

Sutter County Initial Study

- 1. Project title:** Project #U25-0019 (Bassi)
- 2. Lead agency name and address:** Sutter County Development Services Department
Planning Division
1130 Civic Center Boulevard, Suite A
Yuba City, CA 95993
- 3. Contact person and phone number:** Luisenrique Hernandez, Assistant Planner
(530) 822-7400 ext. 300
- 4. Project sponsor's name and address:** Applicant/Owner:
Harjit Bassi
1100 Sydney Court, Yuba City, CA 95991
- 5. Project location & APN:** 8220 Garden Hwy, Yuba City, CA 95991; APN:25-080-007
- 6. General Plan designation:** AG-20 (Agriculture, 20-acre minimum)
- 7. Zoning classification:** AG (Agriculture) District
- 8. Description of project:** This project is a request for a Use Permit to allow a Large General Truck Yard with a maximum of 74 STAA Trucks and the development of a 50'x50' office and an 80'x70' 3-bay truck repair shop on a 4.88± subject parcel in the AG (Agriculture) District (APN: 25-080-007)

The project site consists of one 4.88± subject parcel with multiple existing structures including a residence, shed, covered carport, and barn. The proposed development will encompass 3.73± acres excluding the area surrounding the existing residence and shed. The existing barn and covered carport are expected to be removed.

The Large General Truck Yard would allow for a maximum of 74 Surface Transportation Assistance Act (STAA) truck/trailer 72'x12' parking spaces with an additional 16 19'x9' parking spaces for car parking. The project would allow for 38 of the 74 72'x12' parking spaces to be used as car parking as well. Truck parking will take place along the north, south and east boundaries of the project site. All truck parking is proposed to be surfaced with compacted gravel and onsite turning lanes and the car park adjacent to the proposed office is to be paved with asphalt consistent with County requirements. A 6-foot-high fence with 90% slats will be installed along Garden Highway and a portion of the northern property line. The remainder of the site will be enclosed by a 6-foot-high chain-link fence without slats adjacent to the truck parking area. Landscaping and lighting will be provided, including tree shading for the vehicle parking area. There are four restrooms in total, two restrooms proposed within the office and two restrooms for the repair shop, proposed with a new septic system.

The proposed facility will operate 24 hours, seven days a week. The bulk of the departed trucks will occur during weekdays from 6:00 AM and 8:00 AM and return at varied hours, typically within three to four days of the initial departure. Agriculture trucks are proposed to operate on a daily cycle between April and October. On average, individual trucks will be parked on-site for two days between trips, with an exception for agricultural trucks during the off-season. The estimated site traffic for STAA trucks is anticipated to be 25 trucks per day with an additional 25 for car trips from employees and tenants. The proposal will be conditioned to restrict transport refrigerated units (TRUs) toward the Northern property line of the truck yard, to reduce noise impacts on uses to the south.

A proposed landscaping plan is shown in Appendix A. Landscaping would be incorporated throughout the developed areas including tree shading within the vehicle parking areas. The landscaping would include low water use species including a mix of trees, shrubs, and ground covers. Bio retention areas planted with deer grass would be established within the on-site drainage basins. A photometric plan is proposed with outdoor lighting provided by pole mounted LED fixtures ranging from 12 to 18 feet in height. Lighting would be designated and directed onsite to eliminate spillovers onto adjacent properties and roadways. Motion-activated sensors would be incorporated into the lighting system to improve energy efficiency.

Stormwater drainage would be managed through a system of onsite storm drains directing runoff to two proposed retention ponds located along the northeast and southeast property boundaries. These basins would be designed to accommodate post-development runoff from a 100-year storm event.

The project site is accessible via a proposed STAA route along Garden Highway, which connects to State Highway 99 via Tudor Road. Truck turning movements and internal circulation have been designed to accommodate both standard and design STAA vehicles. Water, wastewater, and electrical services would be provided by existing infrastructure serving the site. Trash receptacles are proposed on the site, including near truck parking areas, in compliance with County requirements.

9. Surrounding land uses and setting: The site is located within the unincorporated portion of Sutter County, off Garden Highway, south of Yuba City and north of Tudor. The 5-acre parcel is located within the Agricultural (AG) Zoning District and is currently cultivated with walnuts which will be removed during development. The project site drains in an easterly direction via a downwards slope away from Garden Highway, a County maintained road. The subject parcel is served by a residential well and includes walnut orchards, a residence, shed, covered carport, and barn.

The subject site is located east of Garden Highway, and the surrounding area is primarily agriculture (cultivated and uncultivated) with rural residential uses throughout the area. The subject site and surrounding parcels are zoned AG (Agriculture).

Adjacent land uses, zoning and General Plan designations for the surrounding properties are summarized below.

Direction	Land Use	Zoning Designation	General Plan Designation
Site	Agriculture (walnut orchard, barn, existing single-family residence).	AG (Agriculture)	AG-20 (Agriculture, 20-acre minimum)
North	Agriculture (walnut orchard, uncultivated agriculture) and rural residential	AG (Agriculture)	AG-20 (Agriculture, 80-acre minimum)
South	Agriculture (Equestrian Center)	AG (Agriculture)	AG-20 (Agriculture, 80-acre minimum)
East	Agriculture (uncultivated agriculture)	AG (Agriculture)	AG-20 (Agriculture, 80-acre minimum)
West	Agriculture (Prune Orchard)	AG (Agriculture)	AG-80 (Agriculture, 80-acre minimum),

10. Other public agencies whose approval is required: Other permits and approvals required are listed below. It should be noted that this list is not exhaustive and additional permits and approvals may also be required.

- Sutter County – Development Services Department: Building Permits, Well & Septic Permits, Grading and Encroachment 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 December 8, 2025, the County initiated Assembly Bill 52 (AB 52) consultation through the distribution of notification letters to seven Native American tribes provided by the Native American Heritage Commission (NAHC). No requests to consult were received as a result of this notification.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

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.



Signature of Applicant/Representative

7-22-26

Date



Luis Enrique Hernandez, Assistant Planner

7/22/2026

Date



Neal Hay, Director of Development Services
Environmental Control Officer

7/27/2026

Date

I. AESTHETICS.

Except as provided in Public Resources Code Section 21099, would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

Responses:

a) **Less than significant impact.** This project will not have a substantial adverse effect on the scenic vista. The General Plan Technical Background Report identifies geographic features such as the Sutter Buttes, Feather River, Sacramento River, Bear River, and the valley's orchards as scenic resources within the County, which contribute to the County's character. This project is not located within the Sutter Buttes Overlay Zoning District. With an office and a 3-bay accessory structure for truck repair and storage which is anticipated to be constructed on the project site the proposed development will not obscure views of the Sutter Buttes. As a result, this project will not substantially alter any scenic vista and a less than significant impact is anticipated.

b) **No impact.** This project will not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway because there are no state scenic highway designations in Sutter County. 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 nonurbanized rural agricultural area and would not substantially degrade the existing visual character or quality of public views of the site and its surroundings. The site is currently developed with an existing single-family residence and accessory structures, and the remaining portion of the site has been used for orchard/agricultural purposes. Surrounding uses include agricultural lands, orchards, rural residential uses, and an equestrian center to the south.

The project would develop approximately 3.73 acres of the 4.88-acre parcel for a Large General Truck Yard, including truck/trailer parking, passenger vehicle parking, a 2,500-square-foot office building, a 5,600-square-foot truck repair shop, fencing, landscaping, lighting, internal circulation, and drainage improvements. The proposed use would change the visual appearance of the site

from orchard/agricultural land to a truck yard and related commercial/agricultural support use. However, the project would be subject to County development standards for Large General Truck Yards, including screening, landscaping, lighting, access, circulation, and parking requirements. The project includes a six-foot-high fence with 90 percent slats along Garden Highway and a portion of the northern property line, with the remainder of the truck parking area enclosed by chain-link fencing. Landscaping would be installed throughout the developed portions of the site, including tree shading within vehicle parking areas and low-water-use plantings. These improvements would reduce public views of truck parking areas from Garden Highway and adjacent properties and would help soften the appearance of the developed site.

The proposed office and truck repair shop would be subject to applicable County design review and building permit requirements. The project would also be required to comply with applicable County landscaping and screening standards. With implementation of proposed fencing, landscaping, and County design requirements, the project would not substantially degrade the existing visual character or quality of public views of the site and its surroundings. A less than significant impact is anticipated.

d) Less than significant impact. The project would create new sources of light on a site that currently has limited lighting associated with the existing residence and accessory structures. The proposed project includes pole-mounted LED lighting for the truck yard and passenger vehicle parking areas. Lighting is necessary for safety, security, and circulation associated with a 24-hour truck yard use.

The applicant has indicated that outdoor lighting would consist of pole-mounted LED fixtures and would be directed to eliminate light spillage onto adjacent properties and roadways. County standards require parking lot lighting to be oriented and shielded to direct light downward onto the subject property and not spill onto adjacent properties or road rights-of-way. Full cutoff lighting fixtures, diffusers, hoods, shields, and other low-glare technologies may be required to reduce light pollution and glare. The project will be conditioned to require lighting fixtures to be hooded, shielded, and directed downward so that light does not spill onto adjoining properties or public rights-of-way.

Because the project will be required to comply with County lighting standards, including shielding and no off-site spillover, the proposed lighting would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area. A less than significant impact is anticipated.

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

(County of Sutter, Zoning Code. 2024)

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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II. AGRICULTURE AND FORESTRY RESOURCES.

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) 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,

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 the 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?	☐	☐	☒	☐
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☒	☐
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☒	☐

Responses:

a) **Less than significant impact.** The proposed project will not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program, to a non-agricultural use. The project site is classified as "Other Land" on the applicable Important Farmland Map. Although the project site contains Conejo loam, 0 to 2 percent slopes, which may be considered prime farmland if irrigated, the Farmland Mapping and Monitoring Program designation for the site is "Other Land."

The project would remove approximately 2.3 acres of existing orchard and develop approximately 3.73 acres of the 4.88-acre site for a Large General Truck Yard, including truck parking, passenger vehicle parking, an office, a truck repair shop, circulation areas, landscaping, and drainage improvements. Because the site is not mapped as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance under the Farmland Mapping and Monitoring Program, the project would not result in the conversion of mapped Important Farmland to non-agricultural use. A less than significant impact is anticipated.

b) **Less than significant impact.** The project site is zoned AG, Agriculture District, and has a General Plan designation of AG-20, Agriculture, 20-acre minimum. The project proposes a Large General Truck Yard within the AG District. a Large General Truck Yards may be allowed in the AG District with approval of a Use Permit, subject to compliance with applicable County standards. Therefore, the project would not conflict with the existing AG zoning because the proposed use is being considered through the Use Permit process required by the County Zoning Code.

