

Initial Study/Negative Declaration

City of Wheatland Draft Climate Action Plan

Prepared for
the City of Wheatland



October 2018

Prepared by



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TABLE OF CONTENTS

BACKGROUND 2

SOURCES..... 3

INTRODUCTION..... 3

PROJECT DESCRIPTION 3

PUBLIC AGENCIES WHOSE APPROVAL IS OR MAY BE REQUIRED 11

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED..... 13

DETERMINATION 13

ENVIRONMENTAL CHECKLIST 14

I. AESTHETICS. 15

II. AGRICULTURE AND FOREST RESOURCES..... 16

III. AIR QUALITY..... 17

IV. BIOLOGICAL RESOURCES..... 19

V. CULTURAL RESOURCES..... 21

VI. GEOLOGY AND SOILS. 22

VII. GREENHOUSE GAS EMISSIONS..... 24

VIII. HAZARDS AND HAZARDOUS MATERIALS..... 25

IX. HYDROLOGY AND WATER QUALITY..... 27

X. LAND USE AND PLANNING. 29

XI. MINERAL RESOURCES. 31

XII. NOISE..... 32

XIII. POPULATION AND HOUSING. 34

XIV. PUBLIC SERVICES. 35

XV. RECREATION..... 36

XVI. TRANSPORTATION/CIRCULATION..... 37

XVII. TRIBAL CULTURAL RESOURCES..... 39

XVIII. UTILITIES AND SERVICE SYSTEMS..... 40

XIX. MANDATORY FINDINGS OF SIGNIFICANCE. 42

FIGURES

Figure 1 Regional Project Location..... 5

Figure 2 City of Wheatland 2010 GHG Emissions Summary by Source 7

Figure 3 CAP Development Zones 12

TABLES

Table 1 City of Wheatland 2010 Community and Municipal GHG Emissions..... 7

Table 2 City of Wheatland Projected Baseline 2030 GHG Emissions 8

Table 3 City of Wheatland Projected Baseline 2050 GHG Emissions 8

Table 4 Maximum Allowable Community-wide GHG Emissions 9

APPENDIX

City of Wheatland Draft Climate Action Plan

INITIAL STUDY

October 2018

BACKGROUND

Project Title: City of Wheatland Draft Climate Action Plan

Lead Agency Name and Address: City of Wheatland
Community Development Department
111 C Street
Wheatland, CA 95692

Contact Person and Phone Number: Tim Raney
Community Development Director
(916) 372-6100

Project Location: Wheatland, CA

Project Sponsor's Name and Address: City of Wheatland
Community Development Department
111 C Street
Wheatland, CA 95692
(916) 372-6100

Existing and Proposed General Plan Designations: Multiple (project not changing designations)

Existing and Proposed Zoning Designations: Multiple (project not changing designations)

Required Approvals from Other Public Agencies: None

Project Description Summary:

The City of Wheatland is joining an increasing number of California local governments committed to addressing climate change at the local level by creating the City of Wheatland Draft Climate Action Plan (CAP). The proposed project intends to streamline future environmental review of development projects in the City of Wheatland. The Draft CAP has been designed to effectively address State regulatory requirements by reducing citywide greenhouse gas (GHG) emissions. The Draft CAP includes a baseline inventory of GHG emissions, emission forecasts associated with buildout of the City, and reduction strategies necessary to meet mandatory State reduction requirements.

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

The City of Wheatland's tribal consultation request list, pursuant to Assembly Bill (AB) 52/Public Resources Code Section 21080.3.1, currently includes the United Auburn Indian Community of Auburn Rancheria. The City provided the tribe with notification regarding the proposed project, consistent with Section 21080.3.1 requirements. Under AB 52, a mandatory 30-day response period is held for requests for consultation. Requests for consultation have not been received from the tribe to date.

SOURCES

The following documents are referenced information sources used in the analysis throughout this document:

1. California Department of Conservation. *California Important Farmland Finder*. 2016. Available at: <https://maps.conservation.ca.gov/DLRP/CIFF/>. Accessed September 24, 2018.
2. California Department of Transportation. *California Scenic Highway Mapping System Yuba County*. Available at: http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/. Accessed September 21, 2018.
3. California Legislative Information. *SB-32 California Global Warming Solutions Act of 2006*. September 8, 2016. Available at: https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=201520160SB32. Accessed September 17, 2018.
4. California State Parks Office of Historic Preservation. *California Historical Landmarks by County*. 2018. Available at: http://ohp.parks.ca.gov/?page_id=21537. Accessed September 25, 2018.
5. City of Wheatland. *City of Wheatland Draft Climate Action Plan*. October 2018.
6. Sierra Business Council. *City of Wheatland Community and Municipal-Operations 2010 Baseline Greenhouse Gas Emissions Inventories*. March 2014.

INTRODUCTION

The following document is an Initial Study resulting in a Negative Declaration (IS/ND) prepared pursuant to the California Environmental Quality Act (CEQA) for the City of Wheatland Draft CAP (proposed project). The IS/ND has been prepared in accordance with CEQA, Public Resources Code Sections 21000 et seq., and the State CEQA Guidelines to evaluate the potential environmental impacts of the proposed project. Pursuant to Appendix G of CEQA Guidelines, the IS/ND includes an environmental checklist used to describe the impacts of the proposed project.

PROJECT DESCRIPTION

The Project Description section of this IS/ND includes a general overview of the contents of the Draft CAP. Such contents include the project location, regulatory background related to GHG emissions, the purpose of the proposed project, summaries of the emissions inventories conducted for the City, projected GHG emissions, and GHG emission reduction targets and measures.

Project Location

The City of Wheatland is a community located in California's Central Valley. Sitting along State Route (SR) 65 in Yuba County, the City is approximately one mile north of the tri-county boundary of Sutter, Placer, and Yuba counties. Marysville (the County seat) and Yuba City are both located approximately twelve miles to the north of the City of Wheatland and are the closest relatively large cities. The City of Wheatland encompasses approximately 1.64 square miles at an elevation of 92 feet. The area is rich in California's history and now holds a small town, rural feel. Located near the American, Yuba, Bear, and Feather rivers, the City is home to a Mediterranean climate, with mild, wet winters and hot, dry summers.¹ See Figure 1 for a map showing the general regional location of the City of Wheatland.

Regulatory Background

GHG emissions are monitored and regulated through the efforts of various international, federal, state, and local government agencies. Agencies work jointly and individually to reduce GHG emissions through legislation, regulations, planning, policy-making, education, and a variety of programs. The State of California considers GHG emissions to be a serious threat to the wellbeing of California citizens. In response, California has adopted a variety of regulations aimed at reducing GHG emissions. One such regulation is Assembly Bill (AB) 32, adopted in 2006. AB 32 requires the reduction of GHG emissions to 1990 levels by 2020. AB 52 also requires the California Air Resources Board (CARB) to develop a Scoping Plan and regulations to meet the 2020 goal. Beyond the initial Scoping Plan, Scoping Plan updates have been adopted in 2008, 2013, and 2017, all setting the path for achievement of California's reduction requirements.

