

Initial Study / Mitigated Negative Declaration

City of Wheatland Downtown Corridor Improvement Plan

Prepared for
the City of Wheatland



November 2015

Prepared by



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CITY OF WHEATLAND

Initial Study

BACKGROUND

1. Project Title: City of Wheatland Downtown Corridor Improvement Plan
2. Lead Agency Name and Address: City of Wheatland
Community Development Department
111 C Street
Wheatland, CA 95692
3. Contact Person and Phone Number: Tim Raney
Community Development Director
(916) 372-6100
4. Project Location: Wheatland, CA
5. Project Sponsor's Name and Address: City of Wheatland
Community Development Department
111 C Street
Wheatland, CA 95692
(916) 372-6100
6. General Plan Designation: N/A
7. Existing Zoning: N/A
8. Proposed Zoning: N/A

SOURCES

The following documents are referenced information sources utilized by this analysis:

1. Abrams Associates, Stephen C. Abrams. *Review of Potential Transportation Impacts Associated with the City of Wheatland's Downtown Corridor Improvement Plan*. October 30, 2015;
2. City of Wheatland Community Vision (2008);
3. City of Wheatland Website (2013);
4. City of Wheatland Draft Downtown Corridor Improvement Plan (2015);
5. Wheatland Bikeway Master Plan (October 2014);
6. Wheatland General Plan (July 2006);
7. Wheatland General Plan Background Report (July 2006);
8. Wheatland General Plan Draft and Final Environmental Impact Report (July 2006);
9. Wheatland Zoning Ordinance (February 2014); and
10. Wheatland Municipal Codes (updates through July 2013).

Introduction

The City of Wheatland has developed a vision to develop and maintain an economically, socially, and physically-attractive Downtown. The City of Wheatland General Plan seeks to preserve the Downtown location and preserve the area's function as a center for community activities.

The City has recently approved the annexation of almost 4,200 acres into the City of Wheatland. As a result, potential development within the City's Sphere of Influence would likely increase the population and subsequently, traffic volumes within the Downtown area. The increasing traffic volumes would need to be accommodated through the Downtown Corridor while preserving Downtown's character. For example, as new development is built out including popular destinations, such as schools, parks, and employment centers, the need to provide safe routes to such destinations would increase. Policies of the City of Wheatland General Plan promote Downtown Revitalization. With an impressive stock of historic buildings that tie the community to its past, Downtown is the center of community activity and a primary source of Wheatland's identity.

The City of Wheatland has been awarded the Sacramento Area Council of Governments (SACOG) Community Design Funding Program Grant for the preparation of a Downtown Corridor Improvement Plan (DTCIP). As part of the scope for the City's DTCIP (proposed project) preparation, the City performed public outreach and workshops. The goal of the City is to create a DTCIP that would maximize use by the community, and in order to do so, public outreach is a key component. An Ad Hoc Committee was appointed by City Council to serve as an advisory body for the preparation of the City of Wheatland DTCIP. The Ad Hoc Committee 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 community's interests and goals regarding traffic calming measures and amenities for arterials in the Downtown Corridor area to ensure that the City's Downtown Corridor is developed in a cohesive manner as future development occurs and existing areas are redeveloped.

The meetings were also an opportunity for the public to provide input. As core users of the Downtown Corridor roadways, the community's involvement and input in the planning process was important. Discussions at the meetings included existing roadway conditions in the City's downtown area, community needs, circulation goals, and different types of traffic calming measures appropriate for the City of Wheatland. Input and feedback received at the public workshops from the Ad Hoc Committee, citizens and residents, and other interested organizations and community members were used to provide overall direction in the preparation of the City's DTCIP. Based upon the direction set by the Ad Hoc Committee, and community feedback during the workshops, the DTCIP has been developed with intentions to encourage, maximize, and ensure safe traffic flow within the City of Wheatland Downtown Corridor area.

Project Description

The City of Wheatland is located in Northern California's Central Valley along State Route 65 (SR 65) in Yuba County. SR 65 runs northwest to southeast and divides the City into eastern and western sections (see Figure 1). The City of Wheatland DTCIP intends to supplement existing transportation plans in the area by providing connections to adjacent areas and major regional destinations, as well as throughout the City. The DTCIP is consistent with the following existing transportation-related plans of the City of Wheatland and neighboring areas: City of Wheatland General Plan; City of Wheatland Community Vision, and the City of Wheatland Bikeway Master Plan. The goals, objectives, and implementation measures of the City of Wheatland DTCIP help to ensure regional and local coordination, as well as consistency with the existing and future non-motorized transportation facilities in the region.

Circulation Diagram

The Circulation Diagram of the Wheatland General Plan (Figure 4 of the General Plan) identifies the arterial roadways within the Downtown Corridor. Elsewhere, the General Plan identifies these roadways as "Transitioning Arterials" and provides the following definition (see the Transportation and Circulation Element, Chapter 2, p. 2-2):

Transitioning Arterials are existing arterials that interconnect with and augment the new arterial system while providing a somewhat lower level of travel mobility due to less stringent access limitations.

