20, Yuba City, CA 95993
APN: 13-280-021
6. **General Plan Designation:** Agriculture, 80-acre minimum (AG-80)
7. **Zoning:** Agriculture (AG) District
8. **Description of Project:** The project applicant seeks various entitlements to amend a portion (5±acres) of this 37.67±acre parcel from Agriculture to Commercial/Industrial. Entitlements includes: A General Plan Amendment to redesignate 5±acres from Agriculture (AG-80) to Industrial / Commercial Reserve (I/C), a Rezone 5±acres from Agriculture (AG) District to Commercial Industrial (CM) District, and a Use Permit to reduce Agriculture Buffer requirements. The overall property consists of one 37.67±acre parcel with several existing structures on the property (a residence at the northern end of the property, a residential accessory structure towards the center of the property, almond trees planted throughout the property, and two 7,000 square foot buildings as the south end of the property used for a wholesale nursery and green waste facility). The site layout plan indicates keeping the existing structures while amending the land use designation for the southern 5±acres of the property to allow for a wider variety of industrial/commercial uses in the western 7,000 square foot building, while allowing for reduced agricultural buffers on all sides of the portion of the property the applicant is proposing to rezone.

The property is located directly north of State Highway 20, between the Rural Community of Sutter and the City of Yuba City. Paved access to the property is provided on North Colusa Frontage Road, which connects to Lytle Road to the east. The parcel is served by a private septic system and well. The property is located to the east of the Lower Snake River and drains to the west.

- 9. Surrounding Land Uses and Setting:** The project site is located within the unincorporated portion of Sutter County, between the rural community of Sutter and the incorporated city of Yuba City. The roughly rectangular, overall site is 37.67±acres is identified by Assessor's Parcel Number 13-280-021 and is bound by South Butte Road and agricultural land to the north, State Highway 20 and agricultural land to the south, agricultural land to the west, and residences to the east.

SURROUNDING LAND USE DESIGNATIONS & LAND USES			
Direction	General Plan	Zoning	Existing Land Use(s)
North	Agriculture 80 (AG-80)	Agriculture (AG)	South Butte Road & Agricultural Land (Orchards)
South	Agriculture 80 (AG-80)	Agriculture (AG)	State Highway 20 & Agricultural Land (Orchards)
East	Agriculture 80 (AG-80)	Agriculture (AG)	Residences
West	Agriculture 80 (AG-80)	Agriculture (AG)	Agricultural Land (Orchards)

The project site currently houses a residence at the northern end of the property, a residential accessory structure towards the center of the property, almond trees planted throughout the property, and two 7,000 square foot buildings as the south end of the property used for a wholesale nursery and green waste facility. The property has a Sutter County General Plan land use designation as Agriculture, 80-acre minimum (AG-80), and the current zoning is Agriculture (AG) district.

10. Other public agencies whose approval is required (e.g., permits, financing, approval, or participation agreement):

- Sutter County – Planning Commission and Board of Supervisors: General Plan Amendment, Rezone, and Use Permit
- Sutter County – Development Services Department: Grading Permit, Building Permits (change of use and any future construction or improvements), Encroachment Permit, and Well & Septic Permits

11. 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, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc?

On February 11, 2025, the County initiated Assembly Bill 52 (AB 52) consultation through distribution of letters to the Native American tribes provided by the Native American Heritage Commission (NAHC). No requests for consultation were received from any Native American tribes during the review period.

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. Where checked below the topic with a potentially significant impact will be addressed in an environmental impact report.

- | | | |
|--|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture / Forestry Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Energy |
| <input type="checkbox"/> Geology / Soils | <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials |
| <input type="checkbox"/> Hydrology / Water Quality | <input type="checkbox"/> Land Use / Planning | <input type="checkbox"/> Mineral Resources |
| <input type="checkbox"/> Noise | <input type="checkbox"/> Population / Housing | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation | <input type="checkbox"/> Tribal Cultural Resources |
| <input type="checkbox"/> Utilities / Service Systems | <input type="checkbox"/> Wildfire | <input type="checkbox"/> Mandatory Findings of Significance |
| <input type="checkbox"/> None | <input checked="" type="checkbox"/> None with Mitigation Incorporated | |

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 "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier **EIR** or **NEGATIVE DECLARATION** pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier **EIR** or **NEGATIVE DECLARATION**, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Applicant Mitigation Agreement:

CEQA allows a project proponent to make revisions to a project, and/or to agree and comply with, mitigation measures that reduce the project impacts such that the project will not have a significant effect on the environment. CEQA Guidelines Section 15064.

As the applicant/representative for this proposed project, I hereby agree to implement the proposed mitigation measures and mitigation monitoring program identified within this document.


Bill Lucich
Applicant/Property Owner

3-10-2025
Date

Arwen Wacht
Arwen Wacht
Principal Planner

03/11/2025
Date


Neal Hay
Director of Development Services
Environmental Control Officer

3/11/25
Date

1.1 AESTHETICS

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
I. Aesthetics.				
Except as provided in Public Resources Code Section 21099 (where aesthetic impacts shall not be considered significant for qualifying residential, mixed-use residential, and employment centers), would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Responses:

a) **No impact.** The Sutter County General Plan does not identify any scenic vista on the subject property, and there are no scenic vistas proximate to the project site. The General Plan Technical Background Report identifies geographic features such as the Sutter Buttes, Feather River, Sacramento River, and Bear River as scenic resources within the County. This project is not located within the Sutter Buttes Overlay Zone and is not located in the immediate vicinity of the Bear River, Feather River, or Sacramento River. As a result, this project would have no impact on scenic vistas.

b) **No impact.** As there are no scenic highways located in Sutter County, no impact is anticipated.

c) **Less than significant impact.** The proposed project is located in a non-urbanized area and will not substantially degrade the existing visual character or quality of public views of the site and its surroundings. The subject parcel is located within the unincorporated County between the Rural Community of Sutter and the City of Yuba City. The surrounding area features primarily agriculture and residential uses. There is no new development proposed at this time; however, new development will be subject to compliance with the County's Design Checklist in Table 1500-07-3 of the Sutter County Zoning Code. Compliance with the checklist will ensure visual compatibility with adjacent commercial/industrial zoned parcels and mitigate impacts to the quality of public views. Therefore, a less than significant impact is anticipated.

d) **Less than significant impact.** This project will not create a new source of substantial light or glare which will adversely affect day or nighttime views in the area. There is no new development or lighting proposed at this time; however, new development will be subject to compliance with

the County's design checklist which requires lighting be oriented and shielded to direct light downward onto the subject property and not spill onto adjacent properties or road rights-of-way. A less than significant impact is anticipated.

(County of Sutter, General Plan 2030 Technical Background Report. 2008)

(County of Sutter, Zoning Code. 2023)

(California Department of Transportation (Caltrans), State Scenic Highway Program: <https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways>)

1.2 AGRICULTURE AND FOREST RESOURCES

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
II. Agricultural Resources.				
In determining whether agricultural impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would this project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Responses:

a) **Less than significant impact.** This project will not 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 (FMMP) of the California Resources Agency, to a non-agricultural use. As shown on the 2018 Sutter County Important Farmland map, prepared pursuant to the Farmland Mapping and Monitoring Program, this portion of the subject parcel is designated as "Urban and Built-Up Land". As this portion of the project site does not have a Farmland designation and is currently developed, the project would not convert farmland to a non-agricultural use and a less than significant impact is anticipated.

b) **Less than significant impact.** This project will not conflict with existing zoning for agricultural uses or a Williamson Act contract. The project site is not encumbered by a Williamson Act contract and the nearest property under a Williamson Act contract is located 0.5 miles south of the subject parcel. There is no new development proposed at this time. The surrounding area contains a mix of agricultural and residential and is not an area designated solely for agricultural uses by the General Plan. A less than significant impact is anticipated.

c) **No impact.** The project site and surrounding area does not contain forest land or timberland, and this project is located in the Sacramento Valley, a non-forested region. No impact is anticipated.

d) **No impact.** This project would not result in the loss of forest land or conversion of forest land to a non-forest use because of its location within Sutter County. Sutter County is located on the valley floor of California's Central Valley, and, as such, does not contain forest land. No impact is anticipated.

e) **Less than significant impact.** This project will not involve other changes to the existing environment which could result in the conversion of farmland to a non-agricultural use or conversion of forest land to a non-forest use. This project does not include land being converted from farmland to a non-agricultural use or forest land to a non-forest use. There is no new development proposed at this time. Allowed uses within the resultant zoning designation would primarily be commercial and industrial uses, and some agricultural uses are also allowed within the CM Zoning District. The proposal could result in the establishment of a non-agricultural use; however, this portion of the site is currently developed with two buildings used for a wholesale nursery and green waste facility and are not currently used for farming. A less than significant impact is anticipated.

(California Dept. of Conservation, Farmland Mapping and Monitoring Program. 2018)
(County of Sutter, General Plan Draft Environmental Impact Report. 2008)
(County of Sutter, Zoning Code. 2023)

1.3 AIR QUALITY

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
III. Air Quality.				
Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with, or obstruct implementation of, the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing, or projected, air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) 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 (including releasing emissions which exceed quantitative threshold for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Responses:

a-d) **Less than significant impact.** This project will not conflict with any air quality plan or result in a net increase of any criteria pollutant, nor expose sensitive receptors to substantial pollutant concentrations or objectionable odors. The proposed project is located within the Northern Sacramento Valley Air Basin (NSVAB) and the jurisdiction of the Feather River Air Quality Management District (FRAQMD). Air quality standards are set at both the federal and state levels. FRAQMD is responsible for the planning and maintenance/attainment of these standards at the local level and sets operational rules and limitations for businesses that emit significant amounts of criteria pollutants. This project was circulated to FRAQMD for review and they had no comments.

According to the FRAQMD 2010 Indirect Source Review Guidelines, Significant Impact Thresholds are triggered by the construction of 130 new single-family residences, 225,000 square feet of new light industrial space, or 130,000 gross square feet of new office space. The project consists of a General Plan Amendment from Agriculture-80 (AG-80) to Industrial/Commercial (I/C) and a Rezone from Agriculture (AG) to Commercial Industrial (CM). As this project does not propose any new development, it will not trigger this threshold of significance. However, construction activities to establish a new use in the future have the ability to impact air quality. Site grading will briefly create equipment exhaust and fugitive dust. Standards set by FRAQMD, CARB, and Federal agencies relating to a proposed Project will apply. Prior to the initiation of construction, a Fugitive Dust Control Plan will be required to be submitted to FRAQMD as a part of standard measures required by the District. The implementation of the Feather River Air Quality

Management District (FRAQMD) standard construction emission mitigation measures will reduce air quality impacts to a less than significant level and FRAQMD's ability to implement air quality plans will not be significantly affected. A less than significant impact is anticipated.

(Feather River Air Quality Management District, Indirect Source Review Guidelines. 2010)
(County of Sutter, General Plan 2030. 2011)

1.4 BIOLOGICAL RESOURCES

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
IV. Biological Resources.				
Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of a native wildlife nursery site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Responses:

a) **Less than significant impact.** The California Natural Diversity Database (CNDDDB) is a positive-sighting database managed by CDFW. According to the CNDDDB, the nearest potential habitat for special status reptiles, fish, and birds is the Wadsworth Canal, which is located approximately 0.65 miles west of the subject parcel. Special status species in this area would include Swainson's Hawk, Giant Garter Snake, and American Bumble Bee. Due to the distance of the parcel from this canal, no impact is anticipated. As the subject parcel has been previously developed the presence of wildlife habitat and native plant species is unlikely due to the level of disturbance on the site, and none have been inventoried at this location. This project was circulated to CDFW for review and no comments were provided. In addition, the USFWS Critical Habitat Mapper indicated no critical habitat for any species listed under the federal Endangered Species Act within the project site and vicinity. There is no new development proposed at this time; therefore, a less than significant impact is anticipated.

b) **Less than significant impact.** This project would not 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 CDFW or USFWS. No riparian habitat or other sensitive natural community is known to exist onsite or near the property, and there are no streams or rivers in the immediate vicinity. The nearest waterway is the Wadsworth Canal located approximately 0.65 miles west of the subject parcel. Due to the distance, a less than significant impact is anticipated.

c) **No impact.** The project will not have a substantial adverse impact on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means. The property was previously developed with several buildings and does not contain any wetlands or waterways. Therefore, no impact is anticipated.

d) **No impact.** This project would not 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 a native wildlife nursery site because this portion of the site is predominantly developed. The project is not anticipated to significantly interfere with wildlife movement since this portion of the site has no trees other than ornamentals, which are not considered desirable nesting sites for migratory birds. The property is not located near any rivers or streams that would provide fish movement corridors or riparian vegetation for nesting. No impact is anticipated.

e) **No impact.** This project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, because Sutter County has not adopted such policies or ordinances. There are no oak trees located on the property, so no impact is anticipated.

f) **No impact.** The proposed project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan because no such plans are applicable to this project site. As a result, no impacts are anticipated.

(County of Sutter, General Plan Draft Environmental Impact Report. 2008)

(County of Sutter, General Plan Technical Background Report. 2008)

(U.S. Fish and Wildlife Service, Critical Habitat Mapper, 2022)

(U.S. Fish and Wildlife Service, National Wetlands Inventory, 2022)

1.5 CULTURAL RESOURCES

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
V. Cultural Resources.				
Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site, or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Responses:

a-d) **Less than significant.** The proposed project would not cause a substantial adverse change in the significance of a historical resource or archaeological resource pursuant to California Environmental Quality Act (CEQA) Guidelines §15064.5. In Section 4.6 of the General Plan Technical Background Report, Figure 4.6-1 does not list the property as being a historic site. The site is not listed on the National Register of Historic Places. There are no unique features or historical resources located on the project site. The project site is not located within the vicinity of the Bear River, Sacramento River, or Feather River, where archaeological resources are more likely to occur. There is no evidence on the project site indicating that historical or archaeological resources exist.