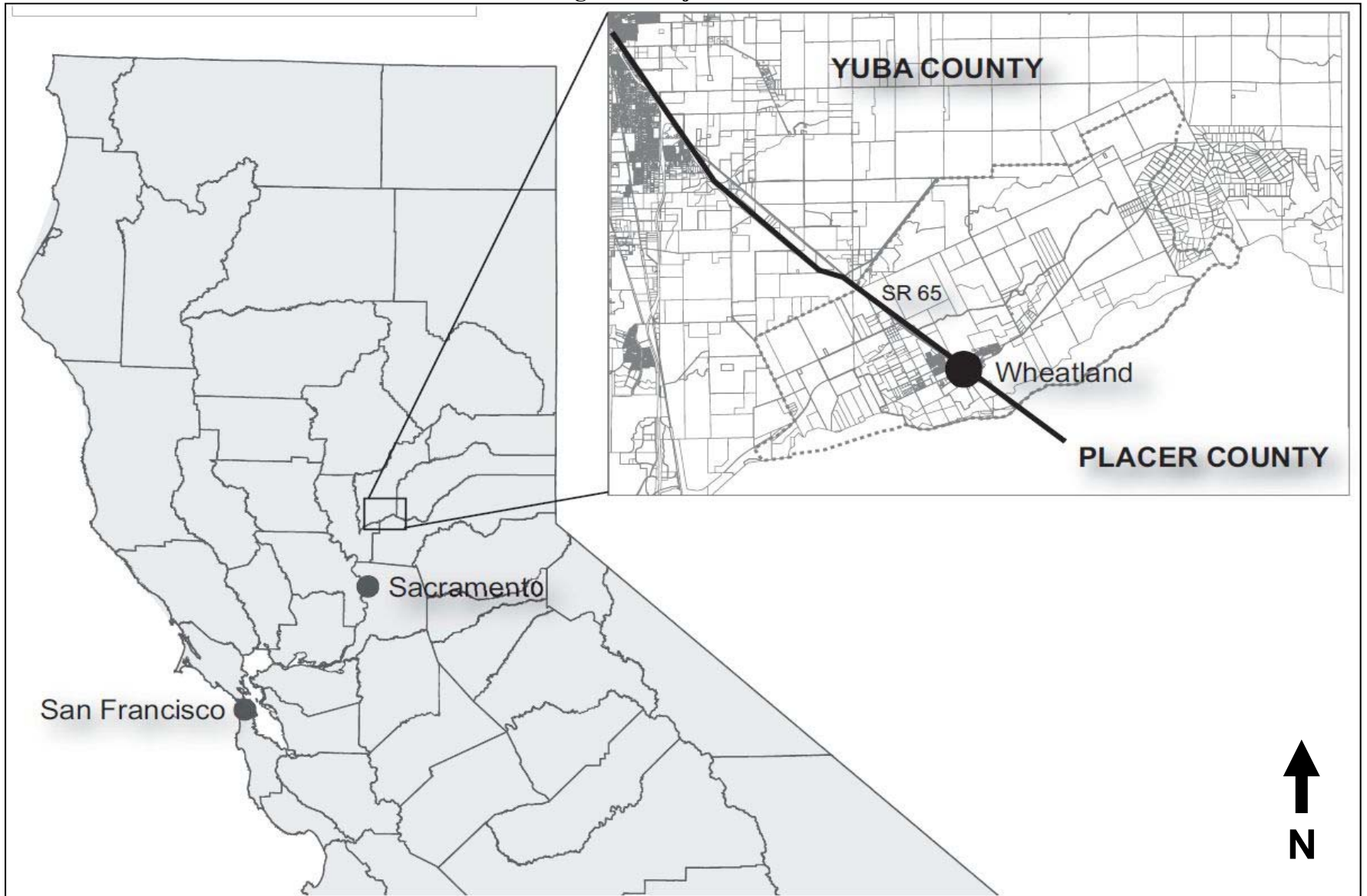
In order to keep GHG emission goals current and move forward with GHG reduction targets, California enacted Senate Bill (SB) 32 on January 1, 2017. SB 32 requires the CARB to develop a plan to ensure GHG emissions are reduced to 40 percent below the 1990 level by 2030.²

In addition to SB 32 and AB 32, the State has adopted various pieces of legislation related to climate change and GHG emission reductions. An extensive list of GHG-related legislation can be found at the CARB website (<https://www.arb.ca.gov/html/lawsregs.htm>).

¹ Sierra Business Council. *City of Wheatland Community and Municipal-Operations 2010 Baseline Greenhouse Gas Emissions Inventories*. March 2014.

² California Legislative Information. *SB-32 California Global Warming Solutions Act of 2006*. September 8, 2016. Available at: https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201520160SB32. Accessed on September 17, 2018.

Figure 1
Regional Project Location



Purpose of the Draft CAP

In recognition of the State’s existing regulations regarding GHG emissions reductions, and that climate change poses a risk to the constituents and community of the City of Wheatland, the City is acting to reduce the GHG emissions, or “carbon footprint,” of both its government operations and the general operations of the City through the creation of a Draft CAP. With the creation of a baseline inventory of GHG emissions, emissions forecasts associated with buildout of the City, and reduction strategies necessary to meet mandatory State requirements, the Draft CAP is intended to significantly reduce GHG emissions, as well as yield economic and other benefits. The benefits would be seen in cleaner air, reduced traffic, less dependence on fossil fuels, improved quality of life, greater resilience to the effects of climate change, and financial savings to the City and residents of Wheatland. The Draft CAP also identifies how the City would achieve consistency with the statewide emissions limits and the 2017 Scoping Plan Update prepared by the CARB. The Draft CAP has been designed to address the following objectives:

1. Achieve compliance with relevant State laws including AB 32 and SB 32;
2. Streamline environmental review for future development within the City and reduce costs of future development within the City;
3. Reduce municipal government operational costs and save taxpayers money;
4. Increase property values for existing and future development within the City;
5. Reduce the cost of living for existing City residents; and
6. Protect the public health of existing and future City residents.

As part of the scope for the preparation of the proposed project, the City performed public outreach and workshops, in the form of Ad Hoc Committee meetings. The Ad Hoc Committee, a group designated to supervise the proposed project, consists of two City Council members and two Planning Commission members. A series of Ad Hoc Committee meetings were held in order for staff to obtain direction from the Ad Hoc Committee with respect to the community’s interests and goals regarding emission reduction measures and the goals of the proposed project. The meetings were also an opportunity for the public to provide input. Public notices for each Ad Hoc Committee meeting were provided. Based upon the direction received during the Ad Hoc Committee meetings the Draft CAP was prepared.

GHG Emissions Inventory

In 2014, the Sierra Business Council prepared a GHG Baseline Inventory for the City of Wheatland. The GHG Baseline Inventory was presented before the City’s Planning Commission on April 22, 2014 and was subsequently accepted by the City. Understanding the baseline level of GHG emissions in a community helps move forward in setting tangible goals for emissions reduction. The GHG Baseline Inventory, which was conducted for the year 2010, used the approach and methods provided by the U.S. Community Protocol (USCP). The results of the inventory are presented in Figure 2 and Table 1 below.

As seen in Figure 2, the largest source of GHG emissions in the City of Wheatland in 2010 was community transportation, with 6,796 metric tons of carbon dioxide equivalent units per year (MTCO_{2e}/yr). The second largest source was residential energy use with 5,040 MTCO_{2e}/yr.