The project site is not encumbered by a Williamson Act contract. Therefore, the project will not conflict with a Williamson Act contract. A less than significant impact is anticipated.

c) **No impact.** The project site and surrounding area do not contain forest land, timberland, or timberland zoned Timberland Production. The project site is located on the valley floor of Sutter County in an agricultural area and is zoned AG. The proposed project does not include rezoning and would not affect land zoned for forest land or timberland. No impact is anticipated.

d) **No impact.** The project site does not contain forest land. Sutter County is located primarily on the valley floor of the Central Valley, and the project site is developed/agricultural land rather than forest land. The project would not result in the loss of forest land or conversion of forest land to non-forest use. No impact is anticipated.

e) **Less than significant impact.** The project would not involve other changes in the existing environment that would result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use. The project would develop the subject parcel for a Large General Truck Yard and related improvements. The surrounding area is agricultural in character, and agricultural use in the vicinity would be expected to continue.

The proposed truck yard would be subject to Use Permit approval and applicable County standards related to screening, lighting, access, parking, circulation, drainage, and operations. The project would not include residential subdivision or urban expansion that would increase pressure to convert surrounding agricultural lands. The project would also not affect forest land because no forest land exists on or adjacent to the site. Therefore, a less than significant impact is anticipated.

(California Dept. of Conservation, Farmland Mapping and Monitoring Program. 2020)

(County of Sutter, Zoning Code. 2024)

(County of Sutter, General Plan 2030)

(County of Sutter, Zoning Code.)

(USDA Natural Resources Conservation Service soil information)

III. AIR QUALITY.

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

a) Conflict with or obstruct implementation of the applicable air quality plan?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☒	☐	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

Responses:

a) **Less than significant impact with mitigation incorporated.** The proposed project will not conflict with or obstruct implementation of an applicable air quality plan with mitigation incorporated. The project site is located within the jurisdiction of the Feather River Air Quality Management District, which administers air quality regulations and planning for Sutter and Yuba Counties. The proposed project would include construction activities associated with removal of existing orchard trees and site improvements, grading, paving, compacted gravel areas, construction of an office building and truck repair shop, lighting, landscaping, septic improvements, and drainage improvements.

Construction activities could generate temporary emissions from heavy equipment, worker vehicles, hauling, grading, earthmoving, paving, and fugitive dust. Operational emissions would be associated with truck and passenger vehicle trips, truck parking and circulation, truck repair activities, and related site operations. Trucking units, including transport refrigeration units and diesel trucks, are required to comply with applicable state emissions and idling requirements.

No project-specific air quality emissions analysis has been provided. However, the project will be required to comply with applicable Feather River Air Quality Management District rules, state emissions requirements, idling restrictions, and standard dust-control requirements. To reduce temporary construction-related dust and emissions, Mitigation Measure No. 1 requires implementation of Feather River Air Quality Management District standard mitigation measures and dust-control best management practices. With implementation of the mitigation measure below, the project would not conflict with or obstruct implementation of the applicable air quality plan. A less than significant impact with mitigation incorporated is anticipated.

Mitigation Measure No. 1 (Air Quality): IMPLEMENT FEATHER RIVER AIR QUALITY MANAGEMENT DISTRICT (FRAQMD) STANDARD MITIGATION MEASURES. The project applicant shall implement the following FRAQMD-recommended Standard Mitigation Measures for projects that do not exceed construction or operational thresholds of significance.

a) Implement an approved Fugitive Dust Control Plan prior to any on-site grading, landscaping, or construction activities. The applicant shall submit the fugitive dust control plan to the FRAQMD for review and approval. A copy of the approved plan shall be submitted to the Development Services Department.

b) Construction equipment exhaust emissions shall not exceed FRAQMD Regulation III, Rule 3.0, Visible Emissions limitations (40 percent opacity or Ringlemann 2.0).

- c) The contractor shall be responsible to ensure that all construction equipment is properly tuned and maintained prior to and for the duration of onsite operation.
- d) Limit idling time to 5 minutes as this saves fuel and reduces emissions in accordance with 13 California Code of Regulations (CCR) Chapter 10 Section 2485 and 13 CCR Chapter 9 Article 4.8 Section 2449.
- e) Utilize existing power sources (e.g., line power) or clean fuel generators rather than temporary power generators.
- f) Develop a traffic plan to minimize traffic flow interference from construction activities. The plan may include advance public notice of routing, use of public transportation, and satellite parking areas with a shuttle service. Schedule operations affecting traffic for off-peak hours. Minimize obstruction of through-traffic lanes. Provide a flag person to guide traffic properly and ensure safety at construction sites.
- g) Portable engines and portable engine-driven equipment units used at the project work site, with the exception of on-road and off-road motor vehicles, may require California Air Resources Board (CARB) Portable Equipment

Registration with the State or a local district permit. The owner/operator shall be responsible for arranging appropriate consultation with CARB or FRAQMD to determine registration and permitting requirements prior to equipment operation at the site.

Mitigation Measure No. 2 (Air Quality): Fugitive Dust Control – Best Available Mitigation Measures: The applicant shall comply with the following mitigation measures to address potential impacts to air quality:

- a) All grading operations on a project should be suspended when winds exceed 20 miles per hour or when winds carry dust beyond the property line despite implementation of all feasible dust control measures.
- b) Construction sites shall be watered as directed by the Department of Public Works or Air Quality Management District and as necessary to prevent fugitive dust violations.
- c) An operational water truck should be onsite, at all times. Apply water to control dust as needed to prevent visible emissions violations and offsite dust impacts.
- d) Onsite dirt piles or other stockpiled particulate matter should be covered, wind breaks installed, and water and/or soil stabilizers employed to reduce windblown dust emissions. Incorporate the use of approved non-toxic soil stabilizers according to manufacturer's specifications to all inactive construction areas.
- e) All transfer processes involving a free fall of soil or other particulate matter shall be operated in such a manner as to minimize the free fall distance and fugitive dust emissions.
- f) Apply approved chemical soil stabilizers according to the manufacturers' specifications, to all-inactive construction areas (previously graded areas that remain inactive for 96 hours) including unpaved roads and employee/equipment parking areas.
- g) To prevent track-out, wheel washers should be installed where project vehicles and/or equipment exit onto paved streets from unpaved roads. Vehicles and/or equipment shall be washed prior to each trip. Alternatively, a gravel bed may be installed as appropriate at vehicle/equipment site exit points to effectively remove soil buildup on tires and tracks to prevent/diminish track-out.

h) Paved streets shall be swept frequently (water sweeper with reclaimed water recommended; wet broom) if soil material has been carried onto adjacent paved, public thoroughfares from the project site.

i) Provide temporary traffic control as needed during all phases of construction to improve traffic flow, as deemed appropriate by the Department of Public Works and/or Caltrans and to reduce vehicle dust emissions. An effective measure is to enforce vehicle traffic speeds at or below 15 mph.

j) Reduce traffic speeds on all unpaved surfaces to 15 miles per hour or less and reduce unnecessary vehicle traffic by restricting access. Provide appropriate training, onsite enforcement, and signage.

k) Reestablish ground cover on the construction site as soon as possible and prior to final occupancy, through seeding and watering.

l) Disposal by Burning: Open burning is yet another source of fugitive gas and particulate emissions and shall be prohibited at the project site. No open burning of vegetative waste (natural plant growth wastes) or other legal or illegal burn materials (trash, demolition debris, et. Al.) may be conducted at the project site. Vegetative waste should be chipped or delivered to waste to energy facilities (permitted biomass facilities), mulched, composted, or used for firewood. It is unlawful to haul waste materials offsite for disposal by open burning.

m) A copy of the approved Fugitive Dust Control Plan approved by FRAQMD shall be submitted to the Planning Division prior to development commencing.

b) **Less than significant with mitigation incorporated.** The project site is located within the Feather River Air Quality Management District. Construction of the project would generate temporary emissions of criteria pollutants and fugitive dust from grading, construction equipment, paving, and vehicle trips. Project operation would generate emissions associated with truck and passenger vehicle trips, truck circulation, truck parking, and repair shop activity.

The project will be required to comply with applicable air district rules and state emissions requirements. Trucking units and diesel equipment are also required to comply with applicable state emissions and idling requirements. Implementation of Mitigation Measure No. 1 would reduce construction-related fugitive dust and equipment emissions through standard dust-control, equipment maintenance, idling, and construction traffic-control measures.

Because the project would implement standard Feather River Air Quality Management District measures and comply with applicable regulatory requirements, the project is not expected to result in a cumulatively considerable net increase of criteria pollutants for which the region is in non-attainment. A less than significant impact with mitigation incorporated is anticipated.

c) **Less than significant impact with mitigation incorporated.** The project would not expose sensitive receptors to substantial pollutant concentrations. Sensitive receptors generally include residences, schools, daycare facilities, hospitals, senior care facilities, and similar uses where people may be more sensitive to air pollution. Rural residences and an equestrian education and training facility are located in the surrounding area. For purposes of this analysis, the equestrian education and training facility is treated as a sensitive receptor.

Construction-related emissions would be temporary and would be reduced through implementation of Mitigation Measure No. 1, including dust control, equipment maintenance, idling restrictions, and track-out controls. Operational emissions would be associated with truck and passenger vehicle trips, truck parking, truck circulation, repair shop activities, and use of Transport Refrigeration Units (TRUs). Trucks and TRUs are required to comply with applicable state emissions and idling regulations. No fueling station is proposed as part of the project.

The project's truck activity is expected to be intermittent, with many trucks leaving the site for long-haul trips and returning after completion of routes. The project would not include a major stationary source of toxic air contaminants. With implementation to of Mitigation Measure No. 1 and compliance with state emissions requirements and air district rules, the project would not expose sensitive receptors to substantial pollutant concentrations. A less than significant impact with mitigation incorporated is anticipated.

d) Less than significant impact. The project would not result in other emissions, such as odors, that would adversely affect a substantial number of people. The project proposes a Large General Truck Yard, office, and truck repair shop. Temporary odors may occur during construction from diesel exhaust, paving, coatings, or equipment use, but these odors would be temporary and localized.

Operational odors could include minor odors from truck exhaust, vehicle maintenance, oils, lubricants, and related repair shop materials. These odors would be typical of truck yard and vehicle maintenance operations and would be controlled through compliance with applicable air quality, hazardous materials, building, and fire code requirements. The project does not include a wastewater treatment plant, landfill, composting operation, food processing facility, or other use typically associated with substantial odor generation.

Therefore, the project would not result in other emissions adversely affecting a substantial number of people. A less than significant impact is anticipated.

(Feather River Air Quality Management District, Indirect Source Review Guidelines)
(County of Sutter, General Plan 2030)
(County of Sutter, Zoning Code)
(California Air Resources Board idling and diesel equipment regulations)

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 Wildlife or U.S. Fish and Wildlife Service?