This portion of the site has been developed. Since this portion of the property has been extensively disturbed to varying depths due to past development, it is unlikely that any intact cultural resources exist. However, it is conceivable that currently unknown cultural resources may be encountered during project construction. A mitigation measure is proposed that sets forth procedures to be followed should any cultural resources be encountered.

The proposed project is not expected to disturb any human remains, including those interred outside of dedicated cemeteries. The property is not located near a cemetery. The project site is not located within the vicinity of the Bear River, Sacramento River, or Feather River, where burials are more likely to occur.

California Health and Safety Code §7050.5 states that when human remains are discovered, no further site disturbance can occur until the County Coroner has made the necessary findings as to the origin of the remains and their disposition pursuant to Public Resources Code Section 5097.98. If the remains are recognized to be those of a Native American, the coroner shall contact the Native American Heritage Commission (NAHC) within 24 hours.

Public Resources Code §5097.98 states that whenever the NAHC receives notification of a discovery of Native American human remains from a county coroner, it shall immediately notify the most likely descendent from the deceased Native American. The descendants may inspect the site and recommend to the property owner a means for treating or disposing the human remains. If the Commission cannot identify a descendent, or the descendent identified fails to make a recommendation, or the landowner rejects the recommendation of the descendent, the landowner shall rebury the human remains on the property in a location not subject to further disturbance.

Based upon compliance with both of these requirements by the State of California (which will be included as conditions of approval), a less than significant impact is anticipated.

(County of Sutter, General Plan Technical Background Report. 2008)

(National Park Service, National Register of Historic Places. 2021)

1.6 ENERGY

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. Energy.				
Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Responses:

a-b) **Less than significant impact.** The proposed project will not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation or conflict with or obstruct a state or local plan for renewable energy or energy efficiency. No new development is proposed at this time. Future development would be required to comply with energy efficiency standards in the California Energy Code, and federal and state regulations regarding fuel consumption during construction activities. A less than significant impact is anticipated.

1.7 GEOLOGY AND SOILS

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. Geology and Soils				
Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zone Map issued by the State Geologist for the area, or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geological unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Responses:

a-i) **No impact.** This project would not directly or indirectly cause potential substantial adverse effects from rupture of a known earthquake fault. The project site is not located in an Alquist-Priolo Earthquake Fault Zone, and the project would involve minor grading activities that would not exacerbate existing seismic hazards in the region. No impact is anticipated.

a-ii,-iii) **Less than significant impact.** This project would not directly or indirectly cause potential substantial adverse effects from strong seismic ground shaking or seismic- related ground failure, including liquefaction. Figure 5.1-1 in the General Plan Technical Background Report does not

identify any active earthquake faults, as defined by the California Mining and Geology Board, in Sutter County. The faults identified in Sutter County include Quaternary faults in the northern section of the County within the Sutter Buttes and a pre-Quaternary fault in the southeastern corner of the County just east of where Highway 70 enters the County. Although both faults have the potential for seismic activity, they are listed as non-active faults. Therefore, the potential for earthquakes or liquefaction is unlikely, and a less-than-significant impact is anticipated.

a-iv) **No impact.** This project would not directly or indirectly cause potential substantial adverse effects from landslides. The project site is relatively level with no significant slopes. The project is not located in the Sutter Buttes, the only area identified by the General Plan Technical Background Report as having landslide potential. Therefore, the potential for landslides is unlikely, and no impact is anticipated.

b) **Less than significant impact with mitigation incorporated.** This project will not result in substantial soil erosion or the loss of topsoil. According to the USDA Soil Conservation Service, Soil Survey of Sutter County, California, on-site soil consists of Olashes sandy loam, 0 to 2 percent slopes. The General Plan Technical Background Report indicates that soils with a 0 to 9 percent slope have slight erodibility. This proposal consists of a General Plan Amendment and Rezone, and there is no change of use or additional buildings proposed at this time; however, it is anticipated that grading will occur as part of future development of the property. Grading in conjunction with the construction of buildings or site development will be evaluated through the building permit and grading permit process. If more than one acre of property is disturbed, the applicant is required to obtain a NPDES (National Pollution Discharge Elimination System) and a Surface Water Pollution Prevention Permit (SWPPP) through the Regional Water Quality Control Board (RWQCB) to ensure soil is not released in storm water from the project site during construction. To ensure that a less than significant impact occurs the following Mitigation Measures are included:

Mitigation Measure No. 1 (Geology and Soils): STORM WATER QUALITY PROTECTION – DURING CONSTRUCTION.

SWPPP - Prior to the start of construction, the applicant shall prepare and submit a Storm Water Pollution Prevention Plan (SWPPP) to be executed through all phases of grading and project construction. The SWPPP shall incorporate Best Management Practices (BMPs) to ensure that potential water quality impacts during construction phases are minimized. These measures shall be consistent with the County's Improvement Standards and Land Grading and Erosion Control Ordinance and the requirements of the National Pollution Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities. The SWPPP shall be submitted to the County for review and to the Central Valley Regional Water Quality Control Board (RWQCB) as required by the NPDES General Permit in effect during construction. During construction, the applicant shall implement actions and procedures established to reduce the pollutant loadings in storm drain systems. The project applicant shall implement BMPs in accordance with the SWPPP and the County's Improvement Standards. The project applicant(s) shall submit a state storm water permit Waste Discharger Identification number for each construction project.

NPDES GENERAL CONSTRUCTION PERMIT – Since the project size is more than one acre, prior to construction the applicant shall file a Notice of Intent with the Central Valley RWQCB to obtain coverage under the California State Water Resources - General Construction Activity Storm Water Permit. Permits are issued by the State Water Resources Control Board, which can provide all information necessary to complete and file the necessary documents.

Applicant shall comply with the terms of the General Construction Permit, the County's ordinances, and the NPDES Waste Discharge Requirements for the Sutter County Phase II NPDES Permit.

Mitigation Measure No. 2 (G&S): NPDES GENERAL CONSTRUCTION PERMIT - In order to mitigate erosion and sediment control problems on the project site, the project shall comply with the County's Land Grading and Erosion Control Ordinance. If the project size is more than one acre, a Notice of Intent (NOI) must be filed to obtain coverage under the California State Water Resources General Construction Activity Storm Water Permit. Permits are issued by the State Water Resources Control Board, which can provide all information necessary to complete and file the necessary documents. Applicant shall comply with the terms of the General Construction Permit, the County's ordinances, and the NPDES Waste Discharge Requirements for the Sutter County Municipal Storm Sewer Discharges.

c) **Less than significant impact.** This project is not located on a geological 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. As stated above in b), soils at the site have a 0 to 2 percent slope with only a slight hazard of water erosion. The General Plan Technical Background Report indicates that soils with a 0 to 9 percent slope have slight erodibility. Also, as stated in a-iv), the project site has no landslide potential. A less-than-significant impact is anticipated.

d) **Less than significant impact.** This project is not located on expansive soil creating substantial direct or indirect risks to life or property. The soil types on the project site have a moderate shrink-swell potential. Although no building construction is proposed at this time, any future construction will be required to comply with the adopted California Building Code, specifically Chapter 18 for soils conditions and foundation systems, to address potential expansive soils that may require special foundation design, a geotechnical survey, and engineering for foundation design. The Building Division will implement these standards as part of the building permit process. A less than significant impact is anticipated.

e) **Less than significant impact.** This portion of the site does not have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater. Properties in the area of the project rely on the use of onsite septic tanks and leach field systems for the disposal of wastewater as there is no sewer system available in the area. An existing septic system is installed on this property in compliance with the Sutter County On-Site Sewage Treatment and Disposal Ordinance Section 700-130. The Development Services Environmental Health Division may require additional soil testing if expansion of the existing use or change of use is proposed on the property. A less than significant impact is anticipated.

(County of Sutter, General Plan Technical Background Report. 2008)

(USDA Soil Conservation Service, Sutter County Soil Survey. 1988)

(USDA Natural Resources Conservation Service, Custom Soil Survey, Sutter County. 2022)

1.8 GREENHOUSE GAS EMISSIONS

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

a) **Less than significant impact with mitigation incorporated.** This project will not generate additional greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. The Sutter County Climate Action Plan (CAP) was prepared and adopted in 2010 as part of the General Plan to ensure compliance with Assembly Bill (AB) 32, the Global Warming Solutions Act. Sutter County's CAP includes a GHG inventory, an emission reduction target, and reduction measures to reach the target. As part of the CAP, the County adopted GHG screening tables, whereby if a project with a proposed building can qualify with 100 points, the project can be considered less than significant under CEQA. Small projects with no proposed development and minor levels of GHG emissions typically cannot achieve the 100-point threshold and therefore must quantify GHG emission impacts using other methods, an approach that consumes time and resources with no substantive contribution to achieving the CAP reduction target.

Since the adoption of the CAP, further analysis to determine if a project can be too small to provide the level of GHG emissions reductions expected from the screening tables or alternative emissions analysis methods has been performed. In that study, emissions were estimated for each project within the Governor's Office of Planning and Research (OPR) database. The analysis found that 90 percent of carbon dioxide equivalent (CO₂e) emissions are from CEQA projects that exceed 3,000 metric tons CO₂e per year. Both cumulatively and individually, projects that generate less than 3,000 metric tons CO₂e per year have a negligible contribution to overall emissions. Sutter County has concluded that projects generating less than 3,000 metric tons of CO₂e per year are not required to be evaluated using Sutter County's screening tables. Such projects require no further GHG emissions analysis and are assumed to have a less than significant impact.

The proposed project consists of a General Plan Amendment from Agriculture-40 (AG-40) to Industrial/Commercial (I/C) and a Rezone from Agriculture (AG) to Commercial Industrial (CM). This portion of the property is developed with two one-story buildings and used for a wholesale nursery and green waste facility. No new development or change of use on the property is proposed at this time; however, future development of this property is required to comply with the Climate Action Plan. If emissions associated with this proposed project do not exceed 3,000 metric tons, as identified by the GHG Pre-Screening Thresholds, no further analysis will be required as the proposed project is considered less than significant under CEQA. If the proposed project does exceed 3,000 metric tons of CO₂e and the use proposes a building, the

project may utilize the County's adopted GHG screening table and qualify with 100 points. The project can be considered less than significant under CEQA and will not be required to quantify their individual project emissions. Where a project cannot obtain 100 points using the screening tables or the project applicant chooses to do their own analysis of GHG emissions, the project is required to quantify its unmitigated emissions and provide a 27 percent reduction of those emissions in order to be considered less than significant.

The following mitigation measure is required to ensure future development of the property will comply with the adopted Climate Action Plan:

Mitigation Measure No. 3 (Greenhouse Gas Emissions): Prior to development of the property the applicant shall demonstrate compliance with the Sutter County Climate Action Plan by providing information indicating compliance with one of the following: 1) the proposed development meets the thresholds identified by the GHG Pre-Screening Thresholds; 2) buildings built or placed on the property shall be constructed using materials and techniques that obtain 100 points on the County's Greenhouse Gas Emissions screening table; 3) a qualified consultant shall prepare an analysis of GHG emissions, to demonstrate other acceptable means of compliance with the Climate Action Plan.

With the above mitigation measure, a less than significant impact is anticipated.

b) **Less than significant impact.** This project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases. As noted, Sutter County has adopted a CAP that screens projects based on a threshold of 3,000 metric tons CO₂e per year. As noted in a) above, this project would not generate emissions that exceed this threshold. Therefore, this project would be consistent with the County CAP. A less-than-significant impact is anticipated.

With the above mitigation measure, a less than significant impact is anticipated.

(County of Sutter, General Plan Technical Background Report. 2008)

(County of Sutter, General Plan 2030 Climate Action Plan. 2011)

(County of Sutter, Greenhouse Gas Pre-Screening Measures for Sutter County. June 28, 2016.)

1.9 HAZARDS AND HAZARDOUS MATERIALS

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
IX. Hazards/Hazardous Materials.				
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Responses:

a-b) **Less than significant impact.** This project will not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, or the creation of a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. The proposed project consists of a General Plan Amendment from Agriculture-80 (AG-80) to

Industrial/Commercial (I/C) and a Rezone from Agriculture (AG) to Commercial Industrial (CM). No new development or change of use on the property is proposed at this time, therefore a less than significant impact is anticipated at this time.

c) **No impact.** There are no existing or proposed schools within one-quarter mile of the project site. The closest existing schools are Butte View Continuation High School located approximately 2 miles northwest of the project site and Franklin Elementary School located approximately 1.6 miles southeast of the project site; therefore, no impact is anticipated.

d) **No impact.** This project is not located on a site which is included on a list of hazardous materials sites compiled pursuant to California Government Code §65962.5. A review of State hazardous material site databases found no records for the project site or immediate vicinity. As a result, the project would not create a hazard to the public or the environment; therefore, no impact is anticipated.

e-f) **No impact.** This project is not 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; therefore, this project would not result in a safety hazard or excessive noise for people residing or working in the project area. The nearest public airport is the Sutter County Airport, which is located approximately 6.1 miles southeast of the project site. Due to the project's distance from this facility, no impact is anticipated.

g) **Less than significant impact.** This project would not impact the implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan because the project site has adequate access to State Highway 20 and would not impede any emergency response or evacuation at or near the site. This proposed project does not pose a unique or unusual use or activity that would impair the effective and efficient implementation of an adopted emergency response or evacuation plan. A less-than-significant impact is anticipated.

h) **Less than significant impact.** This project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires. The General Plan indicates the Sutter Buttes and the "river bottoms," or those areas along the Sacramento, Feather, and Bear Rivers within the levee system, are susceptible to wildfires, since much of the areas inside the levees are left in a natural state, thereby allowing combustible fuels to accumulate over long periods of time. The project site is not located in the Sutter Buttes or "river bottom" areas. The project vicinity consists of active agricultural and residential uses and has existing fire protection services. Therefore, a significant risk of loss, injury, or death associated with wildland fires as a result of the proposed project is not anticipated, and impacts are considered less than significant.