Figure 2
City of Wheatland 2010 GHG Emissions Summary by Source

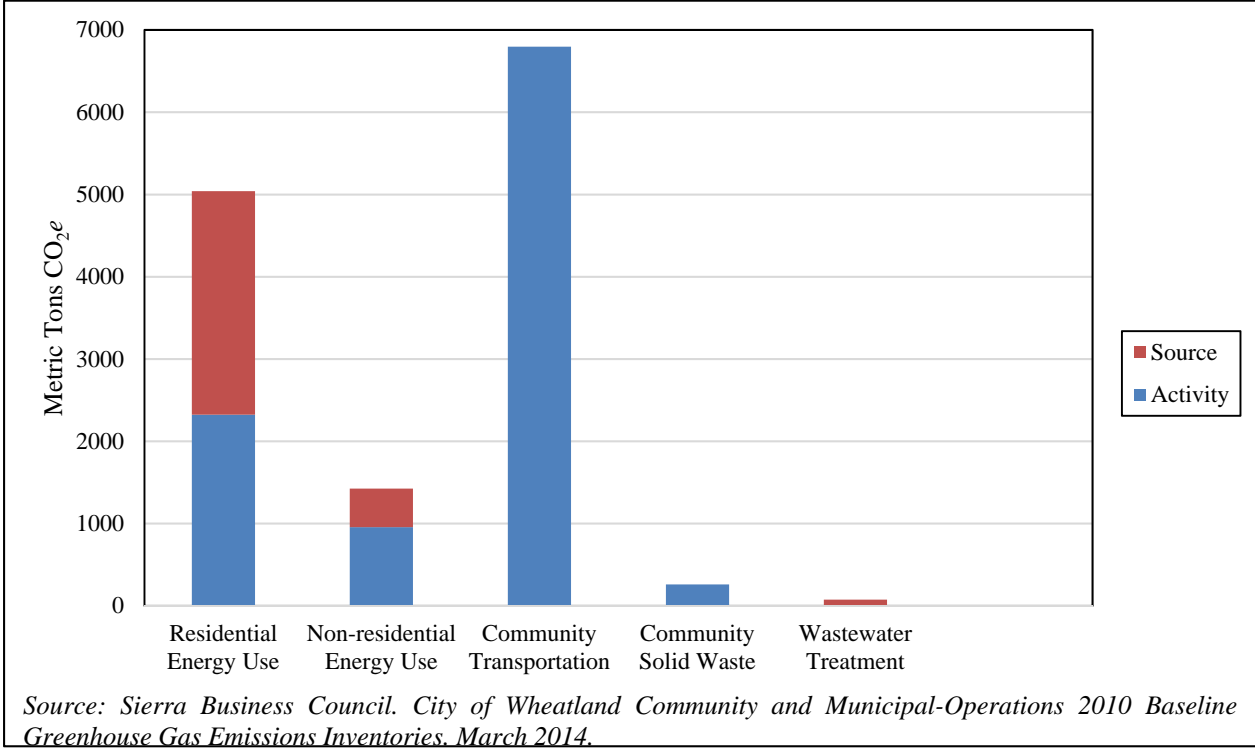


Table 1 presents the total GHG emissions of the City of Wheatland as 13,942 MTCO₂e/yr in 2010. As seen in the table, approximately 97.5 percent of the total GHG emissions are associated with the general community. Community-wide GHG emissions are emissions that are produced within the community boundaries or emissions that may be produced outside of the community boundaries, but are consumed within the City. An example of such would be energy, which is produced at a power plant outside of City boundaries, but consumed within the community. The municipal GHG emissions are associated with the municipal government operations and activities only.

Source	GHG Emissions (MTCO ₂ e/yr)
Community	13,595
Municipal	347
Total	13,942

Source: Sierra Business Council. City of Wheatland Community and Municipal-Operations 2010 Baseline Greenhouse Gas Emissions Inventories. March 2014.

Projected Emissions

The City of Wheatland’s community-wide GHG emissions were forecasted for the years 2030 and 2050. Between 2010 and 2016, the City grew one percent (from 3,519 residents in 2010 to 3,559 residents in 2016). Although the growth was minimal, the City’s recently completed annexations have expanded the City’s potential. Thus, community buildout was calculated based on the City’s

strong potential for future growth in the annexation areas. The Draft CAP assumes maximum buildout of the City’s Planning Area under existing land use designations. According to maximum buildout assumptions, the City of Wheatland will house an estimated 39,169 residents in 2030 and 63,968 residents in 2050.

Under the foregoing buildout assumptions, community-wide GHG emissions were forecasted using the California Emissions Estimator Model (CalEEMod). CalEEMod is a statewide model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify air quality emissions, including GHG emissions, from land use projects. The projected GHG emissions associated with buildout of the City of Wheatland at years 2030 and 2050 are presented in Table 2 and Table 3, respectively. While emissions in all sectors are anticipated to increase, mobile source emissions would continue to be the largest source of GHG emissions in the community. Projections made using CalEEMod are baseline and do not account for any GHG reduction measures.

Table 2	
City of Wheatland Projected Baseline 2030 GHG Emissions	
Emission Source	Annual GHG Emissions (MTCO_{2e}/yr)
Existing Emissions¹	
Total City of Wheatland Emissions (2010)	13,942
Projected 2030 Emissions	
Area	19,146
Energy	144,589
Mobile	471,072
Solid Waste	20,448
Water	16,208
Projected 2030 Subtotal	671,463
Total City of Wheatland Emissions (2030)	685,405
¹ Citywide 2010 emissions from Sierra Business Council 2010 Inventory.	
<i>Source: CalEEMod, April 2017 (see the Appendix).</i>	

Table 3	
City of Wheatland Projected Baseline 2050 GHG Emissions	
Emission Source	Annual GHG Emissions (MTCO_{2e}/yr)
Existing Emissions¹	
Total City of Wheatland Emissions (2010)	13,942
Projected 2050 Emissions	
Area	32,477
Energy	218,375
Mobile	660,980
Solid Waste	30,800
Water	22,172
Projected 2050 Subtotal	964,805
Total City of Wheatland Emissions (2050)	978,747
¹ Citywide 2010 emissions from Sierra Business Council 2010 Inventory.	
<i>Source: CalEEMod, April 2017 (see the Appendix).</i>	

GHG Emission Reduction Targets

The 2017 Scoping Plan sets per capita emissions targets for the years 2030 and 2050 at 6.0 MTCO_{2e}/yr per capita and 2.0 MTCO_{2e}/yr per capita, respectively. The City of Wheatland’s emissions rate during the year 2010 was approximately 3.96 MTCO_{2e}/yr per capita. Using the same average persons per household rate, the City has calculated that in order to meet a 6.0 MTCO_{2e}/yr per capita and 2.0 MTCO_{2e}/yr per capita in 2030 and 2050, respectively, the estimated maximum allowable citywide emissions would be 235,014 MTCO_{2e}/yr and 127,936 MTCO_{2e}/yr for 2030 and 2050, respectively. The findings are displayed in Table 4.

Target Year	Estimated Population	Per Capita Emissions Target (MTCO_{2e}/yr/capita)	Estimated Maximum Allowable Community-wide Emissions (MTCO_{2e}/yr)¹
2030	39,169	6.0	235,014
2050	63,968	2.0	127,936

¹ The maximum allowable community-wide GHG emissions are calculated based on the estimated population for the target years.