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b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

☐ ☐ ☐ ☒

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

Responses:

a) **Less than significant impact.** The proposed project is not anticipated to have a substantial adverse effect, either directly or through habitat modifications, on any candidate, sensitive, or special-status species. The project site is located within a rural agricultural area of Sutter County and is currently developed with an existing single-family residence and accessory structures. The remaining portion of the project site has been used for agricultural purposes, including a walnut orchard. The proposed project would remove the existing orchard and develop the site with truck/trailer parking, passenger vehicle parking, an office building, a truck repair shop, internal circulation, landscaping, lighting, septic improvements, and stormwater drainage facilities. The project site has been previously disturbed by agricultural use, residential development, accessory structures, and regular human activity. The site does not contain natural waterways, riparian habitat, wetlands, or other natural habitat features typically associated with special-status species. The project site is not known to contain suitable habitat for special-status species, and no special-status species have been identified on the project site. The project would be required to comply with all applicable state and federal regulations related to nesting birds and protected species if any are encountered during construction. Given the disturbed agricultural/residential character of the site and lack of natural habitat features, the project is not anticipated to have a substantial adverse effect on candidate, sensitive, or special-status species. A less than significant impact is anticipated.

b) **No impact.** The proposed project will not have a substantial adverse effect on riparian habitat or other sensitive natural communities. The project site does not contain a stream, river, riparian corridor, or sensitive natural community. The site consists of previously disturbed agricultural land, existing residential use, and accessory structures. No riparian habitat or sensitive natural community would be removed or otherwise affected by the project. Therefore, no impact is anticipated.

c) **No impact.**

The proposed project will not have a substantial adverse effect on state or federally protected wetlands. The project site does not contain known wetlands, marshes, vernal pools, or other jurisdictional aquatic features. The proposed project includes on-site stormwater drainage facilities and retention/detention basins; however, these would be constructed as part of the project and would not affect existing protected wetlands. Therefore, no impact is anticipated.

d) **Less than significant impact.** The proposed project will not substantially interfere with wildlife movement or impede the use of a native wildlife nursery site. The project site is not located within a known wildlife movement corridor and does not contain natural waterways, riparian areas, or other habitat features that would function as a significant movement corridor for wildlife. The site is located in a rural agricultural area and has been previously disturbed by orchard use, residential development, and accessory structures.

The project would remove orchard trees and replace the agricultural portion of the site with truck yard improvements, including parking areas, buildings, fencing, landscaping, and drainage facilities. Although common wildlife may use the site occasionally, the project would not create a substantial barrier to wildlife movement because the site is not part of an established wildlife corridor. A less than significant impact is anticipated.

e) **No impact.** The proposed project will not conflict with local policies or ordinances protecting biological resources. Sutter County does not have a formal tree preservation ordinance applicable to the project site, and the applicant has indicated that there are no oak trees on the subject property. The project would remove existing orchard trees, but such removal would not conflict with a County tree preservation ordinance or biological resource protection policy. Therefore, no impact is anticipated.

f) **No impact.** The proposed project will 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 plan has been identified as applicable to the project site. No impact is anticipated.

(County of Sutter, General Plan Technical Background Report. 2008)
(California Department of Fish and Wildlife, California Natural Diversity Database)
(U.S. Fish and Wildlife Service, National Wetlands Inventory, 2025)

V. CULTURAL RESOURCES.

Would the project:

a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
☐	☒	☐	☐
☐	☒	☐	☐
☐	☒	☐	☐

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Disturb any human remains, including those interred outside of dedicated cemeteries?				

Responses:

a-c) **Less than significant with mitigation incorporated** The proposed project is not expected to cause a substantial adverse change in the significance of a historical resource or archaeological resource pursuant to CEQA Guidelines §15064.5, and it is not expected to disturb human remains. An archaeological survey report was prepared for the project site. The study included a cultural resources inventory of the project area, records review, background research, Native American outreach, and an intensive pedestrian survey. No cultural resources were identified within the project area as a result of the records search, literature review, Native American outreach, or archaeological field survey.

The project site is currently developed with an existing residence and accessory structures and has been used for agricultural purposes, including walnut orchard. The project would remove existing orchard trees and develop truck yard improvements, including parking, buildings, circulation, landscaping, lighting, drainage, and septic improvements. Although no historical or archaeological resources were identified on the project site, ground-disturbing activities could encounter previously unidentified subsurface cultural resources. Therefore, mitigation is included to require work to stop and appropriate evaluation procedures to be followed if cultural resources are discovered during construction.

The proposed project is not located near a known cemetery, and no human remains are known to exist on the project site. However, ground-disturbing activities could result in the accidental discovery of previously unknown human remains. Mitigation is included to ensure compliance with California Health and Safety Code §7050.5 and Public Resources Code §5097.98 if human remains are encountered. With implementation of the following mitigation measures, impacts to cultural resources and human remains would be less than significant.

Mitigation Measure No. 3 (Cultural Resources): Unanticipated Discovery of Cultural Resources.

If archaeological resources or cultural materials are discovered during project construction, ground-disturbing activities within 100 feet of the find shall be halted immediately and the Sutter County Development Services Department shall be notified. A qualified archaeologist shall examine the find and evaluate its significance. If the resource is determined to be potentially significant, the archaeologist shall recommend appropriate measures to avoid, minimize, or reduce potential impacts to the resource. The County shall be responsible for determining and implementing appropriate treatment measures based on the archaeologist’s recommendations.

Mitigation Measure No. 4 (Cultural Resources): Discovery of Human Remains.

If human remains are discovered during project construction, all ground-disturbing activities shall stop in the immediate vicinity of the discovery. The project applicant shall immediately notify the Sutter County Coroner and the Sutter County Development Services Department. No further disturbance shall occur until the County Coroner has made the necessary findings as to the origin and disposition of the remains pursuant to California Health and Safety Code §7050.5. If the remains are determined to be Native American, the County Coroner shall notify the Native American Heritage Commission within 24 hours pursuant to Public Resources Code §5097.98. The Native American

Heritage Commission shall identify the Most Likely Descendant, who shall be provided the opportunity to make recommendations regarding treatment and disposition of the remains. The project applicant shall comply with the requirements of Public Resources Code §5097.98 and applicable state law.

(Alta Archaeological Consulting, Archaeological Survey Report for Bassi Western Reload Inc., 8220 Garden Highway, Yuba City, Sutter County, California)
(County of Sutter, General Plan 2030 Technical Background Report)

	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?	☐	☐	☒	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

Responses:

a) Less than a 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. The project would develop a Large General Truck Yard with truck/trailer parking, passenger vehicle parking, a 2,500-square-foot office building, a 5,600-square-foot truck repair shop, lighting, landscaping, circulation improvements, septic improvements, and stormwater drainage facilities.

Construction of the project would require temporary use of fuel and electricity for construction equipment, worker vehicles, hauling, grading, paving, and building construction. Construction-related energy use would be temporary and typical of similar development projects. Construction equipment and vehicles would be required to comply with applicable state and federal fuel efficiency, emissions, and idling regulations.

Operational energy use would include electricity for lighting, office use, repair shop operations, security systems, and other site operations, as well as fuel associated with truck and passenger vehicle trips. The proposed buildings would be required to comply with applicable California Building Standards Code, California Energy Code, and CALGreen requirements in effect at the time of building permit issuance. Outdoor lighting would consist of energy-efficient LED fixtures and would be required to comply with applicable County lighting requirements. Motion-activated lighting and shielded fixtures would further reduce unnecessary energy use.

The project does not include unusual operational characteristics that would result in wasteful, inefficient, or unnecessary consumption of energy. Therefore, a less than significant impact is anticipated.

b) Less than significant impact. The proposed project will not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. The project would be subject to applicable

state building energy efficiency standards, CALGreen requirements, and County building permit review. The proposed office and truck repair shop would be required to comply with Title 24 energy efficiency requirements. Outdoor lighting would be required to comply with County lighting standards and would incorporate energy-efficient LED fixtures.

The project would not interfere with implementation of state or local renewable energy or energy efficiency plans. Therefore, a less than significant impact is anticipated.

(County of Sutter, General Plan 2030)
(California Building Standards Code)
(California Energy Code, Title 24)

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

Responses:

a) **Less than significant impact.** The proposed project will not directly or indirectly cause potential substantial adverse effects related to rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure, or landslides. The project site is not located within an Alquist-Priolo Earthquake Fault Zone and is not located in an area with known active earthquake faults. Sutter County is not generally subject to high seismic hazards compared to more seismically active areas of California.

The project site is generally flat and located on the valley floor. On-site soils are identified as Conejo loam, 0 to 2 percent slopes. The project site is not located in the Sutter Buttes or another area where landslides would be expected to occur. Proposed construction would be subject to applicable California Building Code requirements, including requirements related to soil conditions, foundations, and structural design. Therefore, no impact is anticipated for fault rupture and landslides, and less than significant impacts are anticipated for strong seismic ground shaking and seismic-related ground failure.

b) **Less than significant with mitigation incorporated.** The proposed project could result in temporary soil erosion or loss of topsoil during grading, site preparation, orchard removal, construction of buildings, paving, compacted gravel installation, drainage improvements, septic improvements, and related ground disturbance. On-site soils are identified as Conejo loam, 0 to 2 percent slopes. The project site is generally flat, and the hazard of erosion is expected to be limited due to the low slope of the site. However, construction activities could temporarily expose and loosen soil, increasing the potential for erosion, sediment transport, and track-out.

The project would disturb more than one acre of land. Therefore, the project is required to comply with applicable stormwater construction requirements, including preparation and implementation of a Storm Water Pollution Prevention Plan and coverage under the National Pollutant Discharge Elimination System General Construction Permit, unless a Notice of Non-Applicability is obtained. The project would also be required to comply with County grading, erosion-control, and improvement standards.

Implementation of Mitigation Measure No. 5 would reduce potential construction-related soil erosion and loss of topsoil to a less than significant level.

Mitigation Measure No. 5 (Geology and Soils): STORM WATER QUALITY PROTECTION – DURING CONSTRUCTION.

SWPPP – Prior to construction the applicant shall prepare and submit a Storm Water Pollution and Prevention Plan (SWPPP) if the project's cumulative disturbed area is one acre or more, 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 Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities as applicable. The SWPPP shall be submitted to the County for review and to the Central Valley Regional Water Quality Control Board as required by the NPDES General Permit in effect during construction unless a Notice of Non-Applicability is granted. 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.

If the Project cumulative disturbed area is less than one acre the applicants engineer shall submit an engineer stamped letter along with a calculation certifying the cumulative disturbed area is less than one acre.