(County of Sutter, General Plan Technical Background Report. 2008)
(California Department of Toxic Substances Control, Hazardous Waste and Substances Site List (Cortese List). 2024)

1.10 HYDROLOGY AND WATER QUALITY

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
X. Hydrology and Water Quality.				
Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete ground water supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
i. Substant Result in a substantial erosion or siltation on- or off-site:	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii. Create Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv. Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Responses:

a) **Less than significant impact.** This project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. No development is proposed at this time. Since the total land area of the project site would exceed one acre, the applicant is required to obtain coverage under the State Construction General Permit, under the NPDES program (Mitigation Measure No. 5) prior to any future development of the site. This program requires implementation of erosion control measures designed to avoid significant erosion. The NPDES construction permit requires implementation of a SWPPP that

includes storm water best management practices to control runoff, erosion, and sedimentation from the site. This would minimize potential construction impacts on water quality.

This project is not expected to violate water quality standards or waste discharge requirements. Compliance with applicable requirements would minimize the project's potential impact to water quality. No additional mitigation is necessary, and a less than significant impact is anticipated.

b) **Less than significant impact.** This project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin. No new development is proposed at this time. Under the Commercial and Employment Design Checklist, any future landscaping will be required comply with the current Model Water Efficient Landscaping Ordinance prepared by the California Department of Water Resources, as required by the California Water Conservation in Landscaping Act (Government Code Section 65591 et seq.). Any future landscaping is not expected to use a substantial amount of groundwater. A less-than-significant impact is anticipated.

c-i, -ii, -iii) **Less than significant impact with mitigation incorporated.** The project will not substantially impact the existing drainage pattern of the site or area, or cause siltation on- or off-site, or alter the existing drainage pattern of the site or area or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site. This proposed project will not substantially alter the drainage in the area because there are no streams in the area that would be altered by the project. However, it is anticipated that grading and paving of the site will occur and may result in some degree of alteration. Any significant disturbance of the property will require the review and approval of a grading permit, which may result in additional conditions regarding drainage specific to development that is not proposed at this time. Mitigation Measures 4 through 7 carried forward from Section VI Geology and Soils will help to ensure that future development of the project site does not significantly alter drainage and a less than significant impact will occur.

Mitigation Measure No. 4 (Hydrology and Water Quality): DRAINAGE STUDY. Prior to issuance of a grading permit or encroachment permit, the applicant shall obtain approval from the Director of a drainage study that reflects final design conditions for the proposed project per County Standards. The Drainage Study shall be completed and stamped by a Professional Engineer and determined by the County to be comprehensive, accurate, and adequate (SCIS Section 9).

Mitigation Measure No. 5 (Hydrology and Water Quality): PRIVATE DRAINAGE IMPROVEMENTS. Prior to commercial use of the site, the applicant shall construct private onsite drainage ditches/basins that provide storm water retention/detention per a County-approved drainage study for this project. Owner shall limit maximum discharge rates, where applicable, to pre-project "existing" conditions for peak 10- and 100-year storms per an approved on-site drainage study for the project. The drainage ditches/basins shall not be connected to the roadside swales. The applicant must obtain a grading permit from the County prior to any grading for storm water retention/detention ditches or basins. The applicant shall provide an as-built drawing of the drainage improvements that is stamped and signed by a licensed Engineer verifying that what was constructed complies with the approved plan for the site.

Mitigation Measure No. 6 (Hydrology and Water Quality): PRIVATE DRAINAGE FACILITIES MAINTENANCE AGREEMENT. The property owner shall enter into an

agreement with Sutter County committing the property owners and all successors-in-interest to maintain the private drainage facilities (including on-site peak flow attenuation basins) in perpetuity in a manner to preserve storage capacity, drainage patterns, ultimate discharge points and quantities, and water quality treatment controls for stormwater discharges as identified in the drainage study and approved by Sutter County.

Mitigation Measure No. 7 (Hydrology and Water Quality): GRADING AND CONSTRUCTION. All impacts to the site must be mitigated in the project area or lands acquired for mitigation by the project. Any Grading or Site Improvements shall be done per an approved plan and in accordance with Sutter County Development Standards. Plans shall be reviewed and approved for construction by the Director of Development Services prior to the start of construction.

c-iv) **Less than significant impact.** The project site is located within Flood Zone X according to Flood Insurance Rate Maps No. 0603940090B, dated December 2, 2008, issued by the Federal Emergency Management Agency (FEMA). Flood Zone X is one of the Non-Special Flood Hazard Areas that consist of moderate-to-low risk areas where the risk of flooding is reduced, but not completely removed. The applicant shall comply with all provisions of the Sutter County Floodplain Management Ordinance and FEMA regulations, which will be included as a project condition. With incorporation of these conditions, a less-than- significant impact is anticipated.

The project will not 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 because there are no existing public or private stormwater drainage systems present, and drainage must be retained on-site. Any development other development on the 5±acre property would require review and approval of the proposed development's design as a separate application. This may result in additional conditions regarding drainage specific to development that is not proposed at this time. With the incorporation of Mitigation Measures 3 and 4 the proposed system will be established meeting County standards, and the project will not create substantial amounts of polluted runoff. No additional mitigation is necessary, and a less than significant impact is anticipated.

d) **Less than significant impact.** This project would not risk release of pollutants due to project inundation in flood hazard, tsunami, or seiche zones. No new building construction is proposed at this time. As noted in Section IX, Hazards and Hazardous Materials, no hazardous materials of significant quantities would be stored on the project site. There is no anticipated impact to this project site resulting from tsunamis and seiches because the land is not located adjacent to or near any water bodies of sufficient size to create such situations. A less-than-significant impact is anticipated.

e) **No Impact.** This project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. There are no currently adopted water quality control plans covering the project site. The County, along with other agencies, has prepared the Sutter Subbasin Groundwater Sustainability Plan that covers most of Sutter County, including the project site. The project is not expected to interfere with implementation of the Groundwater Sustainability Plan, particularly since the project would not generate substantial new water demand. No impact is anticipated.

(County of Sutter, General Plan 2030 Technical Background Report. 2008)

(Federal Emergency Management Administration, Flood Insurance Rate Maps, 2015)

1.11 LAND USE AND PLANNING

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XI. Land Use and Planning				
Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a significant environmental impact due to a conflict with any land use plan, policy or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Responses:

a) **No impact.** The project will not physically divide an established community because the site is located outside all incorporated cities and their spheres of influence. The project site is located in a rural area dominated by agriculture and residences. No impact is anticipated.

b) **Less than significant impact.** This project would not conflict with an applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect, because the General Plan does not consider the site to be within a hazardous or biologically sensitive area. The County has not adopted any land use plan, policy, or regulation for the purpose of avoiding or mitigating a specific environmental effect that affects this project. Where necessary, mitigation has been incorporated into the project and no additional mitigation measures are necessary. A less-than-significant impact is anticipated.

(County of Sutter, General Plan 2030. 2011)

(County of Sutter, General Plan Technical Background Report. 2008)

(County of Sutter, Zoning Code. 2024)

1.12 MINERAL RESOURCES

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. Mineral Resources.				
Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Responses:

a-b) **No impact.** This project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state or 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. Neither the General Plan nor the State of California Division of Mines and Geology Special Publication 245 lists the project site as having any substantial mineral deposits of a significant or substantial nature. The project site is not located in the vicinity of any existing surface mines. No impact is anticipated.

(California Department of Conservation, Division of Mines and Geology, Special Report 245: Mineral Land Classification: Concrete Aggregate in the Greater Sacramento Area Production-Consumption Region. 2018)
(County of Sutter, General Plan Technical Background Report. 2008)

1.13 NOISE

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII. Noise.				
Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive groundborne noise levels?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Responses:

a-b) **Less than significant with mitigation incorporated.** This project will not result in a substantial temporary or permanent increase in ambient noise levels in the project vicinity in excess of standards established in the local general plan or noise ordinances, or applicable standards of other agencies. No new development or change of use on the property is proposed at this time.

Project operations would not include the use of any stationary equipment that would result in excessive vibration levels. Therefore, the project would not result in groundborne vibration impacts during operations. Overall, vibration impacts would be less than significant.

As stated above, no uses are proposed as part of this project and there are no noise levels to evaluate. Future industrial and commercial uses will potentially exceed the maximum noise levels allowed per Zoning Code Article 21.2. General Plan Figure 11-2 shows projected 2030 Noise Levels for state highways and selected County roads, which includes Acacia Avenue. Future noise levels were modeled based on projected development along Acacia Avenue and associated transportation activity. Requirements for the evaluation and mitigation of future noise impacts are specified in the General Plan Noise Element. To ensure future development and construction operations on the project site comply with the General Plan goals and policies, and there is a less than significant impact to residences and other uses within the vicinity, the following Mitigation Measure is proposed:

Mitigation Measure No. 8 (Noise): The applicant shall provide the Planning Division with an acoustical study prepared pursuant to General Plan Implementation Measure N 1-C prior to initiation of a proposed use on the project site. The study shall demonstrate the proposed uses are consistent with all applicable General Plan and Zoning Code requirements for noise.

With the above mitigation a less than significant impact is anticipated.

c) **Less than significant impact.** This project is not located within the vicinity of a public airport or public use airport; as noted in Section IX, Hazards and Hazardous Materials, the nearest public airport is the Sutter County Airport, located approximately 6.1 miles southeast of the project site.

One private airstrip is located approximately 1.5 miles southwest of the project site. Due to the distance from this airstrip, noise from airstrip operations would have no adverse effect. A less-than-significant impact is anticipated.

(County of Sutter, General Plan 2030. 2011)

(County of Sutter, General Plan Technical Background Report. 2008)

1.14 POPULATION AND HOUSING

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. Population and Housing				
Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and business) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of people or existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Responses:

a) **Less than significant impact.** This project would not induce substantial unplanned population growth in an area, directly or indirectly. No residential use is proposed with this project, so there would be no direct population impacts. The project applicant indicated that a maximum of ten employees would work at the project site. Therefore, the project would not induce substantial indirect population growth. The amount of population growth in the area would be negligible, and a less-than-significant impact is anticipated.

b) **No impact.** This project would not displace substantial numbers of people or existing housing, necessitating the construction of replacement housing elsewhere, as there are no existing residents or housing on the project site. The proposed project would not expand beyond the property boundaries; therefore, it would not displace any housing or people outside these boundaries. No impact is anticipated.

(County of Sutter, General Plan 2030 Technical Background Report. 2008)

(County of Sutter, Zoning Code. 2022)

1.15 PUBLIC SERVICES

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. Public Services.				
a) 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:				
i) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
v) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Responses:

a-i) **Less than significant impact.** This project location is provided fire protection by Sutter County and is located in County Service Area (CSA) F. The nearest fire station is within the Rural Community of Sutter approximately 2.0 miles northwest of the project site. Response time will not be affected by the proposed project. Access roads will provide adequate transportation routes to reach the project site in the event of a fire. No comments were provided by Fire Services regarding this project and no new development is proposed by this project at this time. If any new structures are constructed, fire impact fees will be collected to offset potential impacts. A less than significant impact to fire services is anticipated.

a-ii) **Less than significant impact.** This project will not have a significant impact on police protection. Law enforcement for unincorporated portions of Sutter County is provided by the Sutter County Sheriff's Department and traffic investigation services by the California Highway Patrol. The Sheriff's Department was sent this project for review and no comments were provided. This project is not anticipated to affect response time for law enforcement services. Existing State Highways and County roads will provide adequate transportation routes to reach the project site in the event of an emergency. No new construction is proposed by this project at this time. If any new structures are constructed, development impact fees will be collected to offset potential impacts. A less than significant impact is anticipated.

a-iii) **No impact.** This project would not have a significant impact on schools because this project would not generate additional demand for school services. No new buildings or residences are proposed with this project, so no new students would be generated. No impact is anticipated.

a-iv) **No impact.** This project would not have a significant impact upon parks because it would not generate a need for additional park land or create an additional impact upon existing parks in the region. This project would not result in any new residences which require park services;

therefore, this project would not have a significant impact on parks countywide. No impact is anticipated.

a-v) **No impact.** This project is not anticipated to impact other public facilities because the project would not result in the need for additional or new public facilities. No new buildings or residences are proposed with this project that would generate a demand for other public services. No impact is anticipated.

(County of Sutter, General Plan 2030 Technical Background Report. 2008)

(County of Sutter, Zoning Code 2024)

1.16 RECREATION

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. Recreation.				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Responses:

a-b) **No impact.** This project would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. The project would not include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. This project would not result in residential development, which would generate demand for recreational facilities such that new or expanded facilities would be required. There are no existing neighborhood or regional parks in the project vicinity that would be potentially affected. No impact is anticipated.

(County of Sutter, General Plan 2030 Technical Background Report. 2008)

1.17 TRANSPORTATION

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. Transportation.				
Would the project:				
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially increase hazards to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Responses:

a) **Less than significant.** This project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. This property is in a rural area approximately 1.3 miles west of the incorporated limits of Yuba City and its sphere of influence. The project area is not served by mass transit or bicycle paths, and no sidewalks have been installed. Given the rural nature of the area, personal vehicles would be the most likely form of transportation.

The Sutter County General Plan establishes the County's Level of Service (LOS) policy for County roads. LOS is a qualitative measure of traffic flow ranging from A to F, with A representing best conditions. Policy M 2.5 is to develop and manage the County roadway segments and intersections to maintain LOS D or better during peak hours, and LOS C or better at all other times. The County LOS standards apply to all County roadway segments and intersections, unless otherwise addressed in an adopted specific plan or community plan.

A Project Trip Generation and Access Study was prepared for the project by Wood Rodgers. A copy of this assessment is included in Appendix B of this Initial Study and was reviewed by Caltrans. The Traffic Impact Analysis documents the existing traffic setting, applicable regulations, project travel characteristics, project operational analysis under proposed project and cumulative conditions, and project impacts under CEQA.