All of the corridor roadways currently exist with the exception of the planned McDevitt Drive and C Street, Fourth Street, and Main Street extensions (see Figure 2). The corridor arterials include:

- Main Street
 - Existing: Spenceville Road to current western terminus
 - Proposed: Western terminus, northwest to Fourth Street/Roddan Lane
- First Street
 - Existing: SR 65 west to the Latter-Day Saints Church
- Third Street
 - Existing: SR 65 east to Spenceville Road
- Fourth Street
 - Existing: SR 65 east to Olive Street
- B Street
 - Existing: Olive Street to Sixth Street
 - Proposed: Sixth Street to southern city limit line

Figure 1
Regional Project Location

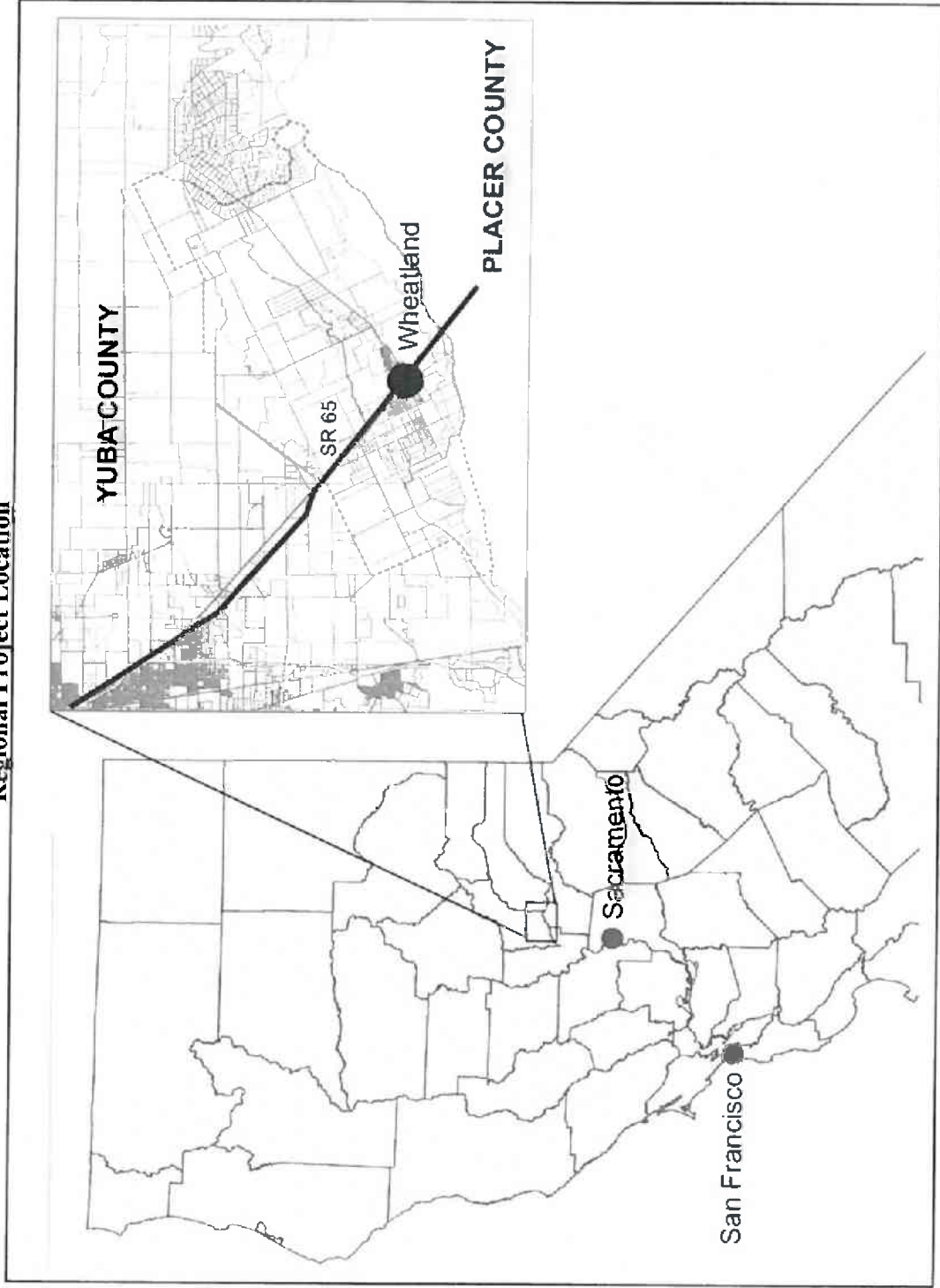
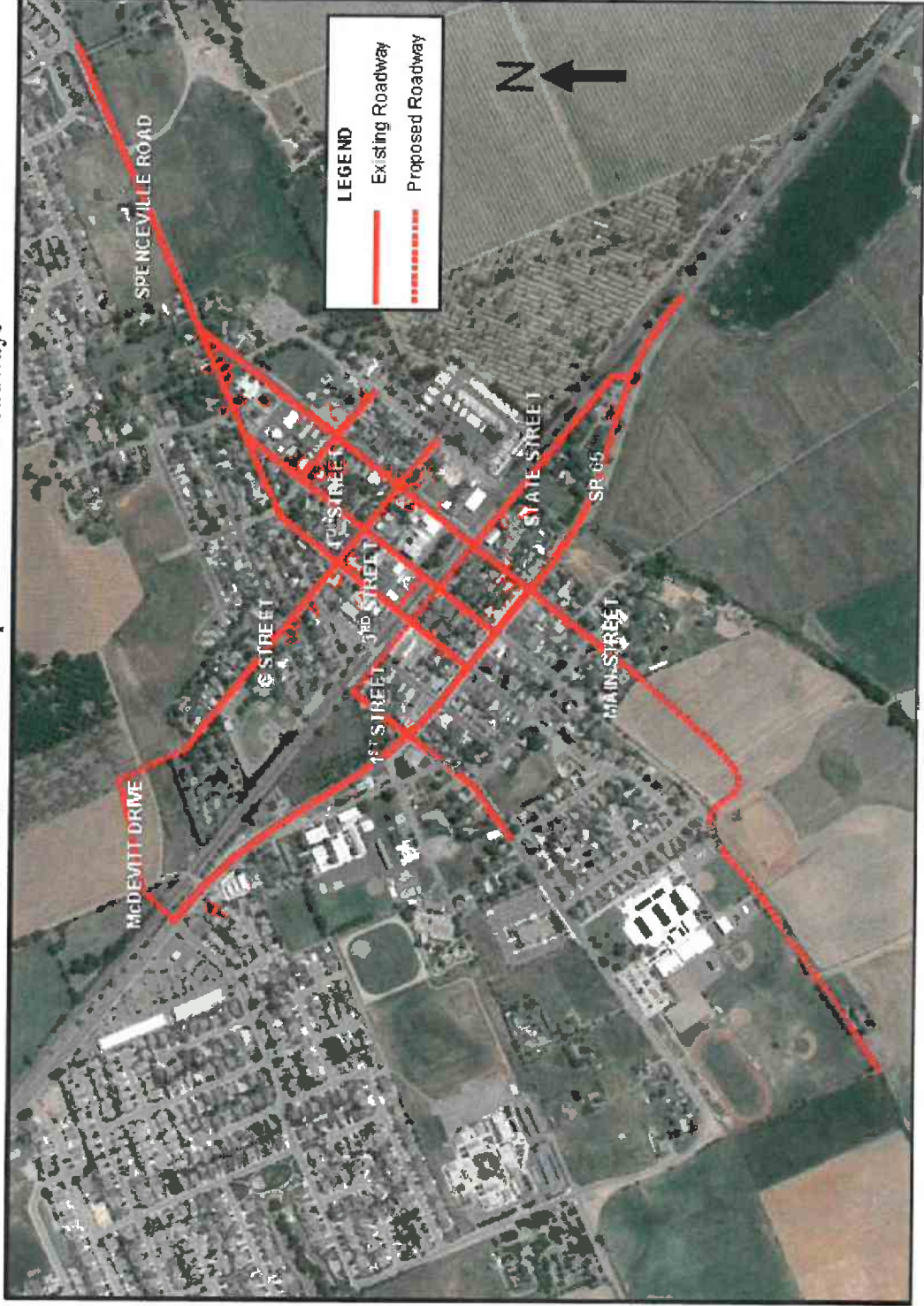