NPDES GENERAL CONSTRUCTION PERMIT - If the project size is one acre or more, the applicant shall file a Notice of Intent (NOI) with the Central Valley Regional Water Quality Control Board (CVRWQCB), prior to construction, 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. The project applicant(s) shall submit a state storm water permit Waste Discharger Identification (WDID) number for each construction project.

NOTICE OF NON-APPLICABILITY (NONA) - If the Project site is not hydrologically connected to waters of the United States they may opt to file for a NONA instead of a Notice of Intent. The applicant will need to provide a copy of the NONA Certification along with the NONA identification number.

c) **Less than significant impact.** The proposed project is not located on a geological unit or soil that is expected to become unstable as a result of the project. The project site is generally flat and is underlain by Conejo loam, 0 to 2 percent slopes. The site is located on the valley floor and is not in an area with landslide potential. Proposed buildings and improvements would be required to comply with applicable California Building Code standards and County building permit requirements. Therefore, the project is not expected to result in on-site or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. A less than significant impact is anticipated.

d) **Less than significant impact.** The project site contains Conejo loam, with 0 to 2 percent slopes. Future construction of the office building, truck repair shop, pavement, gravel parking areas, and other site improvements would be subject to applicable California Building Code requirements related to soil conditions, foundations, and structural design. The Sutter County Building Division would review proposed construction for compliance with applicable building standards during the building permit process. Compliance with building code requirements would reduce risks associated with expansive soils or other soil conditions. A less than significant impact is anticipated.

e) **Less than significant impact.** The project would be served by on-site wastewater treatment and disposal systems since public sewer service is not available at the project site. The proposed office and truck repair shop would include restroom facilities served by a new on-site septic system. The existing three-bedroom residence would continue to use the existing on-site wastewater system. Soil testing was conducted for the project, and the Sutter County Environmental Health Division determined septic requirements to meet the County's On-site Sewage Treatment and Disposal Ordinance for the proposed large general truck yard with an office and existing residence.

The septic areas for new system installation and replacement are required to remain unimproved and reserved exclusively for on-site wastewater disposal. Sutter County Environmental Health will review and approve the proposed on-site wastewater system prior to installation. Compliance with

County Environmental Health requirements would ensure the site can adequately support the proposed septic systems. A less than significant impact is anticipated.

f) **Less than significant impact.** The project site does not contain any known unique paleontological resource, paleontological site, or unique geologic feature. The site is located on the valley floor and has been previously disturbed by agricultural and residential uses. The project would involve grading and ground disturbance associated with orchard removal, building construction, parking areas, drainage improvements, and septic improvements. No unique geologic feature has been identified on the project site. Therefore, the project is not expected to directly or indirectly destroy a unique paleontological resource or unique geologic feature. 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)

	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?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

Responses:

a) Less than significant impact. The proposed project would generate greenhouse gas (GHG) emissions, either directly or indirectly, during construction and operation. However, the project would not generate GHG emissions at a level that would have a significant impact on the environment.

The Sutter County Climate Action Plan (CAP) was prepared and adopted as part of the General Plan to address greenhouse gas emissions and to ensure consistency with Assembly Bill 32, the Global Warming Solutions Act. The County's CAP includes a GHG inventory, an emissions reduction target, and reduction measures to achieve the target. As part of the CAP implementation process, the County adopted GHG screening measures to assist in determining whether projects would result in a significant GHG impact under CEQA.

The project proposes a Large General Truck Yard with a maximum of 74 STAA truck/trailer parking spaces, 16 passenger vehicle parking spaces, a 2,500-square-foot office building, a 5,600-square-foot truck repair shop, internal circulation, landscaping, lighting, septic improvements, and stormwater drainage facilities.

Construction of the project would generate temporary GHG emissions from construction equipment, worker vehicles, hauling, grading, paving, and building construction. These emissions would be temporary and limited to the construction period. Construction equipment and vehicles

would be required to comply with applicable California Air Resources Board regulations, including idling restrictions and emissions standards.

Operation of the project would generate GHG emissions from truck and passenger vehicle trips, building energy use, lighting, repair shop operations, and related site activities. The project would be required to comply with applicable state building energy efficiency standards, including the California Building Standards Code, California Energy Code, and CALGreen requirements. Outdoor lighting would use energy-efficient LED fixtures and would be required to comply with County lighting standards. Trucking units would be required to comply with applicable California Air Resources Board emissions and idling requirements.

The project does not propose a General Plan amendment or rezoning and would be reviewed through the County's Use Permit process for a Large General Truck Yard in the AG District. The project would be subject to applicable County conditions of approval and state regulatory requirements that reduce energy consumption and GHG emissions. Given the scale of the project, the temporary nature of construction emissions, required compliance with state emissions and energy standards, and consistency with the County's CAP and land use framework, the project would not generate GHG emissions that would have a significant impact on the environment. A less than significant impact is anticipated.

b) Less than significant impact. The proposed project will not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing greenhouse gas emissions. The project is located within the boundaries of the Feather River Air Quality Management District. The County has adopted a Climate Action Plan that identifies methods to reduce greenhouse gas emissions within Sutter County.

As discussed above, the project would be required to comply with applicable state and local energy efficiency requirements, including Title 24 and CALGreen standards for the proposed office building and truck repair shop. The project would also be subject to applicable California Air Resources Board emissions and idling requirements for trucks, diesel equipment, and transport refrigeration units.

The project does not propose a General Plan amendment, rezoning, or other change that would conflict with the County's adopted land use or greenhouse gas reduction policies. The proposed use is being considered through a Use Permit in the AG District and would be subject to applicable County conditions of approval. Therefore, the project would not conflict with an applicable greenhouse gas reduction plan, policy, or regulation. A less than significant impact is anticipated.

Sources:

County of Sutter, General Plan 2030 Climate Action Plan.

County of Sutter, General Plan 2030.

County of Sutter, Greenhouse Gas Pre-Screening Measures for Sutter County.

California Building Standards Code.

California Energy Code, Title 24.

IX. HAZARDS AND HAZARDOUS MATERIALS.

Would the project:

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☒	☐

Responses:

Less than significant impact. The proposed project will not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. The project proposes a Large General Truck Yard, office building, and truck repair shop. The applicant has indicated that fuel and oil for trucks may be stored in the repair shop area. Other materials associated with truck repair activities may include lubricants, vehicle fluids, batteries, solvents, cleaning products, and similar materials typical of vehicle repair operations.

The use, storage, and disposal of hazardous materials would be required to comply with applicable federal, state, and local regulations. California requires businesses handling hazardous materials onsite at or above applicable thresholds, including 55 gallons for liquids, 500 pounds for solids, or 200 cubic feet for compressed gas, to prepare and implement a Hazardous Materials Business Plan and submit it through the California Environmental Reporting System. The project would be subject to Sutter County Certified Unified Program Agency (CUPA) requirements if hazardous materials are handled at or above these thresholds.

Compliance with applicable hazardous materials regulations, CUPA requirements, and proper storage and disposal procedures would reduce potential hazards associated with routine handling of hazardous materials. Therefore, a less than significant impact is anticipated.

b) **Less than significant impact.** The project will not create a significant hazard to the public or the environment through reasonably foreseeable upset or accident conditions involving the release of hazardous materials. Construction activities may involve temporary use of fuels, lubricants, solvents, and other construction-related materials. Operational activities may involve truck repair and maintenance materials such as oils, fluids, and lubricants.

These materials would be required to be stored, handled, and disposed of in accordance with applicable federal, state, and local regulations. If hazardous materials are stored onsite at or above applicable thresholds, the applicant would be required to prepare and implement a Hazardous Materials Business Plan through California Environmental Reporting System (CERS). Compliance with applicable hazardous materials regulations, spill prevention practices, and County CUPA requirements would reduce the risk of accidental release. A less than significant impact is anticipated.

c) **Less than significant impact.** The project is located within one-quarter mile of an equestrian education and training facility located north of the project site. For purposes of this analysis, the facility is treated as a Schools and Educational Services use, specifically Specialized Education and Training. The project proposes truck parking, an office, and a truck repair shop. Materials associated with truck repair activities may include fuel, oil, lubricants, vehicle fluids, batteries, solvents, cleaning products, and similar materials typical of vehicle repair operations. However, the project would not involve the handling of hazardous materials in quantities or forms that would create a significant hazard to nearby school uses consistent with applicable hazardous materials regulations and CUPA requirements. All hazardous materials would be required to be stored, handled, and disposed of in accordance with applicable federal, state, and local regulations. If hazardous materials are handled onsite at or above applicable thresholds, the applicant would be required to prepare and implement a Hazardous Materials Business Plan through the California Environmental Reporting System and comply with Sutter County Certified Unified Program Agency requirements. Compliance with applicable hazardous materials regulations, CUPA requirements, spill prevention practices, and proper storage and disposal procedures would reduce potential impacts to nearby school uses. Therefore, a less than significant impact is anticipated.

d) **No impact.** The applicant's hazardous waste and substances site disclosure indicates that the project site is not located on a site included on a list compiled pursuant to Government Code §65962.5. No known hazardous materials site listing has been identified for the project site. Therefore, the project would not create a significant hazard to the public or the environment due to location on a listed hazardous materials site. No impact is anticipated.

e) **No impact.** The project site is not located within an airport land use plan area or within two miles of a public airport or public use airport. The proposed project would not result in airport-related safety hazards or excessive airport-related noise for people working at the project site. No impact is anticipated.

f) **Less than significant impact.** The project will not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. The project would access Garden Highway and would be required to construct frontage and driveway improvements necessary to accommodate STAA truck access. The applicant must obtain County approval for improvement plans and an encroachment permit for any work within the County right-

of-way. Required improvements and conditions of approval would ensure safe access and circulation.

Construction activities may temporarily affect traffic conditions near the project frontage, but such activities would be subject to County encroachment permit requirements and traffic control requirements, as applicable. The project would not close or block public roads in a manner that would interfere with emergency response or evacuation. A less than significant impact is anticipated

g) **Less than significant impact.** The project will not expose people or structures to a significant risk of loss, injury, or death involving wildland fires. The geographic center of the parcel is located in an area identified by the State Fire Marshal as having no Fire Hazard Severity Zone in a Local Responsibility Area. The project site is located in a rural agricultural area and is not within the Sutter Buttes or river-bottom areas typically associated with higher wildfire risk in Sutter County. The proposed office and truck repair shop would be required to comply with applicable building and fire code requirements. Site access and circulation would be reviewed through the County's improvement plan, building permit, and fire review processes. Therefore, wildfire-related hazards would be less than significant.