Meeting the maximum allowable community-wide emission rates would require a 65.7 percent reduction from the projected baseline 2030 GHG emissions, and an 86.9 percent reduction from the projected baseline 2050 GHG emissions.

GHG Emission Reduction Measures

The proposed project includes emission reduction strategies intended to reduce the projected baseline emissions presented in Table 2 and Table 3 in order to achieve the emission targets discussed above. Emission reduction strategies are separated into five categories: transportation, land use, energy, solid waste, and water. The reduction strategies associated with each category are briefly described below. In addition, the proposed project includes establishment of GHG emissions thresholds for new development within the City, which are discussed below as well.

Transportation

Transportation-related GHG emission reduction measures proposed in the Draft CAP include improvements to bicycle and pedestrian infrastructure, congestion management, encouragement for increased use of alternative transportation, and support for electric vehicles. For example, the Draft CAP proposes measures that would require implementation of bike path construction consistent with the City of Wheatland Bikeway Master Plan, which is available for public viewing at the City, as well as at the following webpage: <http://www.wheatland.ca.gov/wp-content/uploads/City-of-Wheatland-Bikeway-Master-Plan.pdf>.

Land Use

The Draft CAP proposes measures that would help the City of Wheatland reduce GHG emissions related to land uses within the City. If implemented, the Draft CAP would encourage reuse of existing buildings, vacant lots, and underutilized areas of the City. Sustainable growth would be encouraged with new development, as well as promotion of “walkable neighborhoods.” The Draft CAP also proposes creation of an Urban Tree Program to include maintenance of existing trees, the planting of new trees, and tree protection guidelines.

Energy

The Draft CAP proposes measures related to citywide energy use that would contribute to the overall goal of reducing GHG emissions. The Draft CAP would not involve direct development of any improvements or projects. The measures proposed in the Draft CAP are intended to help the City meet the GHG emission reduction targets set by the State of California. The Draft CAP proposes a renewable energy production plan, which would encourage renewable solar panel infrastructure to be included in future and existing development that are considered large consumers of electricity, work with local utility providers to acquire funding sources for solar, and promote participation in Energy Upgrade California. Although the Draft CAP encourages production of solar panels, direct construction would not result from City approval of the Draft CAP. The proposed energy measures would also assess energy efficiency improvements for City buildings and private development. The Draft CAP proposes that all building checks include a check for consistency with the State’s most up to date California Green Building Standards Code. In addition, the Draft CAP proposes an update to City design guidelines and review standards to encourage the use of energy-efficient design.

Solid Waste

The Draft CAP includes solid waste reduction measures that would help expand municipal recycling services in the City. The measures propose the diversion of solid waste from landfills. In addition, the solid waste measures propose the potential expansion of composting services within the City by seeking subsidies and rebates in order to provide low- or no-cost composting equipment to residents.

Water

The Draft CAP proposes measures related to water efficiency that would help the City reduce GHG emissions. One such measure proposes that the City seek funding for the State’s 20x2020 program, which is aimed at water use efficiency. The reduction measures could result in the adoption of a water efficient landscaping ordinance. The Draft CAP also includes measures that would encourage the City to prioritize GHG emissions reductions during design and operation of City wastewater treatment plants. The water efficiency measures would help the City reach the thresholds set by the State for the years 2030 and 2050.

New Development Thresholds

GHG emission reduction strategies applicable to new development are summarized within a sustainability checklist and would be reviewed with the proposal of any development within the City. The details of the building application, review, and permitting process, as well as the sustainability checklist, can be found in the Draft CAP, which is included as an appendix to this IS/ND.

The sustainability checklist discussed above would include a requirement that certain types of new development meet GHG emissions thresholds established in the Draft CAP. Developments required to show compliance with the emissions thresholds would be able to simply complete the sustainability checklist, and in so doing, provide a quantification of anticipated GHG emissions resulting from the proposed development. If the proposed development is shown to result in GHG emissions below the City's thresholds in the years 2030 and 2050, the development would satisfy the requirements of the Draft CAP and further analysis of GHG emissions would not be required. Should the development be shown to result in GHG emissions in excess of the City's development thresholds, the new development would be required to show how further design elements could be incorporated into the project to directly reduce GHG emissions in compliance with the City's thresholds, or provide documentation proving that sufficient GHG reduction credits have been purchased from an authorized source of such credits to off-set any project-related GHG emissions in excess of the thresholds.

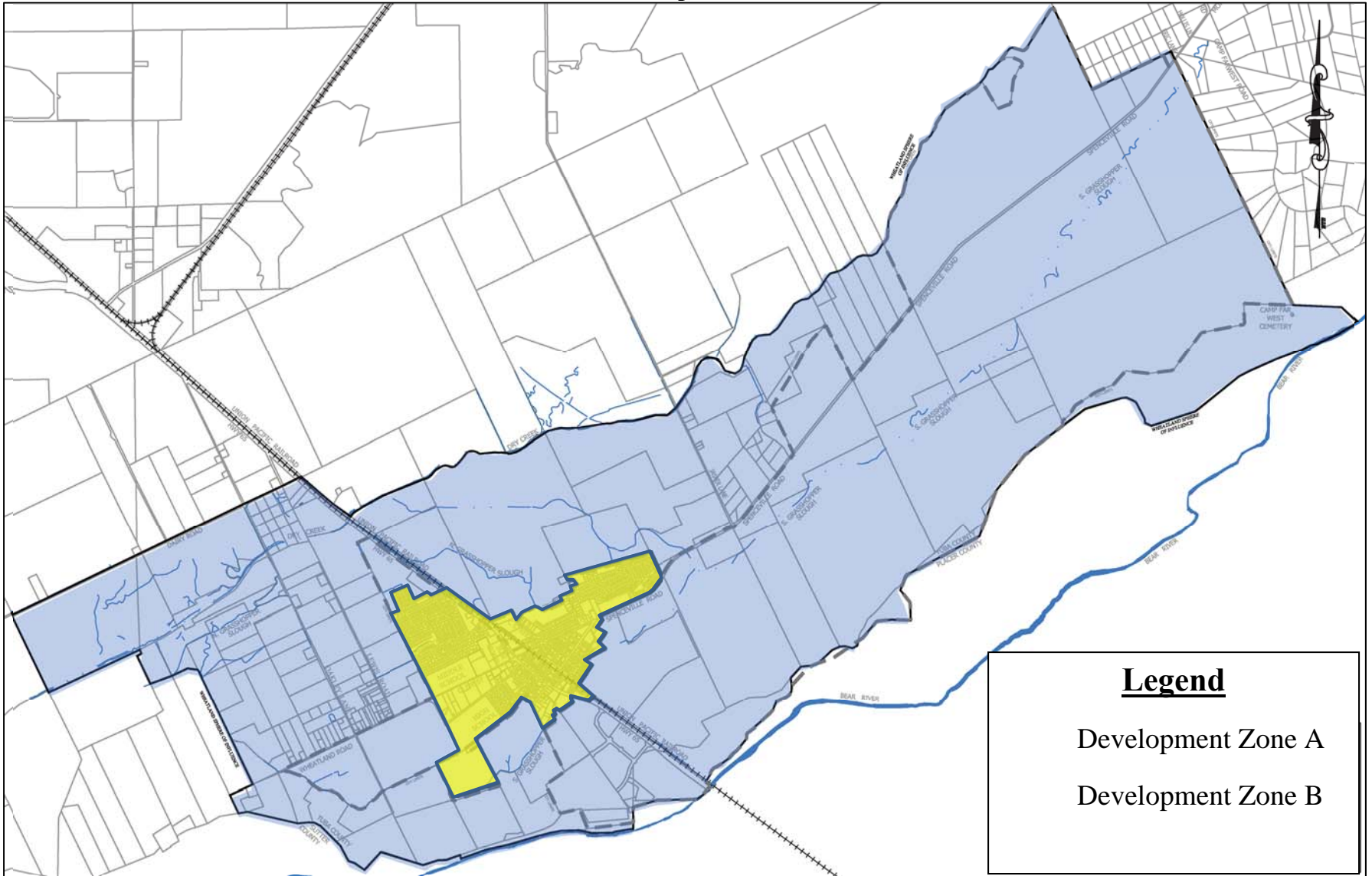
In order to streamline development that is considered inherently consistent with the Draft CAP, such as infill development or redevelopment within the City's existing development footprint, the City has been divided in two general development zones, Development Zone A and Development Zone B (see Figure 3). As shown in Figure 3, Development Zone A generally corresponds to the existing development footprint of the City, while Development Zone B corresponds to areas of the City that have not been previously developed, but are anticipated for future development. Development within Zone A would be considered to inherently comply with GHG emission reduction strategies related to sustainable growth within the Draft CAP. Thus, in order to streamline the development within Zone A, each project within Development Zone A would be required to fill out and submit a sustainability checklist to the City showing that the project would comply with the necessary emission reduction strategies. Development within Zone B is not considered to inherently comply with the City's Draft CAP, and such development is, therefore, required to demonstrate compliance with the new development thresholds set forth within the Draft CAP.