Figure 2
Downtown Corridor Improvement Plan Roadways



- C Street
 - *Existing:* Donner Trail Manor Apartments to Webb Drive (i.e., mobile home park)
 - *Proposed:* Extend north to the McDevitt Drive extension
- D Street/ SR 65,
 - *Existing:* State Street to McDevitt Drive
- Olive Street
 - *Existing:* Fourth Street/Olive Street intersection to Spenceville Road
- State Street
 - *Existing:* SR 65 to Main Street
 - *Proposed:* Extend north to First Street
- Spenceville Road
 - *Existing:* Main Street/Spenceville Road intersection extending approximately 1,325 feet east
- McDevitt Drive
 - *Proposed:* Extend east to the C Street extension

Bicycle Lanes

Designated bicycle facilities do not currently exist in the City. Because the City of Wheatland does not currently have any designated bicycle facilities, bicycle support facilities, such as signage, bicycle parking, and locker facilities do not exist. It should be noted that a Bikeway Master Plan was approved and adopted by the Wheatland City Council on October 28, 2014.

Crosswalks

Crosswalks within the study area are delineated with two solid white lines. Textured pavements or other colors delineating the inside crosswalk area have not been utilized. The only dedicated crossings along the study segment of SR 65 (i.e., from Main Street to McDevitt Drive) are at the two existing traffic signals.

Railroad Crossings

Within the Downtown Corridor Study Area, the following four Union Pacific Railroad (UPRR) public at-grade crossings exist:

- Second Street;
- Third Street;
- Fourth Street; and
- Main Street.

Currently, at-grade crossings do not have pedestrian gates, dedicated pedestrian pathways, or established sidewalks associated with the crossings.