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

(California Department of Forestry and Fire Protection Fire Hazard Severity Zone information)

(California Department of Toxic Substances Control, Hazardous Waste and Substances Site List - Site Cleanup (Cortese List). 2025)

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?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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☐	☒	☐	☐
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b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

☐	☐	☒	☐
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c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i) Result in substantial erosion or siltation on- or off-site;

☐	☒	☐	☐
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ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;

☐	☒	☐	☐
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☐	☒	☐	☐
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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or				
iv) Impede or redirect flood flows?	☐	☒	☒	☐
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

Responses:

a) **Less than significant with mitigation incorporated.** The proposed project will not violate water quality standards or waste discharge requirements or substantially degrade surface or groundwater quality with mitigation incorporated. The project proposes development of a Large General Truck Yard, including truck/trailer parking, passenger vehicle parking, an office building, a truck repair shop, internal circulation, compacted gravel, asphalt pavement, landscaping, lighting, septic improvements, and stormwater drainage facilities.

Construction activities would involve grading, vegetation removal, paving, building construction, drainage improvements, and other ground-disturbing activities. These activities could result in temporary erosion, sediment transport, and pollutants entering stormwater runoff if not properly controlled. Because the project would disturb more than one acre of land, the project is required to comply with applicable stormwater construction requirements, including preparation and implementation of a Storm Water Pollution Prevention Plan and coverage under the National Pollutant Discharge Elimination System General Construction Permit, unless a Notice of Non-Applicability is obtained.

The project would also be provided by an on-site septic system for the proposed office and repair shop. Environmental Health has reviewed the project and determined septic requirements based on soil testing. Septic areas for new system installation and replacement are required to remain unimproved and reserved exclusively for on-site wastewater disposal. The septic system would be subject to Sutter County Environmental Health review and approval.

With implementation of Mitigation Measure No. 5, Storm Water Quality Protection During Construction, and Mitigation Measure No. 6, Drainage Study, Grading, and Construction, the project would not violate water quality standards or waste discharge requirements or substantially degrade surface or groundwater quality. A less than significant impact with mitigation incorporated is anticipated.

b) **Less than significant impact.** The proposed project will not substantially decrease groundwater supplies or interfere substantially with groundwater recharge. The project would include an office building, truck repair shop, restrooms, landscaping, and truck yard operations. Water demand would be associated with restroom use, building operations, landscaping, and

limited truck yard activities. The project does not propose high-intensity water use such as a residential subdivision, food processing, industrial manufacturing, or large-scale water extraction. The project would introduce impervious and compacted surfaces, including asphalt pavement, buildings, and compacted gravel areas. However, the project would also include on-site stormwater drainage and retention/detention facilities designed to manage stormwater runoff on-site. The project would be required to comply with County drainage requirements and construct private drainage improvements consistent with a County-approved drainage study. With on-site stormwater management and required drainage improvements, the project would not substantially interfere with groundwater recharge or impede sustainable groundwater management. A less than significant impact is anticipated.

c) **Less than significant impact with mitigation incorporated.** The proposed project would alter the existing drainage pattern of the site by converting agricultural/orchard land to truck yard improvements, buildings, compacted gravel, asphalt pavement, internal circulation, landscaping, and on-site stormwater drainage facilities. The project would increase impervious and compacted surfaces and would increase post-development runoff if drainage improvements are not properly designed.

There are no streams or rivers on the project site that would be altered by the project. Existing site drainage generally flows east. The project proposes on-site stormwater conveyance and retention/detention facilities to manage increased runoff. Engineering has determined that a County-approved drainage study is required to reflect final design conditions and demonstrate compliance with County standards. Engineering has also required private on-site drainage ditches/basins, limits on discharge rates to pre-project existing conditions for the peak 10-year and 100-year storm events where applicable, prohibition on connection to roadside swales, as-built drawings, and a private drainage facilities maintenance agreement.

Because the project would increase runoff and requires final drainage design approval, mitigation is required. With implementation of the following measures, the project would not substantially alter drainage patterns in a manner that would result in substantial erosion or siltation, flooding, exceedance of drainage capacity, polluted runoff, or impeded/redirectioned flood flows. Impacts would be less than significant with mitigation incorporated.

Mitigation Measure No. 6 (Hydrology and Water Quality): Drainage Study, Grading, and Construction. DRAINAGE STUDY, GRADING AND CONSTRUCTION. Prior to recordation of a map, issuance of a building, grading 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)

All impacts to the site shall be mitigated in the project area or on lands acquired for mitigation by the project. Any grading or site improvements shall be completed in accordance with an approved plan and Sutter County Development Standards. Plans shall be reviewed and approved for construction by the Director of Development Services prior to the start of construction.

Mitigation Measure No. 7 (Hydrology and Water Quality): PRIVATE DRAINAGE IMPROVEMENTS. 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 onsite 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. 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.

d) **Less than significant impact.** The project site is located within a flood zone as designated by a FEMA Flood Insurance Rate Map or County-designated Special Flood Hazard Area. The applicant is required to comply with all provisions of the Sutter County Floodplain Management Ordinance and FEMA regulations. The proposed project would include an office building, truck repair shop, truck parking, passenger vehicle parking, drainage facilities, and related site improvements. Project design and permitting would be required to address applicable floodplain requirements.

The site is not located near an ocean, large lake, or other water body that would create tsunami or seiche hazards. Hazardous materials associated with repair shop operations would be required to comply with applicable storage and reporting requirements, including CUPA/HMBP requirements if thresholds are met. Compliance with floodplain, building, hazardous materials, and drainage requirements would reduce the potential for release of pollutants due to inundation. A less than significant impact is anticipated.

e) **Less than significant impact.** The project will not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. The project would be required to comply with applicable County grading, drainage, stormwater, and wastewater requirements. Construction activities disturbing one acre or more would be subject to the Construction General Permit, SWPPP requirements, and applicable water quality best management practices unless a Notice of Non-Applicability is obtained. On-site wastewater disposal would be subject to Environmental Health review and approval.

The project would not involve substantial groundwater extraction or high-water-demand uses that would interfere with sustainable groundwater management. Therefore, the project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. A less than significant impact is anticipated.

(Drainage and Stormwater Management Report)
(California Department of Water Resources (DWR), California’s Groundwater – Bulletin 118 (Update 2003). 2003)
(County of Sutter, General Plan Technical Background Report. 2008)
(Federal Emergency Management Agency, Flood Insurance Rate Map. 1988)
(Sutter Subbasin Groundwater Management Coordination Committee, Sutter Subbasin Groundwater Sustainability Plan. 2022)

XI. LAND USE AND PLANNING.

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?	☐	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐

Responses:

a) **No impact.** The proposed project will not physically divide an established community. The project site is located in a rural agricultural area of unincorporated Sutter County along Garden Highway. The site is not located within the City of Yuba City or City of Live Oak spheres of influence and is not located within one of the County's recognized rural communities.

The proposed project would develop a Large General Truck Yard on an existing parcel and would not construct a new roadway, wall, barrier, or other feature that would divide an established community. Although frontage, driveway, and access improvements may be required for STAA truck access, those improvements would be limited to providing safe access to the project site and would not block or divide access between surrounding parcels or community areas. Therefore, no impact is anticipated.

b) **Less than significant impact.** The proposed project will not cause a significant environmental impact due to a conflict with a land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. The project site has a General Plan designation of AG-20, Agriculture, 20-acre minimum, and is zoned AG, Agriculture District. The proposed project is a Large General Truck Yard, which may be allowed in the AG District with approval of a Use Permit, subject to compliance with applicable County Zoning Code standards and conditions of approval.

The project would not require a General Plan amendment, rezoning, or change to the site's agricultural land use designation. The proposed use is being reviewed through the County's discretionary Use Permit process, which allows the County to evaluate compatibility with surrounding uses and impose conditions related to access, screening, fencing, landscaping, lighting, parking, circulation, drainage, noise, operations, and other site development standards.

The project would also be subject to applicable County Engineering, Environmental Health, CUPA, building, fire, and air quality requirements. Required conditions include, but are not limited to, County-approved drainage improvements, compliance with on-site wastewater requirements, hazardous materials reporting if applicable thresholds are met, lighting controls to prevent off-site spillover, and compliance with applicable County noise standards.

The project's STAA truck access is subject to Terminal Access route approval and required improvements. Prior to use of the facility by STAA trucks, the access route and facility must be established and meet Terminal Access classification requirements. The applicant is required to complete the Terminal Access application and evaluation process, and Sutter County

Development Services, in coordination with the Caltrans District Truck Coordinator, will evaluate the proposed route and identify any improvements necessary for STAA truck access. Required improvements and review would ensure the proposed use is consistent with applicable access and circulation requirements.

Because the project is being reviewed through the required Use Permit process and would be conditioned to comply with applicable County land use, development, access, drainage, and operational standards, the project would not result in a significant environmental impact due to a conflict with an applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. 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)

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?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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☐
☐
☐
☒

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?

☐
☐
☐
☒

Responses:

a-b) **No impact.** The proposed project will not result in the loss of availability of a known mineral resource that would be of value to the region or residents of the state. The project site is located in a rural agricultural area of unincorporated Sutter County and is currently developed with an existing residence, accessory structures, and agricultural/orchard land. The proposed project would develop the site with a Large General Truck Yard, office building, truck repair shop, truck/trailer parking, passenger vehicle parking, landscaping, lighting, drainage improvements, and related site improvements. No known mineral resources have been identified on the project site. The project would not involve mining, mineral extraction, or conversion of land designated for mineral resource extraction. Therefore, no impact is anticipated.

The proposed project will not result in the loss of availability of a locally important mineral resource recovery site. The project site is not designated as a locally important mineral resource recovery site in the Sutter County General Plan or other applicable land use plan. The project would not interfere with existing or future mineral extraction activities. Therefore, no impact is anticipated.

(California Department of Conservation, California Geological Survey, 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)

XIII. NOISE.

Would the project result in:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☒	☐	☐
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

Responses:

a-b) **Less than significant with mitigation incorporated.** The proposed 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 Sutter County General Plan Noise Element, Sutter County Noise Ordinance, or applicable standards of other agencies, and will not result in excessive groundborne vibration or groundborne noise levels with implementation of mitigation.

The Sutter County General Plan Noise Element provides a basis for local policies to control and abate environmental noise and protect County residents from excessive noise exposure. The Sutter County Noise Ordinance establishes standards and procedures to protect the health and safety of County residents from the harmful effects of excessive, unnecessary, or offensive noise.

Construction of the project would result in temporary noise from orchard removal, grading, paving, building construction, drainage improvements, septic improvements, and related site preparation activities. Construction activities may also generate temporary groundborne vibration from equipment used for grading, paving, and building construction. These impacts would be temporary and would cease upon completion of project construction. No pile driving or blasting is proposed.

Per Policy N 1.6 of the Sutter County General Plan, project-related noise-generating construction activities within 1,000 feet of noise-sensitive uses, including residential uses, daycares, schools, convalescent homes, and medical care facilities, are limited to daytime hours between 7:00 a.m. and 6:00 p.m. on weekdays, 8:00 a.m. and 5:00 p.m. on Saturdays, and are prohibited on Sundays and holidays unless permission has been applied for and granted by the County. To ensure compliance with General Plan Policy N 1.6 and reduce temporary construction noise impacts, Mitigation Measure No. 7 is required.