Overall, development within Development Zone B is anticipated to represent the majority of future development activity through the years 2030 and 2050. Therefore, by requiring all future development within Zone B to meet the Draft CAP's new development thresholds, the City would be capable of meeting the State's recommended GHG emissions reduction goals.

PUBLIC AGENCIES WHOSE APPROVAL IS OR MAY BE REQUIRED: (e.g., permits, financing approval, or participation agreement.)

The City of Wheatland has sole approval authority over the Draft CAP. The project does not require the approval of any other public agencies.

Figure 3
CAP Development Zones



ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

DETERMINATION

On the basis of this initial study:

- I find that the Proposed Project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.
- I find that although the Proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the applicant. A **MITIGATED NEGATIVE DECLARATION** will be prepared.
- I find that the Proposed Project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.
- I find that the proposed project **MAY** have a “potentially significant impact” or “potentially significant unless mitigated” on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature

Tim Raney, Community Development Director
Printed Name

Date

City of Wheatland
For

ENVIRONMENTAL CHECKLIST

The following Checklist contains the environmental checklist form presented in Appendix G of the CEQA Guidelines. The checklist form is used to describe the impacts of the proposed project. A discussion follows each environmental issue identified in the checklist.

For this checklist, the following designations are used:

Potentially Significant Impact: An impact that could be significant, and for which no mitigation has been identified. If any potentially significant impacts are identified, an EIR must be prepared.

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

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

No Impact: The project would not have any impact.

I. AESTHETICS. <i>Would the project:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>

Discussion

a-d. The City of Wheatland is located in Northern California’s Central Valley, along SR 65 in Yuba County. Currently, the City is surrounded on all sides by agricultural lands. The Draft CAP evaluated in the IS/ND is a policy-level document intended to ensure that the City is compliant with applicable regulations and guidelines related to GHG emissions. The Draft CAP would not result in new development or redevelopment of existing properties within the City. As such, implementation of the Draft CAP would not have a substantial adverse effect on any scenic vistas within the City. Per the Caltrans State Scenic Highways map, the City of Wheatland is not located near a scenic highway.³ Because direct construction or other physical changes are not proposed as part of the Draft CAP, degradation of the visual character or quality of any sites within the City would not occur, nor would the creation of substantial sources of light or glare. While some of the measures proposed in the Draft CAP may encourage and facilitate the construction of features that could result in new sources of light or glare or have the potential to affect the visual character or quality of the area, such as solar panels or bike paths, the Draft CAP would not directly result in development of such infrastructure. In addition, all future development and improvements that could occur as a result of implementation of the GHG reduction measures set forth within the Draft CAP would be subject to additional project-specific environmental review, which would ensure impacts to aesthetics are minimized. All future development occurring within the City would continue to be subject to applicable General Plan policies and Municipal Code regulations related to aesthetic resources. Overall, impacts related to the aesthetics would be *less than significant*.

³ Department of Transportation. *California Scenic Highway Mapping System Yuba County*. Available at: http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/. Accessed September 21, 2018.

II. AGRICULTURE AND FOREST RESOURCES.	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<i>Would the project:</i>				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✘
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✘
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✘
d. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✘
e. Involve other changes in the existing environment which, due to their location or nature, could individually or cumulatively result in loss of Farmland to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✘

Discussion

- a. According to the California Department of Conservation’s 2016 Yuba County Important Farmland Map, the City of Wheatland contains Urban and Built-Up Land, Grazing Land, Unique Farmland, and Prime Farmland.⁴ The Draft CAP is a policy-level document intended to assist the City of Wheatland in reducing GHG emissions to levels established by the State of California. The Draft CAP would not convert any of the existing agricultural lands within the City of Wheatland to non-agricultural uses. The Draft CAP would not result in any new development that would result in the conversion of Farmland, thus, ***no impact*** would occur.
- b. The City of Wheatland is surrounded by agricultural uses; however, the City does not contain any land under a Williamson Act contract. The Draft CAP would not involve changes to agricultural zoning districts. As such, the Draft CAP would not conflict with existing zoning for agricultural use or a Williamson Act contract, and ***no impact*** would occur.
- c-e. The City does not include lands designated as forest land or timberland and would not convert forest land or agricultural land. Therefore, the Draft CAP would have ***no impact*** on Farmland, forest land, or timberland resources.

⁴ Department of Conservation. *California Important Farmland Finder*. 2016. Available at: <https://maps.conservation.ca.gov/DLRP/CIFF/>. Accessed September 24, 2018.

III. AIR QUALITY. <i>Would the project:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

a-d. Wheatland is located within the Feather River Air Quality Management District (FRAQMD). The FRAQMD is part of the Sacramento Valley Air Basin (SVAB). California and the federal government have established air quality standards for various pollutants. The standards are used to determine attainment of State and federal air quality goals and plans. Air quality standards are set at concentrations that provide a sufficient margin of safety to protect public health and welfare. FRAQMD has adopted thresholds of significance for various pollutants intended to maintain attainment of federal and State air quality standards.

The Draft CAP is a policy-level document that does not propose specific development or other physical changes to the environment. While the proposed measures in the Draft CAP, when implemented, may require construction activities, such as future construction of solar installations or bicycle paths, emissions and impacts associated with such would be subject to project-specific environmental review and would be required to comply with all applicable General Plan policies related to air quality, as well as federal, State, and regional air quality goals and plans. As the Draft CAP’s intention is to propose measures to meet GHG emission reduction targets set by the State of California, direct construction or operations that would deteriorate air quality would not result. Many measures proposed by the Draft CAP that intend to reduce GHG emissions would have the secondary benefit of reducing pollutants in the air. For example, GHG emission reduction measures associated with promoting alternative transportation and reducing traffic within the City would result in a decrease in the potential for mobile source emissions. Promotion of hybrid cars would also have the benefit of decreasing pollutants and improving air quality. Consequently, the Draft CAP would result in a long-term beneficial effect related to air quality. Therefore, the Draft CAP would have a *less-than-significant* impact related to air quality.