Project Components

The City of Wheatland DTCIP identifies a program designed to enhance the efficient flow of traffic, increase safety for all modes of transportation, promote walkability, enhance the aesthetic appeal, and encourage economic vitality within the Downtown Corridor. The primary purpose of the DTCIP is to encourage, maximize, and ensure safe traffic flow within the City of Wheatland Downtown Corridor area. The DTCIP includes the following components:

- Relationship to Existing Plans – Describes the relationship of the DTCIP to other existing plans in the area, such as the City of Wheatland General Plan, the City of Wheatland Community Vision, and the City of Wheatland Bikeway Master Plan.
- Background Information – Presents background information related to traffic calming measures that were discussed during the Ad Hoc Committee meetings.
- Goals, Objectives, and Implementation Measures – Presents the goals, objectives, and implementation measures of the City of Wheatland DTCIP.
- Proposed Improvements – Presents the proposed improvements and support facilities.
- Implementation – Describes how the City would implement the DTCIP through a phased, incremental approach.

Proposed Improvements

The following section describes the roadway network improvements and traffic calming measures that were identified for the City of Wheatland's Downtown Corridor during the Ad Hoc Committee meetings (see Figure 3).

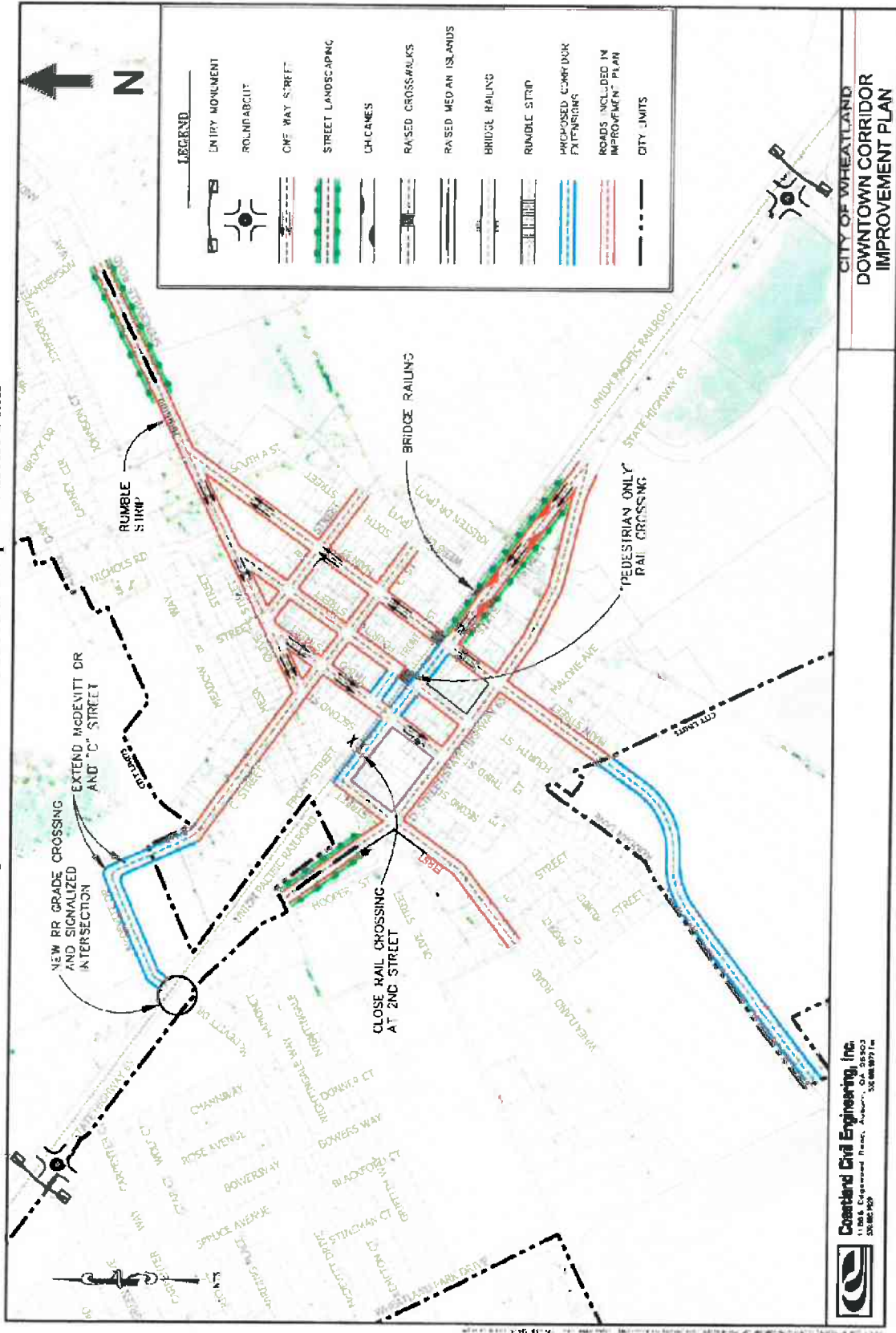
One-Way Couplet

The DTCIP proposes converting two, two-way streets into a one-way couplet. Main Street would be converted into a one-way street traveling eastbound between SR 65 to Spenceville Road. The westbound couplet consists of Olive Street and Third Street, from Spenceville to SR 65. The one-way couplet would increase vehicle capacity through the Downtown Corridor.