Project operation would generate noise from truck and passenger vehicle movement, truck parking, truck starting and idling, truck repair shop activities, employee activity, and on-site

circulation. The project would operate 24 hours per day, seven days per week. However, truck activity would be intermittent and associated with drivers picking up and dropping off trucks and passenger vehicles. Many trucks would leave the site for long-haul trips and return after completion of routes. The project would not include outdoor amplified sound, blasting, pile driving, or a high-intensity manufacturing use that would be expected to generate substantial continuous noise.

The project includes operational limitations and site design features that would reduce potential noise exposure. TRUs would be restricted to the northern portion of the truck yard to reduce potential noise exposure to the equestrian education and training facility located south of the project site. All project operations would be required to comply with the Sutter County Noise Ordinance. If project operations result in noise that exceeds applicable County standards, the operator would be required to modify operations or implement additional measures necessary to achieve compliance.

With implementation of Mitigation Measure No.8 and compliance with applicable County noise standards, construction and operational noise and vibration impacts would be less than significant with mitigation incorporated.

Mitigation Measure No.8 (Noise): Construction Hours.

During construction, the applicant shall ensure that all project-related noise-generating construction activities are limited to daytime hours between 7:00 a.m. and 6:00 p.m. on weekdays, 8:00 a.m. and 5:00 p.m. on Saturdays, and are prohibited on Sundays and holidays unless permission for the latter has been applied for and granted by the County.

c) **No impact.** The project site is not located within an airport land use plan area or within two miles of a public airport or public use airport. The project site is also not located in the vicinity of a private airstrip such that people working at the project site would be exposed to excessive airport-related noise levels. Therefore, the project would not expose people residing or working in the project area to excessive airport-related noise. No impact is anticipated.

(County of Sutter, General Plan 2030 Noise Element)

(County of Sutter, General Plan 2030. 2011)

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

(County of Sutter, Zoning Code. 2024)

XIV. POPULATION AND HOUSING.

Would the project:

a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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☐	☐	☒	☐
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b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

☐	☐	☐	☒
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Responses:

a) **Less than significant impact.** The proposed project will not induce substantial unplanned population growth. The project proposes a Large General Truck Yard with truck/trailer parking, passenger vehicle parking, an office building, truck repair shop, landscaping, lighting, drainage improvements, and related site improvements. The project does not propose new residential development or infrastructure extensions that would induce unplanned population growth.

The existing single-family residence on the site would remain, and the project would not increase the number of dwelling units on the property. Employment associated with the truck yard, office, and repair shop would be limited and would not be substantial enough to induce population growth. Therefore, a less than significant impact is anticipated.

b) **No impact.** The proposed project will not displace substantial numbers of people or housing. The existing single-family residence on the project site would remain, and no dwelling units would be removed as part of the proposed truck yard development. The project would not require construction of replacement housing elsewhere. No impact is anticipated.

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

(County of Sutter, Zoning Code. 2024)

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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XV. PUBLIC SERVICES.

Would the project:

a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

i) Fire protection?	☐	☐	☒	☐
ii) Police protection?	☐	☐	☒	☐
iii) Schools?	☐	☐	☐	☒
iv) Parks?	☐	☐	☐	☒
v) Other public facilities?	☐	☐	☒	☐

Responses:

a) i) **Less than significant impact.** The proposed project will not result in substantial adverse physical impacts associated with fire protection services. The project would develop a Large General Truck Yard with an office building, truck repair shop, truck/trailer parking, passenger

vehicle parking, and related site improvements. The project would be required to comply with applicable fire code, building code, emergency access, and site design requirements. The proposed buildings and site improvements would be reviewed through the building permit, improvement plan, and fire review processes as applicable.

a) ii) **Less than significant impact.** The proposed project will not result in substantial adverse physical impacts associated with police protection services. The project would operate as a truck yard and related office/repair facility. The project may incrementally increase demand for law enforcement services due to site operations, security, and traffic activity, but this increase would not be substantial and would not require construction of new or expanded law enforcement facilities.

a) iii) **No impact.** The proposed project will not result in substantial adverse physical impacts associated with schools. The project does not include residential development and would not generate new students. No new or expanded school facilities would be required. No impact is anticipated.

a) iv) **No impact.** The proposed project will not result in substantial adverse physical impacts associated with parks. The project does not include residential development and would not generate a population that would increase demand for parks or recreational facilities. No new or expanded park facilities would be required. No impact is anticipated.

a) v) **Less than significant impact.** The proposed project will not result in substantial adverse physical impacts associated with other public facilities. The project would not generate substantial population growth or substantially increase demand for libraries, community centers, or other public facilities. Any incremental demand for public services would be limited and would not require new or physically altered governmental facilities. A less than significant impact is anticipated.

(County of Sutter, Zoning Code. 2024)

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

(County of Sutter, Subdivision Ordinance. 2021)

XVI. RECREATION.

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

Responses:

a) No impact. The proposed project will not increase the use of existing neighborhood or regional parks or other recreational facilities. The project does not include residential development and would not generate new residents. Therefore, the project would not increase demand for parks or recreational facilities and would not cause or accelerate substantial physical deterioration of such facilities. No impact is anticipated.

b) No impact. The proposed project does not include recreational facilities and would not require construction or expansion of recreational facilities. No impact is anticipated.

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

(County of Sutter, Subdivision Ordinance. 2021)

XVII. TRANSPORTATION.

Would the project:

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

Responses:

a) Less than significant with mitigation incorporated. The proposed project will not conflict with a program, plan, ordinance, or policy addressing the circulation system with mitigation incorporated. The project proposes a Large General Truck Yard with a maximum of 74 STAA truck/trailer parking spaces, 16 passenger vehicle spaces, approximately 38 dual-use truck/passenger vehicle spaces, a 2,500-square-foot office building, and a 5,600-square-foot truck repair shop.

A Traffic Access Study was prepared for the project. The study estimated that the project would generate approximately 225 daily passenger car equivalent trips, 17 AM peak-hour passenger car equivalent trips, and 17 PM peak-hour passenger car equivalent trips under typical weekday traffic demand conditions. The project truck route is expected to use Garden Highway and Tudor Road to access State Route 99. The study also evaluated site access, truck turning, local roadway operations, and Vehicle Miles Traveled.

Although the Traffic Access Study provides transportation background, Sutter County Engineering reviewed the project and determined that project-specific improvements and Terminal Access review are required before the site can be used by STAA trucks. Engineering requires the applicant to construct improvements to Garden Highway and the project driveway so

that driveway access meets the turning requirements of a commercial STAA truck. Engineering also requires the driveway entrance to be designed using truck turning templates, access for STAA trucks to be maintained 24 hours per day, seven days per week, and an encroachment permit to be obtained prior to work in the County right-of-way.

In addition, prior to use of the facility by STAA trucks, the access route and facility must be established and must meet Terminal Access classification requirements. Sutter County Development Services, in coordination with the Caltrans District Truck Coordinator, will evaluate the proposed route and identify improvements necessary for STAA truck access.

With implementation of Mitigation Measure No. 9 and Mitigation Measure No. 10, the project would not conflict with applicable circulation plans, ordinances, or policies. A less than significant impact with mitigation incorporated is anticipated.

Mitigation Measure No. 9 (Transportation): Public Road and Driveway Improvements for STAA Truck Access. PUBLIC ROAD IMPROVEMENTS. The applicant shall construct improvements to Garden Highway, that the parcel fronts, to allow for driveway access that meets the turning requirements of a commercial STAA Truck. Improvements shall be constructed for the half-street adjacent to the parcel and must meet current County Development Standards for the road classification. The driveway entrance must be designed by the use of truck turning templates in order to size the driveway for Commercial STAA Trucks. Access for all STAA trucks needs to be maintained 24 hours per day, 7 days per week. The applicant must obtain an Encroachment Permit from the County prior to any work in the County Right of Way.

Mitigation Measure No. 10 (Transportation): Terminal Access Route Approval for STAA Trucks. Prior to use of this facility by Surface Transportation Assistance Act (STAA) trucks, the California Vehicle Code requires that the access route and facility be established and meet Terminal Access (TA) classification requirements. The applicant can initiate the TA application process by obtaining an application package from the Sutter County Development Services Department and submitting a completed application along with the required fees. Sutter County Development Services along with the Caltrans District Truck Coordinator will evaluate the proposed route for use by STAA Trucks and develop a list of improvements that will need to be made before the STAA Route can be approved. All expenses for TA evaluation, engineering, and improvements required to make the access route and facility meet TA classification requirements shall be borne by the applicant.

b) Less than significant impact. The proposed project will not conflict or be inconsistent with CEQA Guidelines §15064.3, subdivision (b). CEQA Guidelines §15064.3 identifies Vehicle Miles Traveled as the most appropriate metric for evaluating transportation impacts under CEQA. The County has not adopted project-specific VMT thresholds or guidelines for this type of project; therefore, the project's VMT was evaluated using guidance from the Governor's Office of Planning and Research Technical Advisory.

The Traffic Access Study estimated that the project would generate approximately 85 passenger car trips per day. The OPR Technical Advisory provides that, absent substantial evidence indicating otherwise, projects generating fewer than 110 vehicle trips per day may generally be assumed to have a less than significant VMT impact. The OPR Technical Advisory focuses on automobile travel, including passenger cars and light trucks. Heavy truck trips are not the primary focus of the automobile VMT screening threshold.

Because the project is estimated to generate fewer than 110 daily passenger vehicle trips, the project would be presumed to have a less than significant VMT impact. Therefore, the project would not conflict or be inconsistent with CEQA Guidelines §15064.3, subdivision (b). A less than significant impact is anticipated.

c-d) Less than significant with mitigation incorporated.

The proposed project could increase transportation hazards if STAA truck access, driveway design, frontage improvements, and the Terminal Access route are not properly designed and approved. The project would generate truck traffic associated with truck parking, long-haul trips, and truck repair activities. STAA trucks would access the project site from Garden Highway and would travel to and from State Route 99 by way of Garden Highway and Tudor Road.

Sutter County Engineering reviewed the project and determined that improvements are required to ensure the project driveway and Garden Highway frontage can accommodate commercial STAA truck turning movements. The driveway entrance must be designed using truck turning templates, and STAA truck access must be maintained 24 hours per day, seven days per week. The applicant must also obtain Terminal Access route approval prior to use of the facility by STAA trucks.

With implementation of Mitigation Measure No. 9 and Mitigation Measure No. 10, the project would not substantially increase hazards due to geometric design features or incompatible uses. A less than significant impact with mitigation incorporated is anticipated.