For this project, the Traffic Operational Assessment estimated a total of 16 daily trips. The assessment did not indicate that any changes to LOS would occur that would cause nearby roads or intersections to operate below County LOS standards. A less than significant impact is anticipated.

b) **Less than significant impact.** This project will not conflict or be inconsistent with CEQA Guidelines §15064.3, subdivision (b). This section of CEQA states that vehicle miles traveled is the most appropriate measure of transportation impacts. "Vehicle miles traveled" refers to

the amount and distance of automobile travel attributable to a project. This section also states vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. The County has not adopted a threshold of significance for vehicle miles traveled. SB 743 provides some guidance in that proposed projects resulting in fewer than 110 daily vehicle trips are assumed to have a less than significant vehicle miles traveled impact.

The applicant provided a trip generation analysis, prepared by Wood Rodgers, Inc., which states that the proposed General Plan Amendment, Rezone and Use Permit are not expected to increase trip generation of the site. However, a trip generation was conservatively prepared for the site to estimate the potential trips generated by the existing buildings if their use was expanded in the future consistent with the proposed zoning of Commercial-Industrial. Potential trip generation of the site was calculated based on the site's existing building square footage for the existing zoning and use of the site. The trip generation comparison showed that under the proposed rezoning, the Project site could potentially generate up to 16 more daily trips, 9 more AM peak hour trips, and 7 more PM peak hour trips than the existing site use. Note that these are conservative estimates of potential trip increases that could occur if the Project expanded its operations under the proposed new zoning.

Based on the trip generation and distribution for the Project, the Project would, at worst, add up to 9 peak hour trips and up to 10 daily trips to the Lytle Road & SR 20 intersection. The Lytle Road & SR 20 intersection was shown to currently operate under capacity under existing conditions. These facilities would continue to operate under capacity if the potential total net new trips under the proposed zoning were added to them. The Project is not anticipated to generate enough trips to degrade operations of the Lytle Road & SR 20 intersection. This project is anticipated to result in fewer than 16 additional daily vehicle trips and a less than significant impact is anticipated.

c) **Less than significant.** This project will not substantially increase hazards due to a geometric design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). The project site is accessed by North Colusa Frontage Road, which runs in an east-west direction to the property's eastern frontage. No new development is proposed at this time, but a future change in use is anticipated for the 7,000 square foot storage building (on the west side). No impacts have been identified by the Development Services Engineering Division or Fire Services indicating an increased hazard will result. As noted above in section b) the project is not anticipated to generate enough trips to degrade operations at the nearest intersection (Lytle Road & State Highway 20). A less than significant impact is anticipated.

d) **Less than significant impact.** This project will not result in inadequate emergency access. The project site has adequate frontage along North Colusa Frontage Road which is a County maintained road. Prior to industrial/commercial use of the site the applicant will be required to ensure any access roads and gates meet the County commercial access road requirements which includes standards for turnarounds, driveway surfacing, turn radius, driveway slope, vertical clearances, gate opening widths, and an emergency access entry system. A less than significant impact is anticipated.

(County of Sutter, Development Services, General Plan Technical Background Report. 2008)
(County of Sutter, Development Services, General Plan 2030. 2011)

1.18 TRIBAL CULTURAL RESOURCES

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

Responses:

a.i-ii) **Less than significant impact.** In September of 2014, the California Legislature passed Assembly Bill (AB) 52, which added provisions to the Public Resources Code regarding the evaluation of impacts on tribal cultural resources under CEQA, and consultation requirements with California Native American tribes. The County initiated AB 52 consultation through the distribution of letters to seven (7) Native American tribes for review of the project. None of the tribes expressed any concerns or requested consultation with the County regarding the project. Therefore, a less than significant impact is anticipated.

1.19 UTILITIES AND SERVICE SYSTEMS

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIX. UTILITIES AND SERVICE SYSTEMS				
Would the project:				
a) Require or result in the relocation of construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonable foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require in a determination by the waste water treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Responses:

a) **Less than significant impact.** This project would not 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. This proposal would require no new water service, wastewater treatment service, natural gas, or telecommunications facilities. Electric power needs would be satisfied by tying into existing utilities provided at the site.

Existing and proposed drainage facilities shall be used by the project. The applicant is required to obtain coverage under the State Construction General Permit, which requires implementation of a SWPPP that includes best management practices to control runoff, erosion, and sedimentation from the site. No additional mitigation is needed, and a less than significant impact is anticipated.

b) **Less than significant impact.** This project would not place a significant demand on water supplies. As stated in the Hydrology and Water Quality section, this project is not anticipated to generate any significant water demand other than for landscaping, the latter to have water brought

to the site. No wells or other water facilities are currently proposed to be installed. A less-than-significant impact is anticipated.

c) **No impact.** This project will not result in a determination by a 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. This project is not located in an area that is served by a wastewater treatment provider. Individual sewage disposal systems are currently the only method of providing sewage disposal for the project area. Therefore, a demand will not be placed on a local sanitary sewer system and no impact is anticipated.

d-e) **Less than significant impact.** Solid waste from this project would be disposed of through the local waste disposal company in a sanitary landfill in Yuba County which has sufficient capacity to serve this project. Disposal of project solid waste into that facility would comply with all federal, state, and local statutes and regulations related to solid waste. As a result, a less-than-significant impact is anticipated.

(County of Sutter, Development Services. General Plan Technical Background Report. 2008)

1.20 WILDFIRE

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XX. Wildfire.				
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Response:

a-d) **No impact.** There are no state responsibility areas in Sutter County. A California Department of Forestry and Fire Protection map indicates no fire hazard severity zones have been designated

on the project site or in the vicinity. The project would not be subject to any wildfire hazards. No impacts are anticipated.

(California Department of Forestry and Fire Protection, Sutter County Draft Fire Hazard Severity Zones in LRA, 2007)

1.21 MANDATORY FINDINGS OF SIGNIFICANCE

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

Responses:

a) **Less than significant.** The project site has been previously developed for a wholesale nursery and green waste facility, which includes 14,000 square feet of buildings. Due to existing development, it is unlikely any native plant or wildlife exist on this site. Therefore, future commercial or industrial development of the site that would be allowed as a result of the proposed general plan amendment and rezone will not have the ability to 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.

b) **Less than significant impact.** No environmental effects were identified in the initial study which indicates the project would have impacts that are individually limited, but cumulatively considerable.

c) **Less than significant impact.** No environmental effects which would cause substantial adverse effects on human beings either directly or indirectly were identified in the initial study.

(Wood Rodgers, *Botanica Landscapes Project Trip Generation and Access Study - 2024*)

Environmental Reference Materials

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3. County of Sutter, Development Services. 2008. *General Plan 2030 Environmental Impact Report*
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5. County of Sutter, Office of Emergency Services. 2022. *Sutter County Operational Area Emergency Operations Plan.*
6. County of Sutter, Office of Emergency Services. 2021. *Sutter County 2021 Local Hazard Mitigation Plan Update.*
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8. California Department of Conservation, Division of Mines and Geology. 1999 (Revised 2018). *Special Publication 42: Earthquake Fault Zones / Fault Rupture Hazard Zones in California*
9. California Department of Conservation, Division of Mines and Geology. 2018. *Special Report 245: Mineral Land Classification: Concrete-Grade Aggregate in the Greater Sacramento Area Production-Consumption Region*
10. California Department of Forestry and Fire Protection. 2007. *Sutter County Draft Fire Hazard Severity Zones)*
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12. California Department of Toxic Substances Control, 2024. *Hazardous Waste and Substances Site List (Cortese List).*
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15. Feather River Air Quality Management District. 2010. *Indirect Source Review Guidelines*

16. Feather River Air Quality Management District. 2021. *Northern Sacramento Valley Planning Area 2021 Triennial Air Quality Attainment Plan*
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18. Institute of Traffic Engineers. Seventh edition, 2003. *Trip Generation*
19. National Park Service. 2021. *National Register of Historic Places*.
20. Natural Resources Conservation Service. 1988. *Sutter County Soil Survey*
21. Natural Resources Conservation Service. 1992. *Field Office Official List of Hydric Soil Map Units for Sutter County, California*
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23. Sutter Subbasin Groundwater Management Coordination Committee. 2022. *Groundwater Sustainability Plan for the Sutter Subbasin*.
24. United States Geological Survey Quadrangles
25. U. S. Department of Housing and Urban Development. *The Noise Guidebook*
26. U.S. Fish and Wildlife Service. 2022. *Critical Habitat Mapper*.
27. U.S. Fish and Wildlife Service. 2022. *National Wetlands Inventory*.
28. USDA Soil Conservation Service. 1988. *Sutter County Soil Survey*.
29. USDA Natural Resources Conservation Service. 2022. *Custom Soil Survey*.

XXII. MITIGATION MONITORING PROGRAM – Project #U24-0036 (Lucich)

Mitigation Measure	Timing	Monitoring Agency
1.7 GEOLOGY AND SOILS		
<p>Mitigation Measure No. 1 (Geology and Soils): STORM WATER QUALITY PROTECTION – DURING CONSTRUCTION.</p> <p>SWPPP - Prior to the start of construction, the applicant shall prepare and submit a Storm Water Pollution Prevention Plan (SWPPP) to be executed through all phases of grading and project construction. The SWPPP shall incorporate Best Management Practices (BMPs) to ensure that potential water quality impacts during construction phases are minimized. These measures shall be consistent with the County's Improvement Standards and Land Grading and Erosion Control Ordinance and the requirements of the National Pollution Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities. The SWPPP shall be submitted to the County for review and to the Central Valley Regional Water Quality Control Board (RWQCB) as required by the NPDES General Permit in effect during construction. During construction, the applicant shall implement actions and procedures established to reduce the pollutant loadings in storm drain systems. The project applicant shall implement BMPs in accordance with the SWPPP and the County's Improvement Standards. The project applicant(s) shall submit a state storm water permit Waste Discharger Identification number for each construction project.</p> <p>NPDES GENERAL CONSTRUCTION PERMIT –Since the project size is more than one acre, prior to construction the applicant shall file a Notice of Intent with the Central Valley RWQCB to obtain coverage under the California State Water Resources - General Construction Activity Storm Water Permit. Permits are issued by the State Water Resources Control Board, which can provide all information necessary to complete and file the necessary documents. Applicant shall comply with the terms of the General Construction Permit, the County's ordinances, and the NPDES Waste Discharge Requirements for the Sutter County Phase II NPDES Permit.</p>	Prior to the start of construction and during construction	RWQCB/ Development Services Engineering Division

Mitigation Measure	Timing	Monitoring Agency
Mitigation Measure No. 2 (G&S): NPDES GENERAL CONSTRUCTION PERMIT - In order to mitigate erosion and sediment control problems on the project site, the project shall comply with the County's Land Grading and Erosion Control Ordinance. If the project size is more than one acre, a Notice of Intent (NOI) must be filed to obtain coverage under the California State Water Resources General Construction Activity Storm Water Permit. Permits are issued by the State Water Resources Control Board, which can provide all information necessary to complete and file the necessary documents. Applicant shall comply with the terms of the General Construction Permit, the County's ordinances, and the NPDES Waste Discharge Requirements for the Sutter County Municipal Storm Sewer Discharges.	Prior to the start of construction and during construction	RWQCB/ Development Services Engineering Division
1.8 GREENHOUSE GAS EMISSIONS		
Mitigation Measure No. 3 (Greenhouse Gas Emissions): Prior to development of the property the applicant shall demonstrate compliance with the Sutter County Climate Action Plan by providing information indicating compliance with one of the following: 1) the proposed development meets the thresholds identified by the GHG Pre-Screening Thresholds; 2) buildings built or placed on the property shall be constructed using materials and techniques that obtain 100 points on the County's Greenhouse Gas Emissions screening table; 3) a qualified consultant shall prepare an analysis of GHG emissions, to demonstrate other acceptable means of compliance with the Climate Action Plan.	Prior to the start of construction	Development Services
1.10 HYDROLOGY AND WATER QUALITY		
Mitigation Measure No. 4 (Hydrology and Water Quality): DRAINAGE STUDY. Prior to issuance of a grading permit or encroachment permit, the applicant shall obtain approval from the Director of a drainage study that reflects final design conditions for the proposed project per County Standards. The Drainage Study shall be completed and stamped by a Professional Engineer and determined by the County to be comprehensive, accurate, and adequate (SCIS Section 9).	Prior to issuance of a grading permit	Development Services Engineering Division