One-Way Olive Street

Currently, the portion of Olive Street between B Street and C Street has one-way vehicle traffic heading east. With the creation of the one-way couplet, the existing one-way vehicle traffic on Olive Street would be reversed to travel west.

Figure 3
Proposed Downtown Corridor Improvement Plan



Coastland Civil Engineering, Inc.
 11300 E. Highway 103, Suite 100, Aurora, CO 80013
 303.685.8200

**CITY OF WHEATLAND
 DOWNTOWN CORRIDOR
 IMPROVEMENT PLAN**

One-Way State Street

Existing State Street between SR 65 and Main Street is proposed to be converted into a one-way street northbound. Currently, southbound traffic on State Street can merge onto SR 65.

Closing Railroad-Crossing

The DTCIP proposes the closure of two vehicle railroad crossings located at Second Street and Third Street. The closure of the two at-grade railroad crossings would reduce the current hazard of vehicle and train collisions and would meet the UPRR requirement for introducing a new at-grade railroad crossing located at McDevitt Drive. It should be noted that a third railroad crossing would be closed at Fourth Street and further discussion on the closure of this crossing can be found below.

C Street and McDevitt Drive Extension

The DTCIP proposes the extension of C Street north and McDevitt Drive east, which would provide additional access across the UPRR tracks and into the Downtown Corridor.

New At-Grade Railroad Crossing

With the proposed extension of McDevitt Drive eastbound across the UPRR tracks and connection to the C Street extension, a new at-grade railroad crossing and signalized intersection would be constructed.

Pedestrian-Only Railroad Crossing

Currently, the at-grade crossings at Second, Third, and Fourth Street do not have pedestrian gates, nor are there established sidewalks associated with the crossings. Dedicated pedestrian pathways do not exist and when the crossing gates come down, pedestrians can easily navigate around the gates. The DTCIP proposes to close the vehicle railroad crossing at Fourth Street and provide a pedestrian only crossing at the same location.

State Street Extension

The DTCIP proposes the extension of State Street north from Main Street to First Street along the UPRR right-of-way to provide additional north and southbound travel.

Front Street Extension

With pedestrian only access at the at-grade rail crossing at Fourth Street, the DTCIP proposes the extension of Front Street north from Fourth Street to Third Street along the UPRR right-of-way to increase circulation.

Roundabouts

The DTCIP proposes two roundabouts located on SR 65 at the northernmost and southernmost entrance into the City of Wheatland. The roundabouts would offer a gateway into the community and help to slow traffic entering the City while creating a sense of place for Wheatland visitors and residents.

Entry Monument

The DTCIP proposes two entry monuments located in close proximity or within the two roundabouts located on SR 65.

Chicanes

The DTCIP proposes chicanes on State Street which would cause a deviation in the vehicle's path of travel, and slow the speed of vehicles turning onto State Street from northbound SR 65.

Faux-Bridge Improvement

The DTCIP proposes the construction of a faux bridge located on State Street spanning Grasshopper Slough. The faux bridge narrows the roadway and would act as a traffic calming measure slowing the speed of vehicles turning on State Street from SR 65.

Rumble Strip

The DTCIP proposes a rumble strip on westbound Spenceville Road as vehicles enter the Downtown Corridor. The rumble strip would alert drivers traveling on rural Spenceville Road to slow the speed of their vehicles as they enter a more urban setting on Olive Street.

Raised Crosswalk

The DTCIP proposes the construction of a raised crosswalk on Fourth Street over the UPRR tracks, which would be a pedestrian-only crossing. A raised crosswalk is also proposed on Main Street over the UPRR tracks, which would reduce vehicle speeds and increase crosswalk visibility and safety.

Raised Median Island

The DTCIP proposes the construction of median islands on SR 65 as you enter the Downtown Corridor from the north and Spenceville Road from the east. Raised medians often contain landscaping for aesthetic purposes, but also act as traffic calming measures and narrow vehicle travel lanes.

Street Landscaping

The DTCIP proposes landscaping in conjunction with other traffic calming treatments, such as raised medians, the faux bridge, and chicanes on State Street, Spenceville Road and SR 65. Evidence suggests that landscaping alone could be employed as a traffic-calming device; therefore, the DTCIP encourages street landscaping on all roadways located within the Downtown Corridor, where feasible.

Implementation

The DTCIP sets forth a number of specific goals as well as objectives and implementation measures describing how the City aims to reach them. The approval of the City of Wheatland DTCIP would enable the City to position itself to secure State and federal funds for implementation. A phased approach to implementation would allow the City to tackle the project early and work incrementally toward implementation of the elements described in this plan and supporting illustrations. The conceptual plans provide a long term vision for the Downtown Corridor through the City of Wheatland and provide a guide for the City as the City continues to maintain and upgrade infrastructure and provide community services.