The proposed project will not result in inadequate emergency access with mitigation incorporated. The project would be accessed from Garden Highway and would include internal circulation designed for trucks and passenger vehicles. Sutter County Engineering requires project driveway and frontage improvements to accommodate commercial STAA truck turning movements, and access for STAA trucks must be maintained 24 hours per day, seven days per week. The project would also be subject to applicable fire code, building code, and emergency access review through the County's permitting process.

Implementation of Mitigation Measure No. 9 and Mitigation Measure No. 10 would ensure that project access is designed, improved, and approved for the proposed truck yard use. Therefore, impacts related to emergency access would be less than significant with mitigation incorporated.

(Garden Highway Truck Parking Project Traffic Access Study, Wood Rodgers, June 27, 2025)

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

(County of Sutter, General Plan 2030. 2011)

(Institute of Transportation Engineers, Trip Generation Manual, 11th Edition)

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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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 § 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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	☐	☐	☒	☐
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 Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☒	☐

Responses:

a) i-ii) Less than a significant impact. The proposed project is not expected to cause a substantial adverse change in the significance of a tribal cultural resource listed or eligible for listing in the California Register of Historical Resources or in a local register of historical resources. The County routed the project for Assembly Bill 52 consultation to California Native American tribes traditionally and culturally affiliated with the project area. No requests for consultation or comments were received by the County.

A cultural resources survey was prepared for the project site. No cultural resources were identified within the project area as a result of the records search, background research, Native American outreach, or archaeological field survey. No tribal cultural resource has been identified on the project site. Therefore, the project would not cause a substantial adverse change in the significance of a listed or eligible tribal cultural resource. A less than significant impact is anticipated. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

The proposed project is not expected to cause a substantial adverse change in the significance of a tribal cultural resource determined by the lead agency to be significant pursuant to Public Resources Code Section 5024.1. The County provided Assembly Bill 52 notification for the project, and no requests for consultation or comments were received. No tribal cultural resources have been identified within the project area. Although no tribal cultural resources were identified, the project includes ground-disturbing activities associated with orchard removal, grading, building construction, parking areas, drainage facilities, septic improvements, and related site improvements. If previously unidentified cultural materials are encountered during construction, the project would be subject to the cultural resources discovery procedures identified in the Cultural Resources section of this Initial Study. Based on the absence of identified tribal cultural resources and the lack of consultation requests or tribal comments, the project would result in a less than significant impact to tribal cultural resources.

XIX. UTILITIES AND SERVICE SYSTEMS.

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
c) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

Responses:

a) Less than significant impact. The proposed project will not require or result in the relocation or construction of new or expanded utilities or service system facilities, the construction or relocation of which could cause significant environmental effects. The project proposes a Large General Truck Yard with truck/trailer parking, passenger vehicle parking, a 2,500-square-foot office building, a 5,600-square-foot truck repair shop, lighting, landscaping, septic improvements, stormwater drainage facilities, and related site improvements.

The project would be served by on-site water and wastewater facilities. The proposed office and repair shop would include restroom facilities served by a new on-site wastewater treatment and disposal system. The existing three-bedroom residence would remain and would continue to be served by its existing on-site wastewater system. Sutter County Environmental Health reviewed the project and determined septic requirements based on soil testing for the proposed truck yard, office, and existing residence. Septic areas for new system installation and replacement are required to remain unimproved and reserved exclusively for on-site wastewater disposal.

The project would include private on-site stormwater drainage improvements, including retention or detention facilities, to manage stormwater runoff from the developed site. Engineering requires a County-approved drainage study, private drainage improvements, and a private drainage facilities maintenance agreement. These facilities would be constructed as part of the project and

have been analyzed as part of this Initial Study. Mitigation measures identified in the Hydrology and Water Quality section would ensure that drainage improvements are properly designed, approved, constructed, and maintained.

Electric power and telecommunications service would be extended or improved as necessary to serve the proposed office, repair shop, lighting, and site operations. Any such improvements would be reviewed through the County's building permit and improvement plan process and would not require major off-site utility expansion. Therefore, a less than significant impact is anticipated.

b) Less than significant impact. The proposed project is expected to have sufficient water supplies available to serve the project. Water demand would be associated with restroom use, office and repair shop operations, landscape irrigation, and limited truck yard operations. The project does not include residential subdivision, high-intensity industrial manufacturing, food processing, or other water-intensive uses.

The project would be served by on-site water facilities. The project's water demand would be limited in scale and would be reviewed through applicable County Environmental Health, building permit, and improvement plan processes. Landscaping would be required to comply with applicable County landscaping and water-efficiency requirements. Therefore, the project would not require substantial new water supplies and would have a less than significant impact.

c) No impact. The project would not be served by a public wastewater treatment provider. The proposed office and truck repair shop would be served by a new on-site wastewater treatment and disposal system, and the existing residence would continue to use its existing on-site wastewater system. Because the project would not connect to a public wastewater treatment plant, it would not result in a determination by a wastewater treatment provider that adequate capacity is unavailable. No impact is anticipated.

d) Less than significant impact. The proposed project will not generate solid waste in excess of State or local standards or in excess of the capacity of local solid waste infrastructure. Construction activities would generate temporary construction debris associated with orchard removal, demolition of accessory structures if applicable, grading, building construction, paving, and site improvements. Operational solid waste would be associated with office use, truck yard operations, and repair shop activities.

Solid waste would be required to be collected and disposed of through approved solid waste service providers and facilities. Any hazardous wastes or regulated wastes associated with truck repair operations, such as used oil, fluids, batteries, or similar materials, would be required to be handled, stored, and disposed of in compliance with applicable hazardous waste and CUPA requirements. The project's solid waste generation would be typical of similar truck yards and commercial support uses and would not exceed the capacity of local infrastructure. A less than significant impact is anticipated.

e) Less than significant impact. The proposed project would be required to comply with applicable federal, state, and local statutes and regulations related to solid waste. Construction and operational solid waste would be handled through approved collection and disposal methods. Regulated materials associated with truck repair operations would be subject to applicable hazardous materials and hazardous waste requirements, including CUPA review and Hazardous Materials Business Plan requirements if hazardous materials are handled at or above regulatory thresholds. Therefore, a less than significant impact is anticipated.

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

XX. WILDFIRE.

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

Responses:

a) No impact. The project site is not located in a State Responsibility Area or in an area identified by the State Fire Marshal as a Fire Hazard Severity Zone in a Local Responsibility Area. The proposed project would not substantially impair an adopted emergency response plan or emergency evacuation plan. The project would be accessed from Garden Highway and would be required to construct driveway and frontage improvements necessary for the proposed truck yard use. Site access and circulation would be reviewed through County Engineering, building permit, and fire review processes as applicable. No impact is anticipated.

b) No impact. The project site is generally flat and located in a rural agricultural area of the valley floor. The geographic center of the parcel is located in an area identified by the State Fire Marshal as having no Fire Hazard Severity Zone in a Local Responsibility Area. The project site is not located in the Sutter Buttes or another area with steep slopes or wildfire-prone terrain. The project would not exacerbate wildfire risks or expose project occupants to pollutant concentrations from wildfire or the uncontrolled spread of wildfire. No impact is anticipated.

c) No impact. The project would require construction of on-site improvements, driveway/frontage improvements, utility connections, lighting, drainage facilities, and related infrastructure necessary to serve the truck yard. These improvements would be located on or adjacent to the project site and would be reviewed through applicable

County permitting processes. The project would not require fuel breaks, new emergency water infrastructure in a wildfire hazard area, or off-site infrastructure that would exacerbate wildfire risk. No impact is anticipated.

d) No impact. The project site is generally flat and is not located in a hillside or wildfire hazard area where post-fire slope instability, landslides, or debris flows are expected. The project would include on-site stormwater drainage facilities and would be required to comply with County drainage requirements. The project would not expose people or structures to significant risks related to post-fire runoff, slope instability, or drainage changes. No impact is anticipated.

(California Office of the State Fire Marshal Fire Hazard Severity Zone information.
County of Sutter, General Plan 2030 Safety Element)
(California Department of Forestry and Fire Protection (CAL FIRE), Local Responsibility Area Fire Hazard Severity Zones. 2025)

	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?	☐	☒	☐	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☒	☐	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

Responses:

a) Less than significant impact with mitigation incorporated. The proposed project will not substantially degrade the quality of the environment, substantially reduce habitat for fish or wildlife

species, cause wildlife populations to drop below self-sustaining levels, threaten to eliminate a plant or wildlife community, reduce the number or restrict the range of a rare or endangered plant or wildlife species, or eliminate important examples of California history or prehistory.

The project site is located in a rural agricultural area and has been previously disturbed by agricultural use, residential development, and accessory structures. The site does not contain natural waterways, riparian habitat, wetlands, or other sensitive natural communities. No special-status species or sensitive habitat have been identified on the project site.

A cultural resources survey was prepared for the project site, and no cultural resources were identified within the project area. Although no cultural resources were identified, ground-disturbing activities could encounter previously unknown cultural resources or human remains. Mitigation Measures No. 3 and No. 4 require appropriate stop-work, notification, evaluation, and treatment procedures if cultural resources or human remains are discovered during construction.

With implementation of the identified mitigation measures, the project would not substantially degrade the quality of the environment or eliminate important examples of California history or prehistory. A less than significant impact with mitigation incorporated is anticipated.

b) Less than significant impact with mitigation incorporated. The proposed project will not have impacts that are individually limited but cumulatively considerable with mitigation incorporated. The project proposes a Large General Truck Yard on an existing 4.88-acre parcel in a rural agricultural area. Potential environmental impacts associated with the project include temporary construction-related air quality and dust impacts, potential impacts to previously unidentified cultural resources, construction-related erosion and stormwater impacts, increased stormwater runoff, and transportation/access impacts associated with STAA truck use.

These impacts would be reduced through the mitigation measures identified in this Initial Study, including Feather River Air Quality Management District dust-control and construction-emissions measures, cultural resources discovery procedures, stormwater quality protection measures, County-approved drainage study and private drainage facility requirements, and STAA truck access/Terminal Access route requirements. The project would also be subject to County conditions of approval, building permit requirements, Environmental Health requirements, CUPA requirements, Engineering requirements, and applicable state and local regulations.

With implementation of mitigation measures and regulatory requirements, the project's incremental impacts would not be cumulatively considerable. A less than significant impact with mitigation incorporated is anticipated.

c) Less than significant impact with mitigation incorporated. The proposed project will not have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly, with mitigation incorporated. Potential effects on human beings could include construction-related dust, operational traffic and access issues, hazardous materials handling, drainage and flooding concerns, noise, and construction-related water quality impacts.