- e. Due to the subjective nature of odor impacts, the number of variables that can influence the potential for an odor impact, and the variety of odor sources, quantitative methodologies to determine the presence of a significant odor impact do not exist. Typical odor-generating land uses include, but are not limited to, wastewater treatment plants, landfills, and composting facilities. The Draft CAP is a policy-level document that would not result in any such land uses and would not include any odor-producing operations. Therefore, *no impact* related to odors would occur.

IV. BIOLOGICAL RESOURCES.

Would the project:

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

Discussion

a-e. The Draft CAP is a policy-level document intended to assist the City of Wheatland in meeting the GHG emission reduction targets established by the State of California. The Draft CAP does not include any site-specific development, designs, or proposals, and, consequently, implementation of the Draft CAP would not result in direct disturbance of any habitat in the area, including any special-status species habitats, riparian habitat, or federally protected wetlands. While the Draft CAP includes measures that, if implemented, could result in development or construction, any such improvements would be subject to additional review and would be required to adhere to all applicable federal, State, and regional regulations related to biological resources. Because the Draft CAP would not result in disturbance of any biological resources, the proposed project would have a *less-than-significant* impact related to biological resources.

- f. The City of Wheatland is not located within the jurisdictional boundaries of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan. As a result, the Draft CAP would have ***no impact*** related to conflicts with such.

V. CULTURAL RESOURCES.

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>
b. Cause a substantial adverse change in the significance of a unique archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>
c. Directly or indirectly destroy a unique paleontological resource on site or unique geologic features?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>
d. Disturb any human remains, including those inferred outside of formal cemeteries.	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>

Discussion

- a. As stated in the Wheatland General Plan EIR, a number of historical resources within the City have been formally designated and listed on the National Register of Historical Places (NRHP), State Historic Landmark (SHL), and California Points of Historical Interest, including, but not limited to, Johnson’s Ranch, Overland Emigrant Trail, and the Wheatland Hop Riot.⁵ The City of Wheatland Draft CAP is a policy-level document that does not include any specific development proposals, nor does the project grant any entitlements for development that would disturb historical resources in the City. Therefore, the proposed project would result in a ***less-than-significant*** impact to historical resources.
- b-d. The proposed project is intended to set goals and implementation measures to ensure that the City of Wheatland meets the State of California GHG emission reduction requirements for the years 2030 and 2050. Because direct development would not result from implementation of the Draft CAP, adverse changes or disturbances to unique archaeological, paleontological, or geologic resources would not occur. Similarly, because the proposed project would not involve any ground-disturbing activities, the Draft CAP would not directly result in disturbance of human remains. The Draft CAP’s purpose is to propose measures that would reduce GHG emissions in the City of Wheatland. Implementation of some of the GHG emission reduction measures may require future development or improvements, such as bike paths, solar panels, or building improvements for efficiency; however, each future improvement would be subject to review by the City for compliance with the General Plan and Municipal Code, and would be required to comply with all applicable local, State, and federal regulations. Compliance with such would ensure that any impacts associated with future development or improvements related to implementation of the Draft CAP reduction measures would be minimized. Nonetheless, because the Draft CAP would not involve any direct physical development, a ***less-than-significant*** impact to archaeological, paleontological, and historical resources would occur.

⁵ California State Parks Office of Historic Preservation. *California Historical Landmarks by County*. 2018. Available at: http://ohp.parks.ca.gov/?page_id=21537. Accessed September 25 2018.

VI. GEOLOGY AND SOILS.

Would the project:

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

Discussion

- a. According to the Wheatland General Plan EIR, the City of Wheatland lies within a moderately seismic region. The City is not located within an Alquist-Priolo Special Study Zone (AP Zone) nor is any active fault located within or near the City. The City of Wheatland Draft CAP is a policy-level document containing implementation strategies to reduce GHG emissions. The proposed project does not include any site-specific development, designs, or proposals that would impact geology or soils of the City. While the Draft CAP proposes measures that may result in future physical development, such as building retrofits, solar panels, and bike paths, all such improvements would be required to comply with the goals and policies set forth in the City’s General Plan relating to seismic hazards, as well as all other applicable federal and State policies and standards, including the Uniform Building Code. Compliance with such would ensure that any impacts related to ground shaking associated with future improvements would be minimized. Therefore, the Draft CAP would not expose people or structures to effects related to seismic hazards, and a *less-than-significant* impact would occur.

- b-e. The Draft CAP does not directly propose any development. Thus, substantial soil erosion or the loss of topsoil would not occur as a result of the proposed project. Similarly, effects related to unstable soils, such as on- or off-site landslides, liquefaction, subsidence, lateral spreading, or expansive soils, would not occur as a direct result of the proposed project. Because the Draft CAP is a policy-level document that does not include site-specific development proposals, impacts related to soils incapable of adequately supporting the use of septic tanks would not occur. Therefore, impacts would be *less than significant*.

VII. GREENHOUSE GAS EMISSIONS.

Would the project:

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

Discussion

- a. The City of Wheatland Draft CAP is a policy-level document that does not include any specific development. Accordingly, the proposed project would not result in any generation of GHG emissions. Further, the goal of the proposed project is to reduce GHG emissions in the City of Wheatland to meet State GHG emission reduction targets. Proposed GHG emission reduction measures include implementation of renewable energy programs, improvements in efficiency to existing buildings, creation of energy efficient design recommendations within the City’s Community Design Standards, and improvements to citywide lighting efficiency. Accordingly, the proposed project would have an overall long-term beneficial effect related to GHG emissions and global climate change. Therefore, a *less-than-significant* impact would occur.

- b. The Draft CAP is a policy-level document that sets forth strategies to reduce GHG emissions within the City in an effort to comply with State regulations, particularly the GHG emission reduction goals set forth by AB 32 and SB 32. As mentioned previously, the Draft CAP is intended to significantly reduce GHG emissions, as well as yield economic and other benefits for the City. The benefits would be seen in cleaner air, reduced traffic, less dependence on fossil fuels, improved quality of life, greater resilience to the effects of climate change, and financial savings to the City and residents of Wheatland. The Draft CAP also identifies how the City would achieve consistency with the statewide emissions limits and the 2017 Scoping Plan Update prepared by the CARB. Therefore, the Draft CAP would be considered directly compliant with applicable plans, policies, and regulations adopted for the purpose of reducing the emissions of GHGs. Therefore, a *less-than-significant* impact would occur.

VIII. HAZARDS AND HAZARDOUS MATERIALS.

Would the project:

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

Discussion

- a-d. The proposed project is a policy-level document and does not involve any physical development. As such, the proposed project would not involve the routine transport, use, or disposal of hazardous materials, and would not create reasonably foreseeable upset and/or accidental conditions involving the release of hazardous materials into the environment. Because the City of Wheatland Draft CAP would not involve construction activities or any operations that could involve hazardous materials, impacts associated with hazardous materials would be *less than significant*.