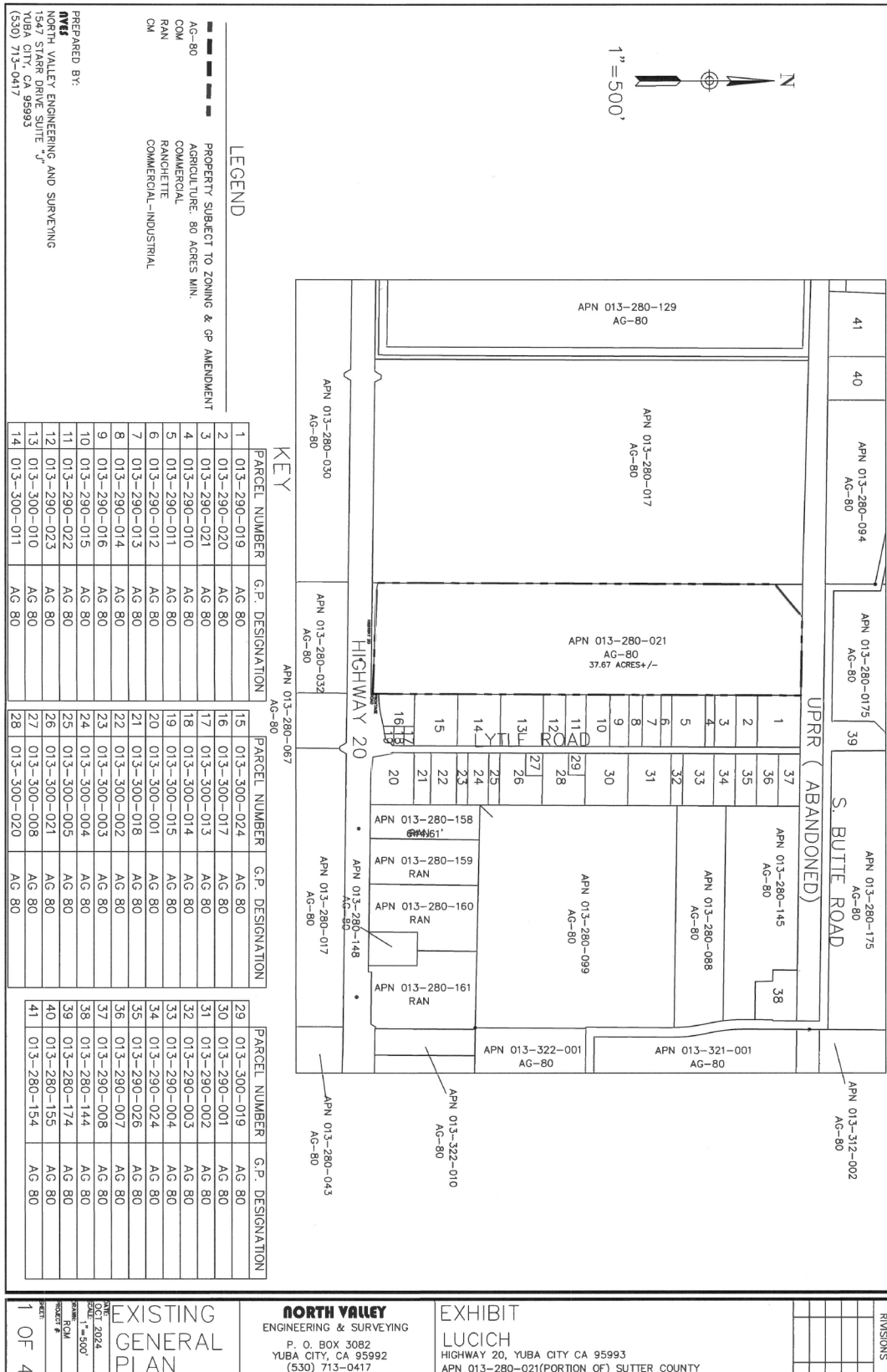
Mitigation Measure	Timing	Monitoring Agency
Mitigation Measure No. 5 (Hydrology and Water Quality): PRIVATE DRAINAGE IMPROVEMENTS. Prior to commercial use of the site, the applicant shall construct private onsite drainage ditches/basins that provide storm water retention/detention per a County-approved drainage study for this project. Owner shall limit maximum discharge rates, where applicable, to pre-project "existing" conditions for peak 10- and 100-year storms per an approved on-site drainage study for the project. The drainage ditches/basins shall not be connected to the roadside swales. The applicant must obtain a grading permit from the County prior to any grading for storm water retention/detention ditches or basins. The applicant shall provide an as-built drawing of the drainage improvements that is stamped and signed by a licensed Engineer verifying that what was constructed complies with the approved plan for the site.	Prior to commercial use of the site	Development Services Engineering Division
Mitigation Measure No. 6 (Hydrology and Water Quality): PRIVATE DRAINAGE FACILITIES MAINTENANCE AGREEMENT. The property owner shall enter into an agreement with Sutter County committing the property owners and all successors-in-interest to maintain the private drainage facilities (including on-site peak flow attenuation basins) in perpetuity in a manner to preserve storage capacity, drainage patterns, ultimate discharge points and quantities, and water quality treatment controls for stormwater discharges as identified in the drainage study and approved by Sutter County.	Prior to commercial use of the site	Development Services Engineering Division
Mitigation Measure No. 7 (Hydrology and Water Quality): GRADING AND CONSTRUCTION. All impacts to the site must be mitigated in the project area or lands acquired for mitigation by the project. Any Grading or Site Improvements shall be done per an approved plan and in accordance with Sutter County Development Standards. Plans shall be reviewed and approved for construction by the Director of Development Services prior to the start of construction.	Prior to start of construction and during construction	Development Services Engineering Division
1.13 NOISE		
Mitigation Measure No. 8 (Noise): The applicant shall provide the Planning Division with an acoustical study prepared pursuant to General Plan Implementation Measure N 1-C prior to initiation of a proposed use on	Prior to commercial use of the site	Development Services

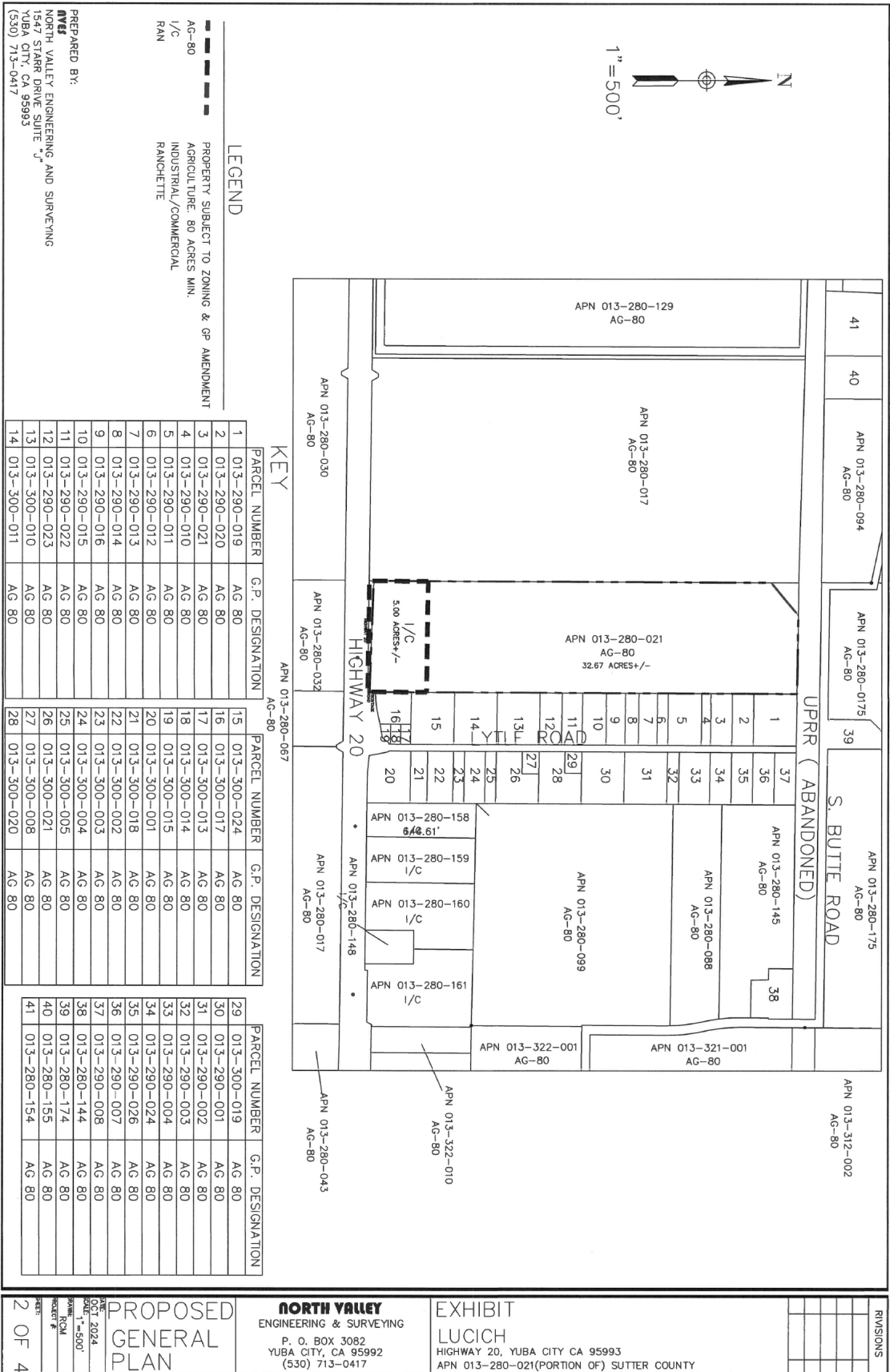
Mitigation Measure	Timing	Monitoring Agency
the project site. The study shall demonstrate the proposed uses are consistent with all applicable General Plan and Zoning Code requirements for noise.		