The proposed roadway network improvements and traffic calming measures identified at the Ad Hoc Committee meetings would have to be designed consistent with the federal and State design criteria, standards, and guidelines including those set forth by the American Association of State Highway and Transportation Officials (AASHTO) and the California Department of Transportation (Caltrans). Cost of projects are likely to vary based on site conditions, choice of contractor, external issues, and other factors. A variety of funding sources are available for downtown improvement projects, including federal, State, regional, and local funding programs.

The proposed project includes the adoption of the City's DTCIP and does not include implementation of any improvements identified in the DTCIP. Therefore, physical changes to the environment would not occur and this Initial Study analyzes the plan-level impacts of adopting the City's DTCIP, not project-level impacts of specific improvements outlined in the DTCIP. Future development within the City of Wheatland that includes improvements consistent with the DTCIP would be subject to additional environmental review at that time.

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

- City of Wheatland City Council.

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 Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology & Soils |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards | <input type="checkbox"/> Hydrology & Water Quality |
| <input type="checkbox"/> Land Use | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise |
| <input type="checkbox"/> Population, Employment, & Housing | <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation |
| <input checked="" type="checkbox"/> Transportation & Circulation | <input type="checkbox"/> Utilities & 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. Included in each discussion are project-specific mitigation measures recommended, as appropriate, as part of the proposed project.

For this checklist, the following designations are used:

Potentially Significant Impact: An impact that could be significant, and for which 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.	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<i>Would the project:</i>				
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 Wheatland is located in Northern California’s Central Valley along SR 65 in Yuba County. The City is located approximately one mile north of the Bear River and the tri-county boundary of Sutter, Placer, and Yuba Counties. The City is surrounded on all sides by agricultural parcels. The City of Wheatland’s DTCIP is a policy-level document and would not cause development or redevelopment of specific projects within the City. As such, the DTCIP would not have a substantial adverse effect on a scenic vista. The Downtown Corridor is not located within a scenic highway nor would the DTCIP degrade the existing visual quality or add new light or glare.

The DTCIP is consistent with and implements the goals and policies of the City’s General Plan and therefore, specific locations of improvements that have been identified in the DTICP would be consistent with General Plan policies related to scenic vistas, scenic resources, historic buildings, and the visual character of the City. Furthermore, because the DTCIP is a policy-level document, site-specific designs or proposals are not included; therefore, an assessment of potential site-specific visual impacts resulting from future development proposals is not possible at this time. Future development of DTCIP improvements within the City of Wheatland would be subject to additional environmental review. Adherence to the City Municipal Codes regarding the roadway development within the City would ensure that impacts related to aesthetics and visual character of the area would be *less than significant*.

II. AGRICULTURE AND FOREST RESOURCES.

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping 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 Department of Conservation’s 2010 Yuba County Important Farmland Map, the City of Wheatland contains Urban and Built-Up Land, Unique Farmland, and Prime Farmland. The DTCIP would involve the future development of roadway network improvements and traffic calming measures. The DTCIP would not convert any of the existing agricultural lands within the City of Wheatland to non-agricultural uses. As such, the DTCIP would not convert Farmland, and **no impact** would occur.
- b The DTCIP project area is surrounded primarily by agricultural uses and residential homes to the northwest, southwest, and northeast. The City does not contain any land under a Williamson Act contract. The DTCIP would not involve a change in zoning. As such, the DTCIP would not conflict with existing zoning for agricultural use or a Williamson Act contract, and **no impact** would occur.
- c,d The City does not include lands designated as forest land or timberland. Therefore, the DTCIP would have **no impact** on forest land or timberland resources.
- e The DTCIP is a policy level document. Site-specific development associated with the proposed project and future development of roadway network improvements and traffic calming measures would be required to undergo project-specific review and approval. As such, the DTCIP would not convert forest land or agricultural land, and **no impact** would occur.

III. AIR QUALITY.

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?	<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) that includes Butte, Colusa, Glen, Tehama, Shasta, Yolo, Sacramento, Yuba, Sutter, and parts of Placer and Solano Counties. 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. Generally, State regulations are more strict standards than federal regulations. 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 improvements proposed in the DTCIP would likely have a beneficial long-term impact on air quality by implementing Goal 1 of the DTCIP, which would maximize the efficiency of the downtown roadway network through a roadway design that would maximize mobility and therefore reduce the number of automobiles idling within the City. A reduction in idling automobiles would reduce the amount of emissions associated with auto use, such as carbon monoxide, carbon dioxide, and nitrogen oxides. However, the DTCIP is a policy-level document that does not include site-specific development plans. Although implementation of a successful DTCIP could be expected to induce improvements in the City, the lack of site-specific development applications, including the design and location of specific improvements, makes evaluation of the project's air quality impacts highly speculative. In addition, future development of roadway network improvements, traffic calming measures, and other improvements within the City would be required to undergo project-specific environmental review and approval. Future projects would also be required to adhere to General Plan goals and policies related to air quality, as well as federal, State, and regional

air quality plans. Because the proposed project is a policy-level document, a *less-than-significant* impact would result.