- e,f. Beale Air Force Base is located eight miles northeast of the City of Wheatland. However, the Draft CAP would not directly involve any new development and, therefore, would not result in any safety hazards for people residing or working in the area related to airports or private airstrips. As a result, a *less-than-significant* impact would occur.
- g. The City of Wheatland Draft CAP is a policy-level document that does not include site-specific development proposals and does not physically interfere with any adopted emergency response plans. Therefore, the Draft CAP would result in a *less-than-significant* impact in regard to emergency response or evacuation plans.
- h. According to the City's General Plan EIR, the agricultural areas on the valley floor are the least fire-prone areas of the County, due to the presence of croplands, orchards, and irrigation. The relatively flat terrain of the proposed study area also makes the danger of wildland fires less hazardous. As wildland fires resulting from either natural or manmade causes occur in forest, brush, or grasslands, Wheatland is among the most fire secure areas in Yuba County. In addition, the Draft CAP does not propose any direct development and, therefore, would not have the potential to expose people or structures to the risk of injury or death involving wildland fires. Because the Draft CAP does not pose an increased risk related to wildland fires, a *less-than-significant* impact would result.

IX. HYDROLOGY AND WATER QUALITY. <i>Would the project:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (i.e., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Place housing within a 100-year floodplain, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h. Place within a 100-year floodplain structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j. Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a,f. The City of Wheatland Draft CAP is a policy-level document containing measures that are consistent with the City’s General Plan and does not risk violation of any water quality standards or waste discharge requirements. Therefore, the Draft CAP would result in ***no impact*** in regards to degradation of water quality.

- b-e. The Draft CAP is a policy-level document that does not include any development and, thus, would not affect groundwater supplies, drainage patterns, or increase runoff. Therefore, a *less-than-significant* impact related to such would occur.

- g-i. The City of Wheatland Draft CAP does not propose any land use or zoning changes, nor does the project include any site-specific development. The Draft CAP does not propose any development, including housing or structures. Thus, the proposed project would not result in the placement of housing or structures within the 100-year floodplain and would not impede or redirect flood flows. In addition, because the proposed project would not involve a direct increase in population or housing, the proposed project would not result in exposure of people or structures to risks associated with flooding, including flooding as a result of the failure of a levee or dam. Therefore, impacts would be *less than significant*.

- j. A tsunami is a sea wave caused by sub-marine earth movement. A seiche is an oscillation of the surface of a lake or landlocked sea. The City of Wheatland is not in close proximity to the ocean, a landlocked sea, or a lake; therefore, the City is not at risk of inundation from such phenomena. In addition, the proposed project is a policy-level document and does not involve any physical change to the environment. Therefore, the proposed project would have *no impact* associated with inundation by seiche, tsunami, or mudflow.

X. LAND USE AND PLANNING. <i>Would the project:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✘
b. Conflict with any applicable land use plans, policies, or regulations of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>
c. Conflict with any applicable habitat conservation plan or natural communities conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✘

Discussion

- a. The City of Wheatland Draft CAP is a policy-level document that does not include any measures that would result in the physical division of an established community. Therefore, ***no impact*** would occur.
- b. The Draft CAP is a policy-level document that does not propose any direct development. The Draft CAP includes GHG reduction measures that are directly compliant with or are direct implementation of City policy documents, building code requirements, development standards, design guidelines, and standard practices. Such measures that are applied on a project-by-project basis include the following:
 - Compliance with California’s Title 24 Building Energy Efficiency Standards for Residential and Non-Residential Buildings;
 - Compliance with the City’s tree preservation ordinance;
 - Incorporation of street trees and landscaping consistent with the City’s Municipal Code;
 - Consistency with the State’s Water Efficient Landscape Ordinance (AB 1881);
 - Provision of bicycle facilities and infrastructure as may be required by the City’s Bicycle Master Plan; and
 - Diversion of 50 percent of construction waste.

To ensure the success of the Draft CAP, the City would integrate the goals and strategies of the CAP into other local and regional plans, programs, and activities. As the City moves forward with any future General Plan updates, updates to the City’s Municipal Code, approvals of new Specific Plans, Housing Element updates, and other such planning documents, staff would ensure that such documents support and are consistent with the CAP. Upon approval and adoption, all development within the City would be required to comply with the Draft CAP, which has the sole purpose of avoiding or mitigating an environmental effect, particularly related to GHG emissions and global climate change. Therefore, the proposed project would not conflict with any applicable land use plans, plans, policies, or regulations and a ***less-than-significant*** impact would occur.

- c. The City of Wheatland is not within the boundaries of any adopted habitat conservation plan or natural communities conservation plan. As a result, *no impact* would occur.

XI. MINERAL RESOURCES. <i>Would the project:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less- Than- Significant Impact	No Impact
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✘
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✘

Discussion

a,b. According to the Yuba County General Plan Environmental Setting and Background Report (ESBR), mineral resources present in the County include precious metals, copper, zinc, Fullers earth, sand and gravel, and crushed stone. However, the City of Wheatland is located outside of the recognized Mineral Land Classification Area as identified in the Yuba County General Plan ESBR. In addition, the proposed Draft CAP is a policy-level document that does not include any physical development. Therefore, the proposed project would not result in the loss of availability of a known mineral resource or locally-important mineral resource recovery site, and ***no impact*** would occur.

XII. NOISE.

Would the project result in:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>

Discussion

a-d. The City of Wheatland Draft CAP is a policy-level document that would not directly result in new development. With implementation of the GHG emission reduction measures proposed by the Draft CAP, overall vehicle use within the City would be reduced, and, therefore, vehicle and traffic noise would subsequently be reduced. For example, the Draft CAP proposes measures that would encourage alternative modes of transportation, such as bike and walking paths, which could reduce vehicle usage within the City. In addition, the Draft CAP includes measures that would encourage the use of hybrid and alternative fuel vehicles, which are quieter than gasoline cars, which could result in reduced street noise in residential and commercial areas. Future improvements that could occur as a result of implementation of the measures set forth in the Draft CAP, such as building retrofits, expansion of bike paths, and construction of solar panels, could involve activities that would result in increased noise levels. However, such improvements would be subject to all applicable General Plan policies and the City’s Municipal Code. Because the Draft CAP does not propose any direct development, an increase in exposure of persons to or generation of noise or groundborne vibration would not occur, and a *less-than-significant* impact would result.

- e,f. Beale Air Force Base is located eight miles northeast of the City of Wheatland. However, the Draft CAP is a policy-level document that does not include any specific development proposals. Thus, the Draft CAP would not expose people residing or working in the area to excessive noise levels associated with an airport or private airstrip. Therefore, a *less-than-significant* impact related to such would occur.

XIII. POPULATION AND HOUSING.

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✘
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✘
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✘

Discussion

- a-c. The proposed Draft CAP is a policy-level document that does not involve any direct development. Thus, while buildout is expected to occur in the City of Wheatland through the year 2050, the Draft CAP would not directly induce any population growth and would not involve displacement of any housing or people. Therefore, *no impact* would result.

XIV. PUBLIC SERVICES.

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✘
b. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✘
c. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✘
d. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✘
e. Other Public Facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✘

Discussion

a-e. The Draft CAP is a policy-level document that includes reduction strategies designed to help the City of Wheatland meet GHG emissions reduction goals set by the State of California. Implementation of the Draft CAP would not directly result in population growth and, thus, would not increase demand for any public services or facilities. Therefore, implementation of the Draft CAP would have ***no impact*** regarding public services.