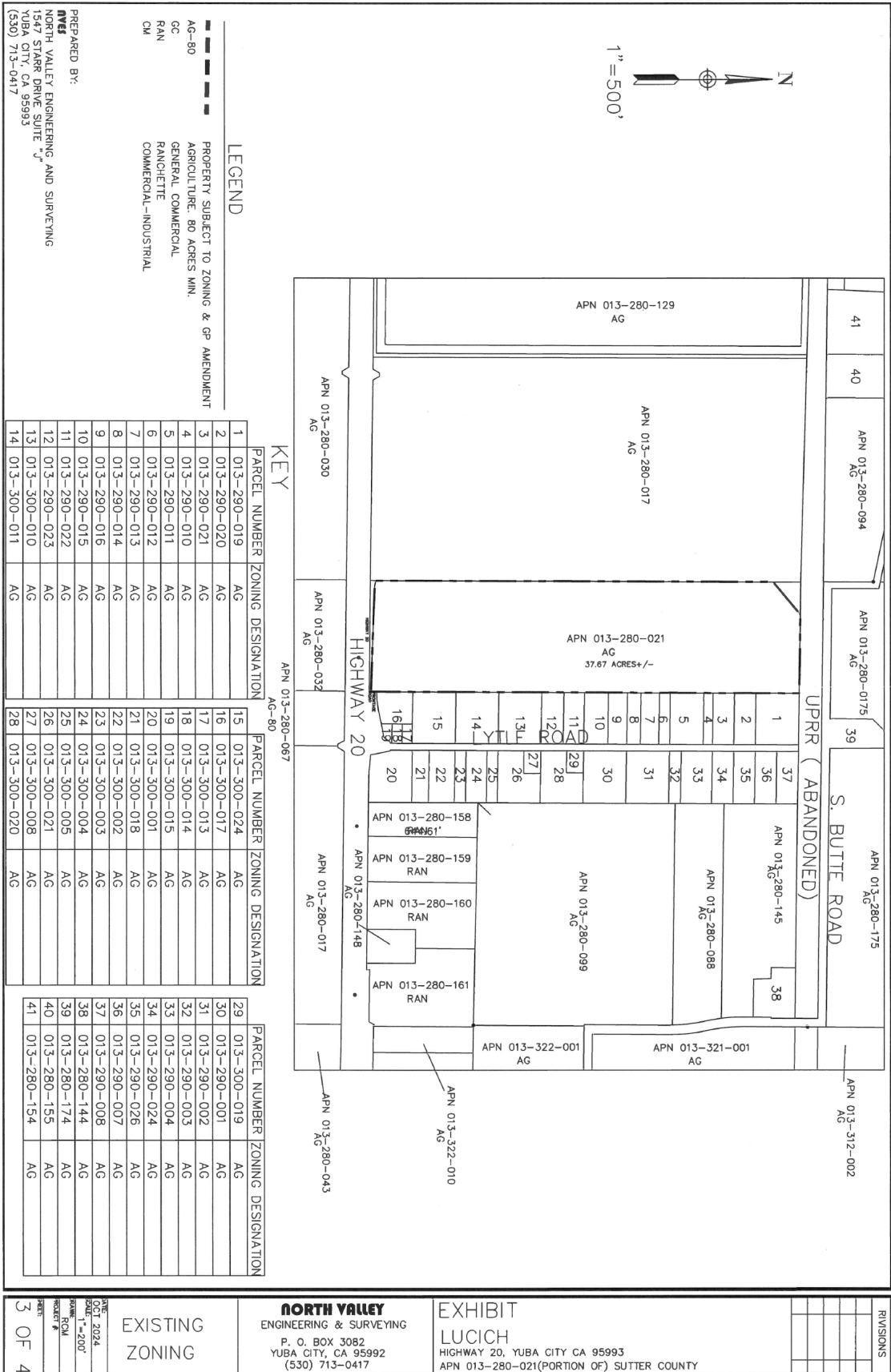
Attachments

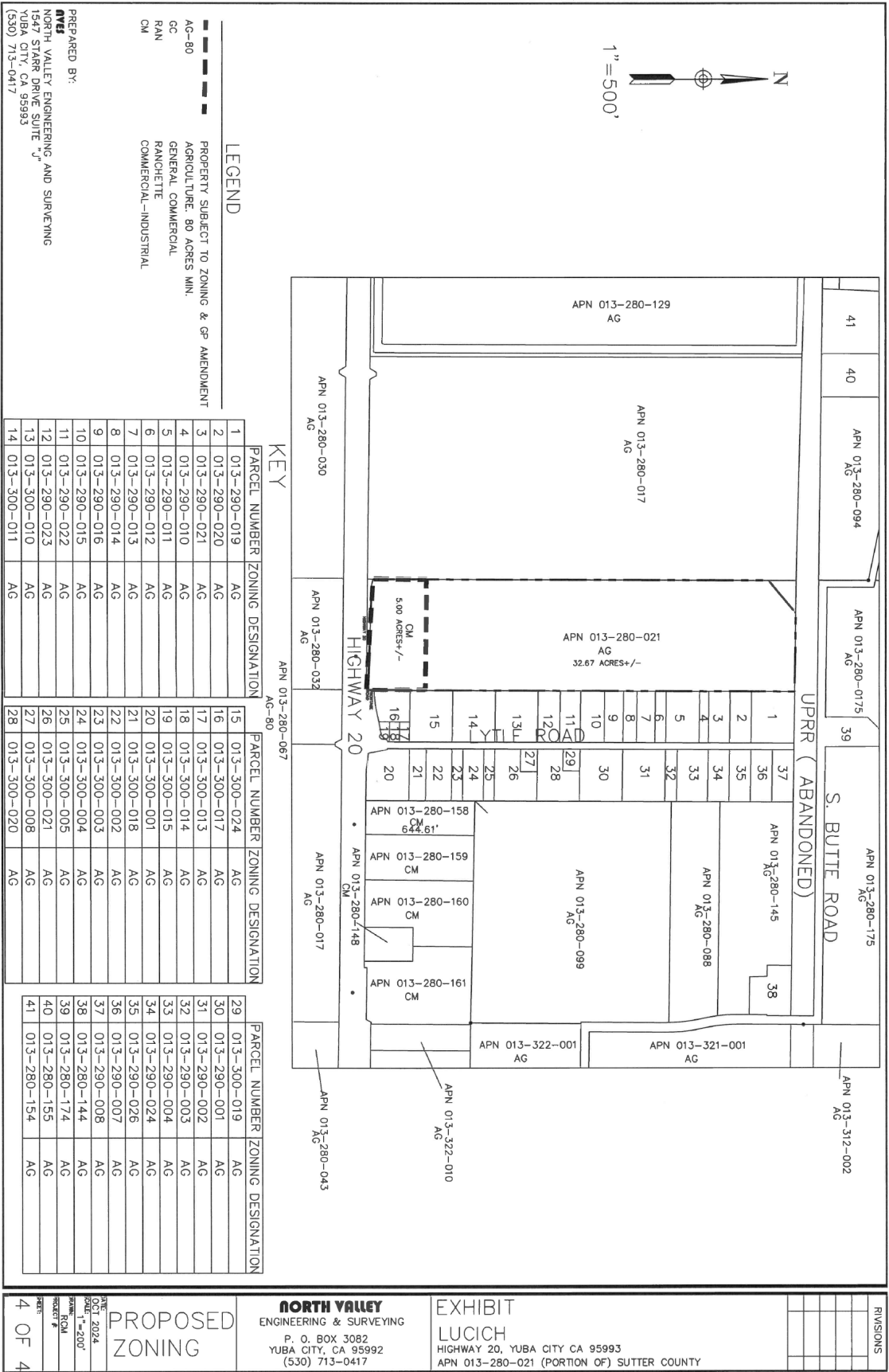
1. Appendix A - U24-0036 Exhibits
2. Appendix B – Project Trip Generation and Access Study

APPENDIX A – U24-0036 EXHIBITS









APPENDIX B – PROJECT TRIP GENERATION AND ACCESS STUDY



Memorandum

WOOD RODGERS
BUILDING RELATIONSHIPS ONE PROJECT AT A TIME

To: Bill Lucich
Botanica Landscapes
PO Box 1229
Yuba City, CA 95992

From: Mario Tambellini, PE, TE
Nicole Scappaticci, PE

Date: August 9, 2024

Subject: **Botanica Landscapes Property Rezone, General Plan Amendment, and Lot Line Adjustment Project Trip Generation and Access Study**

INTRODUCTION

This memorandum has been prepared to present the results of a Trip Generation and Access Study for the proposed Botanica Landscapes Property Rezone, General Plan Amendment, and Lot Line Adjustment Project (Project) located in Sutter County (County). The Project is located at 5411 State Route 20 (SR 20) on one approximately 38-acre parcel designated as Assessor's Parcel Number (APN) 013-280-021. The Project would separate the existing parcel into two (2) separate parcels. The southern new parcel (Project site) would be approximately 5.141 acres and would be rezoned and have its general plan designation amended to Industrial Commercial (CM) for the rezone, and Industrial (IND) for the General Plan Amendment. The Project site is currently developed with one building used for landscaping operations and one building for lease. Site access is provided via SR 20 and Lytle Road. The Project site is labeled as "Parcel B" in the plat map contained in **Attachment A**.

The purpose of this Trip Generation and Access Study is to provide a Project site trip generation comparison between existing and proposed zoning, to provide a preliminary trip distribution for Project trips under proposed zoning, and to document existing and proposed traffic volumes and operations on the Lytle Road & SR-20 intersection near the Project site. This study includes the following:

- Project Trip Generation Comparison
- Project Effects on Lytle Road & SR 20
- Conclusion

PROJECT TRIP GENERATION COMPARISON

The Project site is zoned for agricultural uses and currently contains two 7,000 square foot buildings. The east building is currently used for landscaping operations and is not anticipated to change with the rezone. The west building is currently for lease and may generate trips consistent with the potential trip generation discussed below. In order to determine the existing trip generation of the Project site, peak hour traffic counts at the Project driveway were collected on Wednesday, July 24, 2024. AM and PM peak hour volumes represent the peak hour between 7:00 AM to 9:00 AM and between 4:00 PM to 6:00 PM, respectively. Traffic count data is contained in **Attachment B**. Existing Project trip generation volumes for the site (based on counts) are summarized in **Table 1**.

A trip generation was conservatively prepared for the site to estimate the potential trips generated by the existing buildings if the west building was occupied by a new business and the operations of the east building were expanded in the future consistent with the proposed zoning of Industrial Commercial. The Proposed zoning trip generation was based on the Institute of Transportation Engineers (ITE) Trip Generation Manual 11th Edition average trip generation rates. The General Light Industrial (ITE Code 110) land use was

determined to best match the Project site and proposed zoning. Potential Project site trip generation for the proposed zoning is shown in **Table 1**.

Table 1. Project Trip Generation

Zoning/Use	Source	Units	Quantity	Daily	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
Existing Zoning: Agriculture (AG/AG-80)	Driveway Counts	KSF	14.0	58	1	0	1	0	2	2
Proposed Zoning: Industrial/Commercial	General Light Industrial (ITE 110) ³	KSF ²	14.0	68	9	1	10	1	8	9
Difference				+10	+8	+1	+9	+1	+6	+7
<i>Notes:</i> ¹ KSF = 1,000 square feet ² ITE Trip Generation 11 th Edition average trip generation rates were used.										

As shown in **Table 1**, under the proposed rezoning, the Project site could potentially generate up to 10 more daily trips, 9 more AM peak hour trips, and 7 more PM peak hour trips than the existing site use. These are conservative estimates of potential trip increases that could occur if the Project expanded its operations under the proposed new zoning. Note that with the proposed zoning, the Project site is estimated to generate more new trips during both peak hours (16 total trips) than the overall estimated daily increase of 10 trips. This is due to the existing Project site driveway experiencing peak traffic that occurs primarily during the early morning and early afternoon hours, outside of typical peak hour periods. Under rezone conditions, the site would experience a higher percentage of traditional AM and PM peak hour trips.

PROJECT EFFECTS ON LYTLE ROAD & SR 20

Level of Service (LOS) was evaluated under Existing and Existing With Proposed Zoning conditions at the intersection of Lytle Road & SR 20 and for the roadway segments of SR 20 east and west of Lytle Road.

An estimated Project trip distribution was determined based on peak hour intersection traffic counts collected at the Lytle Road & SR 20 intersection and the Botanica Landscape Driveway access on July 24, 2024. **Table 2** shows the estimated Project trip distribution at the intersection of Lytle Road & SR 20.

Table 2. Project Trip Distribution Percentage

Roadway	Segment	Inbound		Outbound	
		AM	PM	AM	PM
SR 20	East of Lytle Road	100%	85%	100%	70%
	West of Lytle Road	0%	15%	0%	30%

Based on the trip generation and distribution for the Project, the Project could add up to 9 peak hour trips and up to 10 daily trips to the Lytle Road & SR 20 intersection under Existing With Proposed Zoning conditions.

Peak hour Level of Service (LOS) at Lytle Road & SR 20 is summarized for Existing and Existing With Proposed Zoning conditions in **Table 3**.

Table 3. Existing With Proposed Zoning Intersection Operations

#	Intersection	Control Type	LOS Criteria	Peak Hour	Existing Conditions		Existing With Proposed Zoning	
					Delay ²	LOS	Delay	LOS
1	Lytle Road & SR 20	TWSC ¹	D	AM	14.2	B	14.3	B
				PM	15.2	C	15.7	C
¹ TWSC = Two-Way Stop-Controlled								
² For TWSC, the worst approach/movement delay and LOS is reported.								

As shown in **Table 3**, the study intersection is projected to operate at acceptable (LOS D or better) conditions with the proposed zoning in place. Synchro software intersection LOS output reports are included in **Attachment C**.

24-hour average daily traffic (ADT) counts were collected for SR 20 east of Lytle Road on July 24, 2024, and SR 20 west of Lytle Road on January 9, 2024. ADT counts are contained in **Attachment B**.

The potential total net new trips that could be added to the SR 20 under the proposed zoning were calculated based on the distribution shown in **Table 2** and are summarized in **Table 3**. **Table 3** also contains roadway level of service thresholds for LOS D based on Table 6.14-6 of the *Sutter County General Plan* (September 2010).

Table 4. LOS Based on Daily Traffic Thresholds

Roadway Segment	Classification	Maximum ADT Threshold for LOS D ¹	Existing ADT	Proposed Zoning Added ADT	Existing With Proposed Zoning ADT
SR 20 west of Lytle Road	Rural – 2-Lane	16,400	9,305	3	9,308
SR 20 east of Lytle Road	Rural – 2-Lane	16,400	12,064	7	12,071
Notes:					
¹ Source: Table 6.16-6 of the <i>Sutter County 2011 General Plan EIR</i>					

As shown in **Table 4**, the study segments of SR 20 currently operate at acceptable LOS. The proposed rezone is not projected to add significant additional daily trips to SR 20 and would not cause the roadway segments to operate over capacity.

CONCLUSION

Potential trip generation of the site under Existing With Proposed Zoning conditions was calculated based on the site's existing building square footage for the General Light Industrial ITE land use. The trip generation comparison showed that under the proposed rezoning, the Project site could potentially generate up to 10 more daily trips, 9 more AM peak hour trips, and 7 more PM peak hour trips than the existing site use.

Based on the trip generation and distribution for the Project, under the proposed rezoning, up to 9 peak hour trips and up to 10 daily trips would be added to the Lytle Road & SR 20 intersection. The Lytle Road & SR 20 intersection is shown to operate at an acceptable LOS under existing conditions and would continue to operate acceptably with the addition of net new trips under the proposed rezoning. The east and west legs of the Lytle Road & SR 20 intersection were shown to currently operate under capacity under existing conditions. The LOS of the Lytle Road & SR 20 intersection and SR 20 roadway segments east and west of Lytle Road would continue to operate acceptably if the potential total net new trips under the proposed zoning were added.

ATTACHMENT A
PROJECT SITE MAP

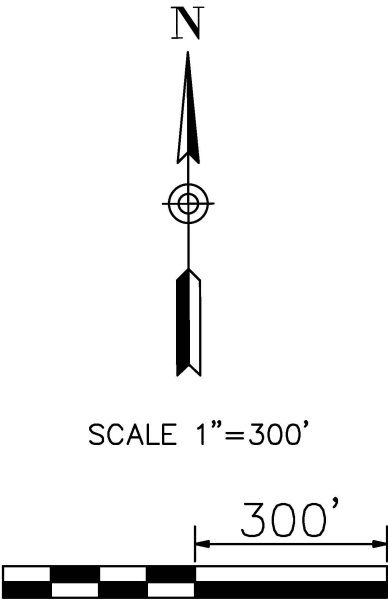
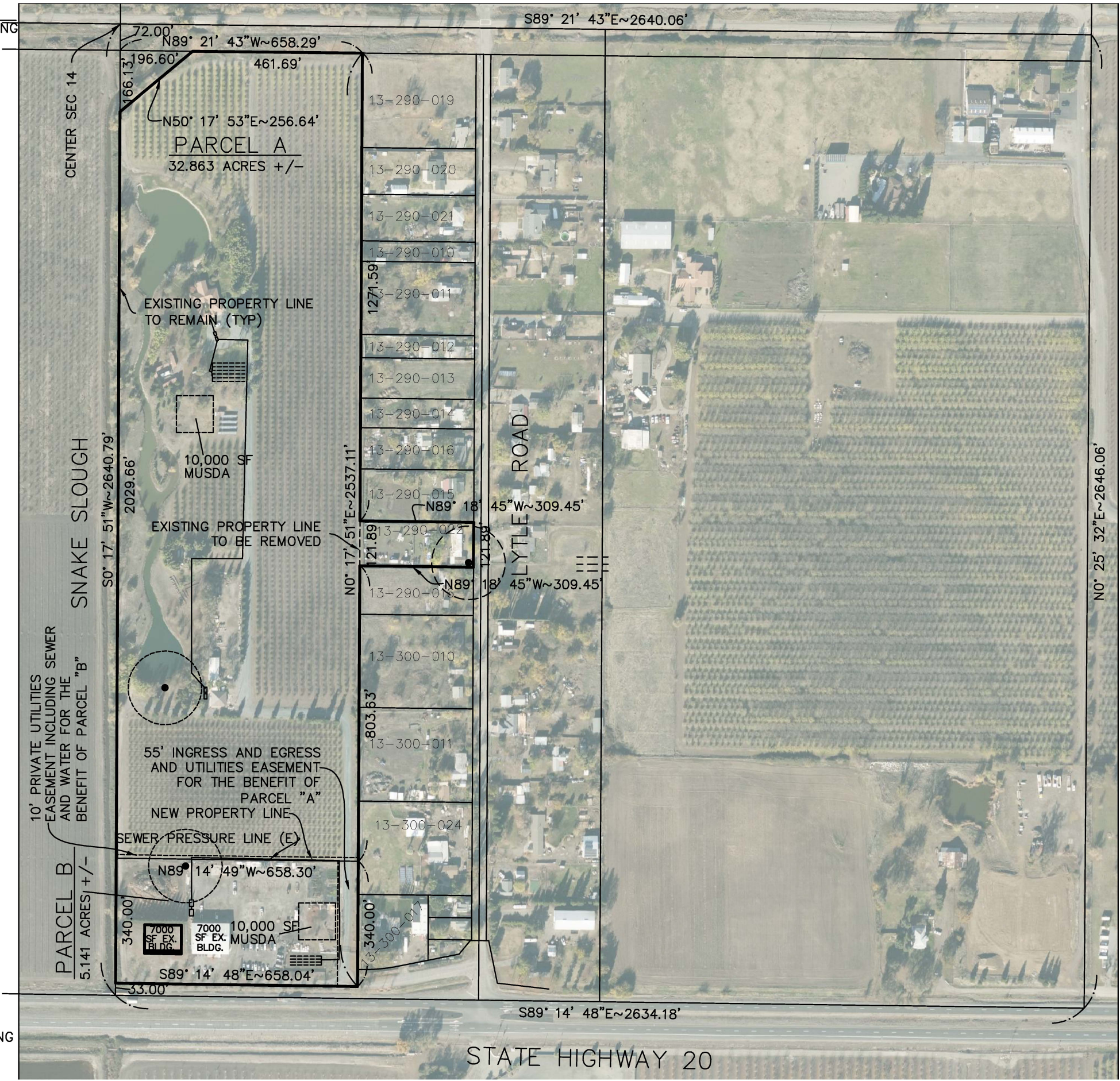
ENGINEER/SURVEYOR:
NORTH VALLEY ENGINEERING AND SURVEYING
GEORGE L. MUSALLAM PE, LS
P. O. BOX 3082
YUBA CITY, CA 95992
530-713-0417