The project would be required to implement mitigation measures and conditions of approval addressing construction dust, stormwater quality, drainage design, private drainage facility maintenance, STAA truck access, and Terminal Access route approval. The project would also be required to comply with County noise standards, lighting standards, building and fire code requirements, Environmental Health requirements for septic systems, CUPA hazardous materials requirements, and applicable state emissions and idling requirements.

With implementation of the mitigation measures and regulatory requirements identified in this Initial Study, the project would not cause substantial adverse effects on human beings, either directly or indirectly. A less than significant impact with mitigation incorporated is anticipated.

MITIGATION MONITORING PROGRAM – Project #U25-0019 (Bassi)

Mitigation Measure	Timing	Monitoring Agency
Mitigation Measure No. 1 (Air Quality): IMPLEMENT FEATHER RIVER AIR QUALITY MANAGEMENT DISTRICT (FRAQMD) STANDARD MITIGATION MEASURES. The project applicant shall implement the following FRAQMD- recommended Standard Mitigation Measures for projects that do not exceed construction or operational thresholds of significance. a) Implement an approved Fugitive Dust Control Plan prior to any on-site grading, landscaping, or construction activities. The applicant shall submit the fugitive dust control plan to the FRAQMD for review and approval. A copy of the approved plan shall be submitted to the Development Services Department. b) Construction equipment exhaust emissions shall not exceed FRAQMD Regulation III, Rule 3.0, Visible Emissions limitations (40 percent opacity or Ringelmann 2.0). c) The contractor shall be responsible for ensuring that all construction equipment is properly tuned and maintained prior to and for the duration of onsite operation. d) Limit idling time to 5 minutes as this saves fuel and reduces emissions in accordance with 13 California Code of Regulations (CCR) Chapter 10 Section 2485 and 13 CCR Chapter 9 Article 4.8 Section 2449. e) Utilize existing power sources (e.g., line power) or clean fuel generators rather than temporary power generators. f) Develop a traffic plan to minimize traffic flow interference from construction activities. The plan may include advance public notice of routing, use of public transportation, and satellite parking areas with a shuttle service. Schedule operations affecting traffic for off-peak hours. Minimize obstruction of through-traffic lanes. Provide a flag person to guide traffic properly and ensure safety at construction sites. g) Portable engines and portable engine-driven equipment units used at the project work site, with the exception of on-road and off-road motor vehicles, may require California Air Resources Board (CARB) Portable Equipment h) Registration with the State or a local district permit. The owner/operator shall be responsible for arranging appropriate consultation with CARB or FRAQMD to	During construction activities	Development Services Department

Mitigation Measure	Timing	Monitoring Agency
determine registration and permitting requirements prior to equipment operation at the site.		
Mitigation Measure No. 2 (Air Quality): Fugitive Dust Control – Best Available Mitigation Measures: The applicant shall comply with the following mitigation measures to address potential impacts to air quality: a) All grading operations on a project should be suspended when winds exceed 20 miles per hour or when winds carry dust beyond the property line despite implementation of all feasible dust control measures. b) Construction sites shall be watered as directed by the Department of Public Works or Air Quality Management District and as necessary to prevent fugitive dust violations. c) An operational water truck should be onsite, at all times. Apply water to control dust as needed to prevent visible emissions violations and offsite dust impacts. d) Onsite dirt piles or other stockpiled particulate matter should be covered, wind breaks installed, and water and/or soil stabilizers employed to reduce windblown dust emissions. Incorporate the use of approved non-toxic soil stabilizers according to manufacturer's specifications to all inactive construction areas. e) All transfer processes involving a free fall of soil or other particulate matter shall be operated in such a manner as to minimize the free fall distance and fugitive dust emissions. f) Apply approved chemical soil stabilizers according to the manufacturers' specifications, to all-inactive construction areas (previously graded areas that remain inactive for 96 hours) including unpaved roads and employee/equipment parking areas. g) To prevent track-out, wheel washers should be installed where project vehicles and/or equipment exit onto paved streets from unpaved roads. Vehicles and/or equipment shall be washed prior to each trip. Alternatively, a gravel bed may be installed as appropriate at vehicle/equipment site exit points to effectively remove soil buildup on tires and tracks to prevent/diminish track-out. h) Paved streets shall be swept frequently (water sweeper with reclaimed water recommended; wet broom) if soil material has been carried onto adjacent paved, public thoroughfares from the project site.	During construction activities	Development Services Department

Mitigation Measure	Timing	Monitoring Agency
i) Provide temporary traffic control as needed during all phases of construction to improve traffic flow, as deemed appropriate by the Department of Public Works and/or Caltrans and to reduce vehicle dust emissions. An effective measure is to enforce vehicle traffic speeds at or below 15 mph. j) Reduce traffic speeds on all unpaved surfaces to 15 miles per hour or less and reduce unnecessary vehicle traffic by restricting access. Provide appropriate training, onsite enforcement, and signage. k) Reestablish ground cover on the construction site as soon as possible and prior to final occupancy, through seeding and watering. l) Disposal by Burning: Open burning is yet another source of fugitive gas and particulate emissions and shall be prohibited at the project site. No open burning of vegetative waste (natural plant growth wastes) or other legal or illegal burn materials (trash, demolition debris, et. Al.) may be conducted at the project site. Vegetative wastes should be chipped or delivered to waste to energy facilities (permitted biomass facilities), mulched, composted, or used for firewood. It is unlawful to haul waste materials offsite for disposal by open burning. m) A copy of the approved Fugitive Dust Control Plan approved by FRAQMD shall be submitted to the Planning Division prior to development commencing.		
Mitigation Measure No. 3 (Cultural Resources): If archaeological resources or cultural materials are discovered during project construction, ground-disturbing activities within 100 feet of the find shall be halted immediately and the Sutter County Development Services Department shall be notified. A qualified archaeologist shall examine the find and evaluate its significance. If the resource is determined to be potentially significant, the archaeologist shall recommend appropriate measures to avoid, minimize, or reduce potential impacts to the resource. The County shall be responsible for determining and implementing appropriate treatment measures based on the archaeologist's recommendations	During construction activities	Development Services Department
Mitigation Measure No. 4 (Cultural Resources): If human remains are discovered during project construction, all ground-disturbing activities shall stop in the immediate vicinity of the discovery. The project applicant shall immediately notify the Sutter County Coroner and the Sutter	During construction activities	Development Services Department

Mitigation Measure	Timing	Monitoring Agency
County Development Services Department. No further disturbance shall occur until the County Coroner has made the necessary findings as to the origin and disposition of the remains pursuant to California Health and Safety Code §7050.5. If the remains are determined to be Native American, the County Coroner shall notify the Native American Heritage Commission within 24 hours pursuant to Public Resources Code §5097.98. The Native American Heritage Commission shall identify the Most Likely Descendant, who shall be provided the opportunity to make recommendations regarding treatment and disposition of the remains. The project applicant shall comply with the requirements of Public Resources Code §5097.98 and applicable state law.		
Mitigation Measure No. 5 (Geology and Soils): STORM WATER QUALITY PROTECTION – DURING CONSTRUCTION. SWPPP – Prior to construction the applicant shall prepare and submit a Storm Water Pollution and Prevention Plan (SWPPP) if the project’s cumulative disturbed area is one acre or more, 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 as applicable. The SWPPP shall be submitted to the County for review and to the Central Valley Regional Water Quality Control Board as required by the NPDES General Permit in effect during construction unless a Notice of Non-Applicability is granted. 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. If the Project cumulative disturbed area is less than one acre the applicants engineer shall submit an engineer stamped letter along with a calculation certifying the cumulative disturbed area is less than one acre. NPDES GENERAL CONSTRUCTION PERMIT - If the project size is one acre or more, the applicant shall file a Notice of Intent (NOI) with the Central Valley Regional Water Quality Control Board (CVRWQCB), prior to construction, to	During and Prior to Completion of the Project	Development Services Engineering

Mitigation Measure	Timing	Monitoring Agency
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. The project applicant(s) shall submit a state storm water permit Waste Discharger Identification (WDID) number for each construction project. NOTICE OF NON-APPLICABILITY (NONA) - If the Project site is not hydrologically connected to waters of the United States they may opt to file for a NONA instead of a Notice of Intent. The applicant will need to provide a copy of the NONA Certification along with the NONA identification number.		
Mitigation Measure No. 6 (Hydrology and Water Quality): DRAINAGE STUDY, GRADING AND CONSTRUCTION. Prior to recordation of a map, issuance of a building, grading 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) 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 Issuance of a Grading Permit, Encroachment Permit or Building Permit	Development Services Engineering
Mitigation Measure No. 7 (Hydrology and Water Quality): PRIVATE DRAINAGE IMPROVEMENTS. 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 onsite 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

Mitigation Measure	Timing	Monitoring Agency
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		
Mitigation Measure No. 8 (Noise): During construction, the applicant shall ensure that all project-related noise-generating construction activities are limited to daytime hours between 7:00 a.m. and 6:00 p.m. on weekdays, 8:00 a.m. and 5:00 p.m. on Saturdays, and are prohibited on Sundays and holidays unless permission for the latter has been applied for and granted by the County	During construction activities	Development Services Department
Mitigation Measure No. 9 (Transportation): PUBLIC ROAD IMPROVEMENTS. The applicant shall construct improvements to Garden Highway that the parcel fronts to allow for driveway access that meets the turning requirements of a commercial STAA Truck. Improvements shall be constructed for the half-street adjacent to the parcel and must meet current County Development Standards for the road classification. The driveway entrance must be designed by the use of truck turning templates in order to size the driveway for Commercial STAA Trucks. Access for all STAA trucks needs to be maintained 24 hours per day, 7 days per week. The applicant must obtain an Encroachment Permit from the County prior to any work in the County Right of Way.	Prior to commercial use of the site	Development Services Engineering
Mitigation Measure No. 10 (Transportation): TERMINAL ACCESS ROUTE. Prior to use of this facility by Surface Transportation Assistance Act (STAA) trucks, the California Vehicle Code requires that the access route and facility be established and meet Terminal Access (TA) classification requirements. The applicant can initiate the TA application process by obtaining an application package from the Sutter County Development Services Department and submitting a completed application along with the required fees. Sutter County Development Services along with the Caltrans District Truck Coordinator will evaluate the proposed route for use by STAA Trucks and develop a list of improvements that will need to be made before the STAA Route can be approved. All expenses for TA evaluation, engineering, and improvements required to make the access route and facility meet TA classification requirements shall be borne by the applicant."	Prior to use of the site by STAA Trucks.	Development Services Engineering

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- Wood Rodgers. Garden Highway Truck Parking Project Traffic Access Study Memorandum. June 27, 2025.*

Attachments:

1. Application
2. Site Plan/Improvement Plan
3. Aerial Map / Zoning Map
4. Drainage Report
5. Traffic Access Memo
6. Septic / On-Site Wastewater Plan
7. Archaeological Survey Report