- e Typical sources of objectionable odors include industrial or intensive agricultural uses. The proposed project does not involve any physical development and would not include any odor-producing uses. Thus, the project would not be expected to create any objectionable odors, and *no impact* related to production of 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 checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

- a-d Development of the majority of improvements associated with the DTCIP would occur along existing roadways with the exception of C Street extension to McDevitt Drive, which would be the only new area of impact. However, the new area of impact would not be located near local rivers or streams. Principles from the City of Wheatland’s Community Vision document establishes controls on creekside development which seek to preserve and enhance riparian vegetation and habitat. Roadway improvements proposed near local rivers or streams, would be subject to Policies 8.C.2 and 8.D.3 from the General Plan establish controls on creekside development to preserve and enhance riparian vegetation and habitat. Prior to construction in undeveloped areas, detailed biological surveys would be undertaken to ensure that final roadway improvements avoid sensitive habitat areas to the maximum extent feasible and that measures are taken to mitigate any adverse construction or operation

related impacts to candidate, sensitive and special-status species. Consequently, the DTCIP would not interfere with fish or wildlife movement or adversely affect wildlife corridors.

Successful implementation of the DTCIP within Wheatland would require improvements in the area, which could adversely impact known and unknown biological resources in the area. However, the DTCIP is a policy-level document and would not cause physical development or improvements of specific projects within the City. Without identifying specific locations of development within the area, the determination of potential impacts of development on biological resources within the City would be speculative. Furthermore, site-specific proposals that would enable an assessment of potential site-specific biological impacts that could result are not included in the proposed project. Future development of roadway network improvements, traffic calming measures, and other improvements within the City of Wheatland would be subject to additional environmental review, which would ensure that impacts to biological resources are minimized. In addition, future projects would be subject to federal, State, and local regulations, such as the Federal Endangered Species Act, the California Endangered Species Act, and Policies 8.C.2 and 8.D.3 found in the General Plan. Therefore, impacts associated with the proposed project would be considered *less than significant*.

- e-f Improvements associated with the DTCIP would comply with all applicable ordinances of the City related to the preservation of sensitive environmental areas. The City of Wheatland is not subject to a Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan. In addition, improvements associated with the DTCIP would comply with the Community Vision, General Plan, and applicable City ordinances. The City of Wheatland's DTCIP is a policy-level document and would not cause physical development of specific projects within the City. Furthermore, future development of roadway network improvements, traffic calming measures, and other improvements within the City would be required to comply with the City's development standards. As a result, the impact would be *less than significant*.

V. CULTURAL RESOURCES.	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<i>Would the project:</i>				
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 interred 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 have either been formally designated as properties listed on the National Register of Historical Places (NRHP), State Historic Landmark (SHL), California Points of Historical Interest, and/or California Historical Resources Inventory. However, a comprehensive historic resources inventory has not been done for either the City of Wheatland or the surrounding planning area and a high probability of additional unrecorded historic properties exists. The City has a formal review process to evaluate proposed demolition or alteration of historic buildings.

The Wheatland DTCIP’s proposed improvements would not include the widening of roads. The only new area of impact within the DTCIP would be the C Street extension to McDevitt Drive; however, the extension is not anticipated to create substantial impacts to cultural resources. Additionally, the DTCIP is a policy-level document and site-specific development associated with the proposed project would be required to undergo project-specific review and approval, including analysis for impacts to cultural and historic resources. In addition, future improvement plans would need to be consistent with the General Plan goals and policies related to cultural and historic resources, which include, but are not limited to, goals and policies found in the Cultural Resources, Land Use and Planning, and Public Service chapters as well as, federal, State, and local polices regarding preservation of historic resources. Therefore, the proposed project would result in a *less-than-significant* impact to cultural and historical resources.

- b-d As stated in the City’s General Plan, little of the General Plan planning area has been surveyed for the presence of archaeological resources. Nevertheless, prehistoric sites have been found in the Wheatland Planning Area to date. The City of Wheatland General Plan Draft and Final EIR has indicated that sites or Traditional cultural properties are not listed.¹

¹ Raney Planning & Management. *City of Wheatland General Plan Draft and Final Environmental Impact Report*. July 11, 2006.

The possibility that significant paleontological or archaeological resources could be encountered during future construction exists. General Plan Policies 7.D.1 and 7.D.2 require consultation prior to development approval with both the North Central Information Center and the Northeast Information Center, both located at California State University, Sacramento.

The Wheatland DTCIP is a policy-level document and would not cause physical development of specific projects within the City. Because the DTCIP is a policy-level document, site-specific proposals that would enable an assessment of potential site-specific impacts to cultural resources are not included as part of the proposed project. Future development projects would be required to undergo project-specific environmental review, and would be required to adhere to federal and State regulations associated with protection of cultural resources and implement General Plan goals and policies associated with cultural resources. Therefore, impacts related to destruction or disturbance of cultural resources as a result of the proposed project would be *less than significant*.