OWNERS:
LUCICH FAMILY TRUST
P. O. BOX 1229
YUBA CITY, CA 95992
530-682-8835

APN:
013-280-021
013-290-022



PREPARED BY:
NVE
NORTH VALLEY ENGINEERING AND SURVEYING
P. O. BOX 3082
YUBA CITY, CA 95992
(530) 713-0417



NOTES:
1- THIS PLAT DOES NOT CONSTITUTE A LEGAL DESCRIPTION OF THE LOTS OR PARCELS DEPICTED AND DO NOT SHOW ALL EASEMENTS OF RECORDS ON OR AFFECTING SAID LOTS OR PARCELS. IT SHALL NOT BE RECORDED.
2- THE BASIS OF BEARING OF THIS PLAT IS THE SAME AS 18 ROS 97 SUTTER COUNTY RECORDS.

EXHIBIT "B"
LLA NO. --
LUCICH FAMILY TRUST
BEING A PORTION OF SECTION 14, TOWNSHIP 15
NORTH, RANGE 2 EAST, MOUNT DIABLO BASE
AND MERIDIAN.
FEBRUARY 2024 2 OF 2

ATTACHMENT B

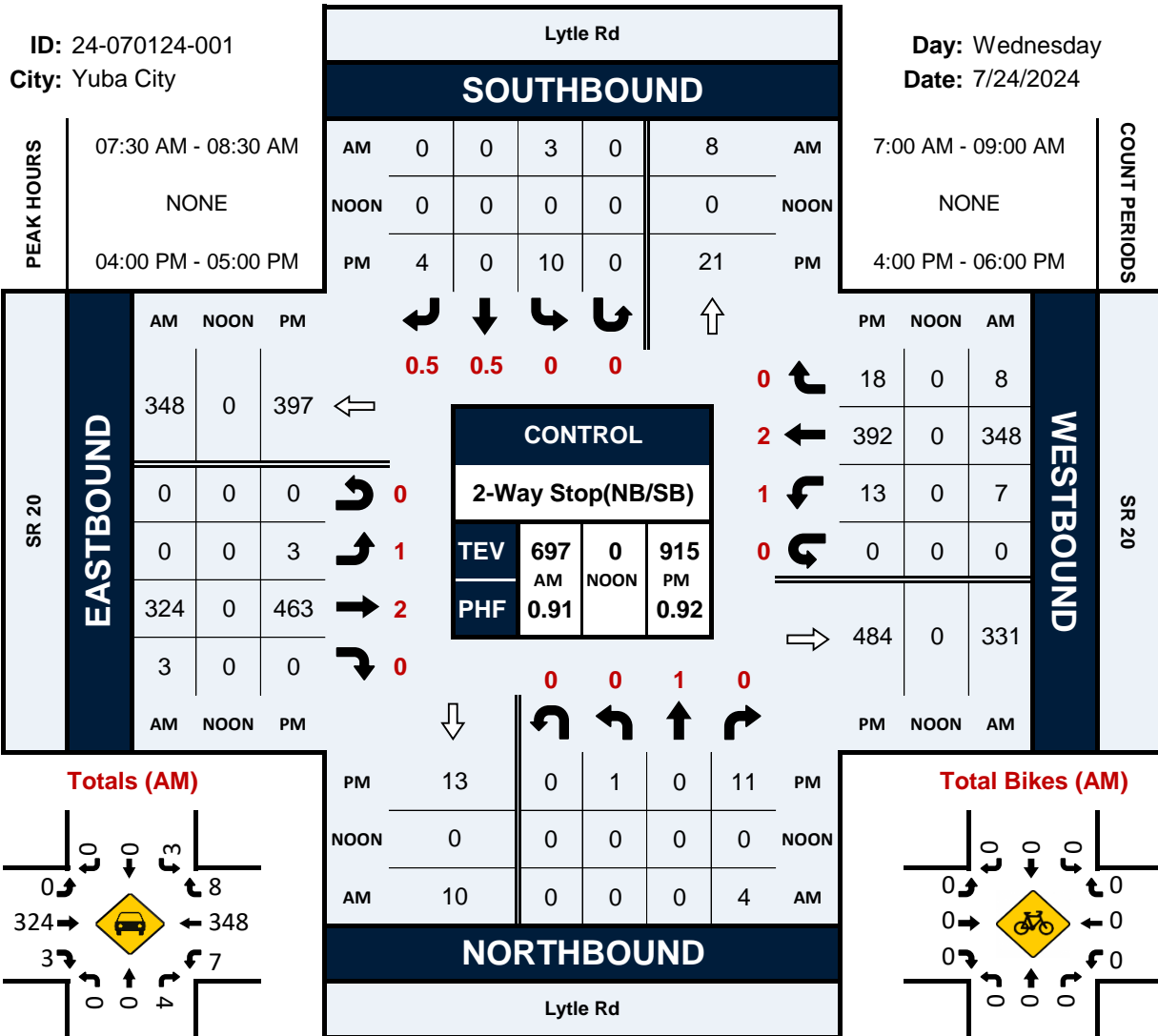
TRAFFIC COUNTS

Lytle Rd & SR 20

Peak Hour Turning Movement Count

ID: 24-070124-001
City: Yuba City

Day: Wednesday
Date: 7/24/2024



VOLUME**Botanica Landscapes Dwy W/O Lytle Rd**

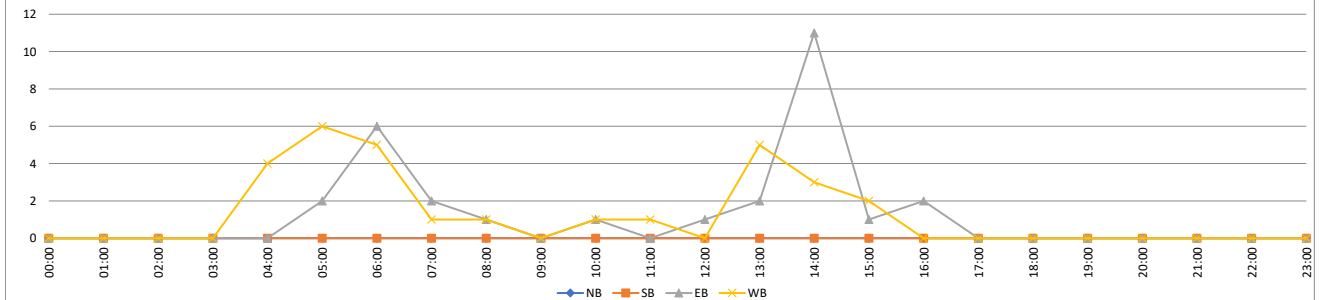
Day: Wednesday

Date: 7/24/2024

City: Yuba City

Project #: CA24_070125_002

DAILY TOTALS						NB		SB		EB		WB		Total		DAILY TOTALS					
						0		0		29		29		58							
15-Minutes Interval												Hourly Intervals									
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL				
0:00			0	0	0	12:00			0	0	0	00:00 01:00			0	0	0				
0:15			0	0	0	12:15			1	0	1	01:00 02:00			0	0	0				
0:30			0	0	0	12:30			0	0	0	02:00 03:00			0	0	0				
0:45			0	0	0	12:45			0	0	0	03:00 04:00			0	0	0				
1:00			0	0	0	13:00			0	0	0	04:00 05:00			0	4	4				
1:15			0	0	0	13:15			0	2	2	05:00 06:00			2	6	8				
1:30			0	0	0	13:30			1	0	1	06:00 07:00			6	5	11				
1:45			0	0	0	13:45			1	3	4	07:00 08:00			2	1	3				
2:00			0	0	0	14:00			2	0	2	08:00 09:00			1	1	2				
2:15			0	0	0	14:15			1	1	2	09:00 10:00			0	0	0				
2:30			0	0	0	14:30			1	2	3	10:00 11:00			1	1	2				
2:45			0	0	0	14:45			7	0	7	11:00 12:00			0	1	1				
3:00			0	0	0	15:00			0	1	1	12:00 13:00			1	0	1				
3:15			0	0	0	15:15			0	0	0	13:00 14:00			2	5	7				
3:30			0	0	0	15:30			0	1	1	14:00 15:00			11	3	14				
3:45			0	0	0	15:45			1	0	1	15:00 16:00			1	2	3				
4:00			0	0	0	16:00			1	0	1	16:00 17:00			2	0	2				
4:15			0	0	0	16:15			0	0	0	17:00 18:00			0	0	0				
4:30			0	0	0	16:30			1	0	1	18:00 19:00			0	0	0				
4:45			0	4	4	16:45			0	0	0	19:00 20:00			0	0	0				
5:00			0	0	0	17:00			0	0	0	20:00 21:00			0	0	0				
5:15			2	0	2	17:15			0	0	0	21:00 22:00			0	0	0				
5:30			0	2	2	17:30			0	0	0	22:00 23:00			0	0	0				
5:45			0	4	4	17:45			0	0	0	23:00 00:00			0	0	0				
6:00			3	4	7	18:00			0	0	0	STATISTICS									
6:15			3	0	3	18:15			0	0	0		NB	SB	EB	WB	TOTAL				
6:30			0	0	0	18:30			0	0	0	Peak Period	00:00	to	12:00						
6:45			0	1	1	18:45			0	0	0	Volume			12	19	31				
7:00			1	0	1	19:00			0	0	0	Peak Hour			5:30	5:15	5:30				
7:15			1	0	1	19:15			0	0	0	Peak Volume			6	10	16				
7:30			0	1	1	19:30			0	0	0	Peak Hour Factor			0.500	0.625	0.571				
7:45			0	0	0	19:45			0	0	0	Peak Period	12:00	to	00:00						
8:00			0	0	0	20:00			0	0	0	Volume			17	10	27				
8:15			0	0	0	20:15			0	0	0	Peak Hour			14:00	13:45	14:00				
8:30			0	1	1	20:30			0	0	0	Peak Volume			11	6	14				
8:45			1	0	1	20:45			0	0	0	Peak Hour Factor			0.393	0.500	0.500				
9:00			0	0	0	21:00			0	0	0	Peak Period	07:00	to	09:00						
9:15			0	0	0	21:15			0	0	0	Volume			3	2	5				
9:30			0	0	0	21:30			0	0	0	Peak Hour			7:00	7:00	7:00				
9:45			0	0	0	21:45			0	0	0	Peak Volume			2	1	3				
10:00			0	0	0	22:00			0	0	0	Peak Hour Factor			0.500	0.250	0.750				
10:15			0	0	0	22:15			0	0	0	Peak Period	16:00	to	18:00						
10:30			0	0	0	22:30			0	0	0	Volume			2		2				
10:45			1	1	2	22:45			0	0	0	Peak Hour			16:00	16:00	16:00				
11:00			0	0	0	23:00			0	0	0	Peak Volume			2	0	2				
11:15			0	0	0	23:15			0	0	0	Peak Hour Factor			0.500		0.500				
11:30			0	1	1	23:30			0	0	0										
11:45			0	0	0	23:45			0	0	0										
TOTALS	0	0	12	19	31	TOTALS	0	0	17	10	27										
SPLIT %	0%	0%	39%	61%	53%	SPLIT %	0%	0%	63%	37%	47%										