XV. RECREATION. <i>Would the project:</i>	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✘
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✘

Discussion

a,b. The City of Wheatland Draft CAP is a policy-level document that includes strategies to reduce GHG emissions citywide. The proposed project would not result in any direct development. Implementation of the Draft CAP would not directly result in any population growth and, thus, would not increase the use of existing neighborhood or regional parks or other recreational facilities or demand for new recreational facilities. Therefore, implementation of the Draft CAP would have ***no impact*** regarding recreation.

XVI. TRANSPORTATION/CIRCULATION.

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Substantially increase hazards due to a design features (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Conflicts with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

- a,b. The Draft CAP is a policy-level document intended to help the City of Wheatland reduce GHG emissions to levels consistent with the standards set by the State of California. Implementation of measures included in the Draft CAP would likely result in reduced traffic congestion. For example, the Draft CAP includes a measure that focuses on congestion management, including synchronized traffic lights, which ease traffic flow and minimize vehicle stopping. Other transportation-related measures set forth in the Draft CAP include upgrading alternative transportation facilities, such as sidewalk improvements and creating bike lanes, as well as promoting use of public transportation and carpooling. While the measures set forth within the Draft CAP are primarily intended to reduce GHG emissions, many of the measures would have a secondary effect of reducing vehicle emissions and improving the transportation/circulation system within the City. Consequently, implementation of the Draft CAP would have a long-term beneficial effect related to transportation and circulation. For the aforementioned reasons and because the Draft CAP would not include any direct development, the proposed project would not cause an increase in traffic or exceed a level of service standard, and a *less-than-significant* impact would occur.

- c. The Draft CAP is policy-level document that does not involve any physical development and would not result in a change in air traffic patterns, including an increase in air traffic

levels or a change in location, that could result in substantial safety risks. Therefore, ***no impact*** would occur.

- d,e. As discussed above, the City of Wheatland Draft CAP is a policy-level document that does not include any specific development. Thus, the proposed project would not increase hazards due to design features or incompatible uses or result in inadequate emergency access. Therefore, implementation of the Draft CAP would have ***no impact*** related to such.
- f. The Draft CAP is a policy-level document that does not include any direct development. The GHG emission reduction measures set forth in the Draft CAP would encourage alternative modes of transportation, including public transit, bicycling, and walking. For example, the Draft CAP includes reduction measures that would ensure compliance with the City of Wheatland Bikeway Master Plan and the California Complete Streets Act. While the measures set forth within the Draft CAP are primarily intended to reduce GHG emissions, many of the measures would have a secondary effect of improving alternative transportation within the City. For the aforementioned reasons and because the Draft CAP would not include any direct development, the proposed project would not result in any conflicts with adopted policies supporting alternative transportation, and a ***less-than-significant*** impact would occur.

XVII. TRIBAL CULTURAL RESOURCES.

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is:

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

Discussion

- a,b. The City of Wheatland’s tribal consultation request list, pursuant to Assembly Bill (AB) 52/Public Resources Code Section 21080.3.1, currently includes the United Auburn Indian Community of Auburn Rancheria. The City provided the tribe with notification regarding the proposed project on September 19, 2018. To date, requests for consultation have not been received.

The Draft CAP does not propose specific development or physical changes to the environment. Because the Draft CAP would not involve any ground-disturbing activities, the proposed project would not have potential to directly affect any tribal cultural resources. Therefore, a *less-than-significant* impact would result related to tribal cultural resources.

XVIII. UTILITIES AND SERVICE SYSTEMS. <i>Would the project:</i>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>
g. Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>

Discussion

a-e. The City of Wheatland Draft CAP is a policy-level document that would implement GHG emission reduction measures to meet the standards set by the State of California. The Draft CAP would not involve any direct development and, thus, would not have the potential to exceed wastewater treatment requirements or require or result in construction of wastewater treatment facilities, nor effect the capacity of wastewater treatment infrastructure. In addition, the proposed project would not affect water supply capacity or storm water drainage facilities. The Draft CAP contains GHG emission reduction measures that, if implemented, would help increase water conservation. For example, the Draft CAP includes GHG emission reduction measures that would encourage the City to establish a water use reduction goal, adopt a water efficient landscaping ordinance, and target reuse of 10 percent of total wastewater. Due to such measures, the proposed project would have a secondary effect of reducing the projected amount of water consumption within the City at buildout, which would have a long-term beneficial effect related to water supplies and water treatment facilities. Overall, based on the above, impacts would be *less than significant*.

- f,g. The Draft CAP would not directly involve any construction or development within the City. Any improvements that could result from implementation of GHG reduction measures included in the Draft CAP would be required to comply with all applicable City goals, policies, and standards, as well as federal and State regulations related to solid waste. The Draft CAP includes GHG emission reduction measures that would require the diversion of the City's solid waste from landfills through increased recycling and composting. Such measures related to solid waste would help to offset waste produced in the City. Due to such measures, the proposed project would have a secondary effect of reducing the projected amount of solid waste to be generated within the City at buildout and disposed of at a landfill, which would have a long-term beneficial effect related to solid waste disposal needs. For the aforementioned reasons and because the Draft CAP would not include any direct development, the proposed project would not affect the capacity of any landfill or conflict with any federal, state, and local statutes and regulations related to solid waste. Therefore, a *less-than-significant* impact would occur related to solid waste.

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

Discussion

- a. The intent of the Draft CAP is to reduce GHG emissions from operations within the City of Wheatland through the implementation of GHG reduction measures. The proposed project is designed to offset the negative effects of climate change on the environment and establish emissions thresholds that would benefit the environment and humans in the long term. The measures included in the Draft CAP promote energy reduction, water efficiency, sustainable land use, alternative transportation, and decreased waste, which would all contribute to improving the quality of the environment. As discussed throughout the IS/ND, direct development would not result from implementation of the Draft CAP, and thus, project-specific impacts would not occur. As specifically discussed in the Biological Resources and Cultural Resources sections of this IS/ND, the proposed project would not reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory. Therefore, a *less-than-significant* impacts would occur.
- b. Global climate change is, by nature, a cumulative impact. Emissions of GHG contribute, on a cumulative basis, to the significant adverse environmental impacts of global climate change (e.g., sea level rise, impacts to water supply and water quality, public health impacts, impacts to ecosystems, impacts to agriculture, and other environmental impacts). Implementation of the Draft CAP would result in the reduction of GHG emissions associated with buildout within the City of Wheatland to levels that meet the targets of the

State of California. Accordingly, the Draft CAP would have a beneficial impact to the cumulative environment. Based on such, and because the proposed project would not involve direct development, a *less-than-significant* impact would occur related to cumulatively considerable impacts.

- c. The Draft CAP is a policy-level document that does not involve any direct development and, thus, would not have adverse effects on human beings. As discussed throughout this IS/ND, the Draft CAP is aimed at reducing GHG emissions, which would have secondary effects that would benefit the environment and humans. For example, the measures included in the Draft CAP would help to reduce traffic congestion and improve the air quality in the area for residents of the City of Wheatland. Overall, the Draft CAP would have a *less-than-significant* impact related to adverse effects on human beings.

Appendix

City of Wheatland Draft Climate Action Plan