VOLUME
SR 20 E/O Lytle Rd

Day: Wednesday
Date: 7/24/2024

City: Yuba City
Project #: CA24_070125_001

DAILY TOTALS						NB	SB	EB	WB	Total	DAILY TOTALS						
						0	0	6,063	6,001	12,064							
15-Minutes Interval												Hourly Intervals					
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00			10	8	18	12:00			93	84	177	00:00 01:00			35	29	64
0:15			8	12	20	12:15			116	72	188	01:00 02:00			23	26	49
0:30			12	6	18	12:30			105	80	185	02:00 03:00			27	20	47
0:45			5	3	8	12:45			86	97	183	03:00 04:00			34	51	85
1:00			5	7	12	13:00			89	109	198	04:00 05:00			107	290	397
1:15			7	6	13	13:15			87	104	191	05:00 06:00			196	334	530
1:30			7	9	16	13:30			106	95	201	06:00 07:00			274	302	576
1:45			4	4	8	13:45			112	102	214	07:00 08:00			319	337	656
2:00			10	4	14	14:00			117	93	210	08:00 09:00			345	323	668
2:15			5	7	12	14:15			134	89	223	09:00 10:00			386	326	712
2:30			5	5	10	14:30			109	91	200	10:00 11:00			348	344	692
2:45			7	4	11	14:45			151	87	238	11:00 12:00			353	353	706
3:00			3	7	10	15:00			110	86	196	12:00 13:00			400	333	733
3:15			7	16	23	15:15			103	114	217	13:00 14:00			394	410	804
3:30			14	9	23	15:30			137	99	236	14:00 15:00			511	360	871
3:45			10	19	29	15:45			140	99	239	15:00 16:00			490	398	888
4:00			18	42	60	16:00			135	115	250	16:00 17:00			485	426	911
4:15			29	58	87	16:15			113	127	240	17:00 18:00			388	377	765
4:30			28	112	140	16:30			109	81	190	18:00 19:00			312	278	590
4:45			32	78	110	16:45			128	103	231	19:00 20:00			190	217	407
5:00			44	78	122	17:00			108	90	198	20:00 21:00			190	163	353
5:15			52	80	132	17:15			120	111	231	21:00 22:00			139	159	298
5:30			53	101	154	17:30			88	96	184	22:00 23:00			67	98	165
5:45			47	75	122	17:45			72	80	152	23:00 00:00			50	47	97
6:00			63	72	135	18:00			63	64	127	STATISTICS					
6:15			70	69	139	18:15			88	84	172		NB	SB	EB	WB	TOTAL
6:30			69	73	142	18:30			73	61	134	Peak Period	00:00	to	12:00		
6:45			72	88	160	18:45			88	69	157	Volume			2447	2735	5182
7:00			66	80	146	19:00			47	52	99	Peak Hour			9:00	10:45	10:30
7:15			84	73	157	19:15			43	55	98	Peak Volume			386	361	718
7:30			73	92	165	19:30			58	62	120	Peak Hour Factor			0.839	0.894	0.916
7:45			96	92	188	19:45			42	48	90						
8:00			72	83	155	20:00			31	42	73	Peak Period	12:00	to	00:00		
8:15			89	90	179	20:15			51	46	97	Volume			3616	3266	6882
8:30			83	82	165	20:30			57	44	101	Peak Hour			15:30	15:30	15:30
8:45			101	68	169	20:45			51	31	82	Peak Volume			525	440	965
9:00			88	95	183	21:00			39	45	84	Peak Hour Factor			0.938	0.866	0.965
9:15			94	71	165	21:15			29	43	72						
9:30			89	75	164	21:30			37	40	77	Peak Period	07:00	to	09:00		
9:45			115	85	200	21:45			34	31	65	Volume			664	660	1324
10:00			77	80	157	22:00			20	31	51	Peak Hour			8:00	7:30	7:30
10:15			90	82	172	22:15			24	30	54	Peak Volume			345	357	687
10:30			91	88	179	22:30			13	15	28	Peak Hour Factor			0.854	0.970	0.914
10:45			90	94	184	22:45			10	22	32						
11:00			82	77	159	23:00			19	10	29	Peak Period	16:00	to	18:00		
11:15			95	101	196	23:15			9	10	19	Volume			873	803	1676
11:30			90	89	179	23:30			8	17	25	Peak Hour			16:00	16:00	16:00
11:45			86	86	172	23:45			14	10	24	Peak Volume			485	426	911
TOTALS	0	0	2447	2735	5182	TOTALS	0	0	3616	3266	6882	Peak Hour Factor			0.898	0.839	0.911
SPLIT %	0%	0%	47%	53%	43%	SPLIT %	0%	0%	53%	47%	57%						



VOLUME

SR 20 E/O Acacia Ave

Day: Tuesday
Date: 1/9/2024

City: Sutter
Project #: CA24_070008_002

DAILY TOTALS						NB				SB				EB				WB				Total		DAILY TOTALS						
						0				0				4,764				4,541				9,305								
15-Minutes Interval													Hourly Intervals																	
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL													
0:00			13	0	13	12:00			56	72	128	00:00	01:00		33	12	45													
0:15			8	5	13	12:15			77	68	145	01:00	02:00		27	15	42													
0:30			6	3	9	12:30			101	81	182	02:00	03:00		27	12	39													
0:45			6	4	10	12:45			77	65	142	03:00	04:00		42	28	70													
1:00			12	5	17	13:00			68	77	145	04:00	05:00		51	113	164													
1:15			7	4	11	13:15			67	80	147	05:00	06:00		118	188	306													
1:30			1	4	5	13:30			72	55	127	06:00	07:00		188	241	429													
1:45			7	2	9	13:45			74	66	140	07:00	08:00		314	405	719													
2:00			7	2	9	14:00			67	74	141	08:00	09:00		316	310	626													
2:15			6	4	10	14:15			84	84	168	09:00	10:00		251	238	489													
2:30			5	4	9	14:30			90	60	150	10:00	11:00		320	246	566													
2:45			9	2	11	14:45			90	77	167	11:00	12:00		271	246	517													
3:00			8	8	16	15:00			94	80	174	12:00	13:00		311	286	597													
3:15			9	7	16	15:15			131	71	202	13:00	14:00		281	278	559													
3:30			15	8	23	15:30			121	80	201	14:00	15:00		331	295	626													
3:45			10	5	15	15:45			98	82	180	15:00	16:00		444	313	757													
4:00			9	15	24	16:00			93	76	169	16:00	17:00		422	297	719													
4:15			14	26	40	16:15			103	77	180	17:00	18:00		430	328	758													
4:30			11	36	47	16:30			103	71	174	18:00	19:00		228	242	470													
4:45			17	36	53	16:45			123	73	196	19:00	20:00		131	156	287													
5:00			17	35	52	17:00			123	78	201	20:00	21:00		105	147	252													
5:15			21	42	63	17:15			132	103	235	21:00	22:00		58	75	133													
5:30			40	64	104	17:30			101	76	177	22:00	23:00		27	43	70													
5:45			40	47	87	17:45			74	71	145	23:00	00:00		38	27	65													
6:00			26	55	81	18:00			70	72	142	STATISTICS																		
6:15			54	70	124	18:15			56	73	129																			
6:30			55	73	128	18:30			59	43	102	Peak Period Volume Peak Hour Peak Volume Peak Hour Factor	00:00 to 12:00	1958 7:45 340 0.759	2054 7:15 409 0.799	4012 7:15 748 0.850														
6:45			53	43	96	18:45			43	54	97																			
7:00			55	74	129	19:00			36	40	76																			
7:15			55	110	165	19:15			27	41	68																			
7:30			92	128	220	19:30			43	45	88																			
7:45			112	93	205	19:45			25	30	55	Peak Period Volume Peak Hour Peak Volume Peak Hour Factor	12:00 to 00:00	2806 16:30 481 0.911	2487 16:45 330 0.801	5293 16:45 809 0.861														
8:00			80	78	158	20:00			24	27	51																			
8:15			49	78	127	20:15			34	38	72																			
8:30			99	86	185	20:30			22	30	52																			
8:45			88	68	156	20:45			25	52	77																			
9:00			60	65	125	21:00			19	23	42	Peak Period Volume Peak Hour Peak Volume Peak Hour Factor	07:00 to 09:00	630 7:45 340 0.759	715 7:15 409 0.799	1345 7:15 748 0.850														
9:15			72	68	140	21:15			8	25	33																			
9:30			55	49	104	21:30			17	17	34																			
9:45			64	56	120	21:45			14	10	24																			
10:00			76	74	150	22:00			8	15	23																			
10:15			77	56	133	22:15			10	13	23	Peak Period Volume Peak Hour Peak Volume Peak Hour Factor	16:00 to 18:00	852 16:30 481 0.911	625 16:45 330 0.801	1477 16:45 809 0.861														
10:30			92	65	157	22:30			4	5	9																			
10:45			75	51	126	22:45			5	10	15																			
11:00			69	62	131	23:00			11	9	20																			
11:15			68	59	127	23:15			6	4	10																			
11:30			59	63	122	23:30			9	7	16	Peak Hour Factor																		
11:45			75	62	137	23:45			12	7	19																			
TOTALS	0	0	1958	2054	4012	TOTALS	0	0	2806	2487	5293																			
SPLIT %	0%	0%	49%	51%	43%	SPLIT %	0%	0%	53%	47%	57%																			









ATTACHMENT C
SYNCHRO HCM 7 LEVEL OF SERVICE REPORTS

HCM 7th TWSC

1: Repair Shop Access/Lytle Road & SR 20

Existing AM Peak Hour Volumes

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	324	3	7	348	8	0	0	4	3	0	0
Future Vol, veh/h	0	324	3	7	348	8	0	0	4	3	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	440	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	356	3	8	382	9	0	0	4	3	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	391	0	0	359	0	0	564	764	180	580	762	196
Stage 1	-	-	-	-	-	-	358	358	-	402	402	-
Stage 2	-	-	-	-	-	-	207	407	-	178	359	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1164	-	-	1196	-	-	408	332	832	398	333	813
Stage 1	-	-	-	-	-	-	633	626	-	596	599	-
Stage 2	-	-	-	-	-	-	776	596	-	806	625	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1164	-	-	1196	-	-	406	330	832	393	331	813
Mov Cap-2 Maneuver	-	-	-	-	-	-	406	330	-	393	331	-
Stage 1	-	-	-	-	-	-	633	626	-	592	595	-
Stage 2	-	-	-	-	-	-	771	592	-	802	625	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0			0.15			9.35			14.24		
HCM LOS							A			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	832	1164	-	-	1196	-	-	393
HCM Lane V/C Ratio	0.005	-	-	-	0.006	-	-	0.008
HCM Control Delay (s/veh)	9.3	0	-	-	8	-	-	14.2
HCM Lane LOS	A	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

HCM 7th TWSC

1: Repair Shop Access/Lytle Road & SR 20

Existing PM Peak Hour Volumes

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↰↱		↰	↰↱			↰↱			↰↱	
Traffic Vol, veh/h	3	463	0	13	392	18	1	0	11	10	0	4
Future Vol, veh/h	3	463	0	13	392	18	1	0	11	10	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	440	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	503	0	14	426	20	1	0	12	11	0	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	446	0	0	503	0	0	751	984	252	722	974	223
Stage 1	-	-	-	-	-	-	510	510	-	464	464	-
Stage 2	-	-	-	-	-	-	241	474	-	258	510	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1111	-	-	1057	-	-	299	247	748	314	250	781
Stage 1	-	-	-	-	-	-	514	536	-	548	562	-
Stage 2	-	-	-	-	-	-	741	556	-	724	536	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1111	-	-	1057	-	-	293	243	748	304	246	781
Mov Cap-2 Maneuver	-	-	-	-	-	-	293	243	-	304	246	-
Stage 1	-	-	-	-	-	-	513	534	-	540	554	-
Stage 2	-	-	-	-	-	-	727	549	-	710	534	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0.05			0.26			10.54			15.19		
HCM LOS							B			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	662	1111	-	-	1057	-	-	368
HCM Lane V/C Ratio	0.02	0.003	-	-	0.013	-	-	0.041
HCM Control Delay (s/veh)	10.5	8.3	-	-	8.5	-	-	15.2
HCM Lane LOS	B	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

HCM 7th TWSC

1: Repair Shop Access/Lytle Road & SR 20

Exist With Proposed Zoning AM Peak Hour Volumes

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↰↱		↰	↰↱			↰↱			↰↱	
Traffic Vol, veh/h	0	324	3	7	348	16	0	0	4	4	0	0
Future Vol, veh/h	0	324	3	7	348	16	0	0	4	4	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	440	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	356	3	8	382	18	0	0	4	4	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	400	0	0	359	0	0	564	773	180	585	766	200
Stage 1	-	-	-	-	-	-	358	358	-	407	407	-
Stage 2	-	-	-	-	-	-	207	415	-	178	359	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1155	-	-	1196	-	-	408	328	832	395	331	808
Stage 1	-	-	-	-	-	-	633	626	-	592	596	-
Stage 2	-	-	-	-	-	-	776	591	-	806	625	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1155	-	-	1196	-	-	406	326	832	390	329	808
Mov Cap-2 Maneuver	-	-	-	-	-	-	406	326	-	390	329	-
Stage 1	-	-	-	-	-	-	633	626	-	588	592	-
Stage 2	-	-	-	-	-	-	771	587	-	802	625	-







Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0.15	9.35	14.33
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	832	1155	-	-	1196	-	-	390
HCM Lane V/C Ratio	0.005	-	-	-	0.006	-	-	0.011
HCM Control Delay (s/veh)	9.3	0	-	-	8	-	-	14.3
HCM Lane LOS	A	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

HCM 7th TWSC

1: Repair Shop Access/Lytle Road & SR 20

Exist With Proposed Zoning PM Peak Hour Volumes

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	463	0	13	392	19	1	0	11	15	0	5
Future Vol, veh/h	3	463	0	13	392	19	1	0	11	15	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	440	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	503	0	14	426	21	1	0	12	16	0	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	447	0	0	503	0	0	751	985	252	723	974	223
Stage 1	-	-	-	-	-	-	510	510	-	465	465	-
Stage 2	-	-	-	-	-	-	241	475	-	258	510	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1110	-	-	1057	-	-	299	247	748	314	250	780
Stage 1	-	-	-	-	-	-	514	536	-	547	561	-
Stage 2	-	-	-	-	-	-	741	556	-	724	536	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1110	-	-	1057	-	-	293	243	748	304	246	780
Mov Cap-2 Maneuver	-	-	-	-	-	-	293	243	-	304	246	-
Stage 1	-	-	-	-	-	-	513	534	-	540	554	-
Stage 2	-	-	-	-	-	-	726	548	-	710	534	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0.05			0.26			10.55			15.69		
HCM LOS							B			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	662	1110	-	-	1057	-	-	359
HCM Lane V/C Ratio	0.02	0.003	-	-	0.013	-	-	0.061
HCM Control Delay (s/veh)	10.5	8.3	-	-	8.5	-	-	15.7
HCM Lane LOS	B	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.2