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 type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

ai-iv 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 near the City. The closest AP Zone is the Bangor Quadrangle, including the AP Zone for the Cleveland Hill Fault to which the 1975 Oroville earthquake is attributed. The Bangor Quadrangle zone is located 27 miles north of the City. The next nearest active fault is the Dunnigan Hills fault, located 35 miles southwest of the City. The closest branches of the seismically active San Andreas Fault system are the Green Valley and Rodgers Creek faults located approximately 60 to 70 miles southwest of the City. The San Andreas Fault is located approximately 100 miles to the west.

Liquefaction, settlement, ground lurching, ground displacement along the fault line, and landslides are often the secondary effects of earthquakes. Areas found throughout the City of Wheatland may be more susceptible to liquefaction during seismic events if perched ground water conditions are present. The degree of liquefaction would in part depend on groundwater conditions at specific sites. In addition, the Wheatland General Plan

Background Report states that a portion of the County, which includes the Wheatland area, is potentially susceptible to liquefaction because the area underlain by unconsolidated sands and finer grained materials. Water-saturated, clay-free sediments in the most recent Holocene unit are generally expected to have a high susceptibility to liquefaction. However, according to the General Plan EIR, the proposed project area is not susceptible to landslides due to the predominant flat topography and the cohesive nature of the soils. Although the City of Wheatland is subject to the hazards associated with a seismically active region, adherence to the most recent construction and maintenance practices, such as the Uniform Building Code, for development projects would lessen impacts from known geologic hazards.

The Wheatland DTCIP is a policy-level document that does not include site-specific development proposals. Future development related to the DTCIP would have to undergo project-specific design review and approval, and would have to comply with the goals and policies set forth in the City's General Plan relating to seismic hazards as well as other federal and State policies and the Uniform Building Code. Adherence to such regulations would reduce any potential impacts relating to groundshaking to a *less-than-significant* level.

- b) Much of the DTCIP area is developed with roads and buildings and buildout of the DTCIP would primarily involve improvements to the existing roadway network. The development of proposed roadway network improvements and traffic calming measures would include paved roadways. Further, Policy 5.E.4 from the General Plan requires the preparation of erosion control plans for all development sites where grading would occur. Future development would be required to comply with such policies prior to construction. Therefore, substantial soil erosion and loss of topsoil are not anticipated.

The DTCIP is a policy-level document that does not include site-specific development proposals. Future development of roadway network improvements and traffic calming measures within the City of Wheatland would be required to undergo project-specific environmental and design review, as well as comply with all applicable regulations associated with erosion. Therefore, impacts related to soil erosion would be *less than significant*.

- c,d) As stated in the City's General Plan EIR, impacts related to expansive soils in parts of the planning area may be eliminated when specific development projects are proposed by conducting engineering tests to determine the proper design criteria. Roadways and sidewalks can be designed in areas of clayey soils to accept the estimated degree of soil contraction, expansion, and settlement potential determined from on-site soils testing, according to standards provided by the Uniform Building Code. Any soil property impacts would likely be reduced to a level of insignificance with the implementation of the policies and programs contained in the City's General Plan, and when project-specific mitigation measures are implemented.

According to the City of Wheatland General Plan EIR, the possibility exists in the City for geologic hazards such as liquefaction and subsidence, as well as mudslides near the rivers and canals. However, the General Plan EIR states that through the implementation of mitigation measures and General Plan policies, the impacts would be reduced to a less-than-

significant level. In addition, the DTCIP is a policy-level document that does not include site-specific development proposals. Future development of roadway network improvements and traffic calming measures within the City of Wheatland would be required to undergo project-specific environmental and design review, and would be required to comply with the General Plan goals and policies related to geologic hazards, as well as the regulations found in the Uniform Building Code. Therefore, impacts related to liquefaction, expansive soils, subsidence, and mudslides would be *less than significant*.

- e Future improvements related to the DTCIP would not include the use of septic tanks or alternative wastewater disposal systems, and would not require sewer services. Therefore, *no impact* would result.

VII. GREENHOUSE GAS EMISSIONS. <i>Would the project:</i>	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,b The DTCIP has been prepared consistent with the City of Wheatland’s Community Vision document, the City of Wheatland Bicycle Master Plan, and the City’s General Plan. The DTCIP is a policy-level document that does not include site-specific development plans. The lack of site-specific development proposals, including the design and location of specific projects, makes evaluation of the future project’s GHG impacts associated with the future improvements associated with implementation of the DTCIP nearly impossible. Future development within the City would be required to undergo project-specific review and approval and to adhere to General Plan goals and policies related to GHG emissions and global climate change, as well as federal, State, and regional goals and regulations.

Because the Wheatland DTCIP would be required to adhere to the City of Wheatland’s policies related to greenhouse gas emissions, future projects would be aligning with regional goals for the reduction of GHG emissions. However, the proposed project is a policy-level document that does not include physical development. As such, future development would be required to undergo site-specific environmental review, where GHG impacts could be evaluated. Due to the DTCIP’s lack of site-specific development proposals, a *less-than-significant* impact would result.

VIII. HAZARDS AND HAZARDOUS MATERIALS.				
<i>Would the project:</i>	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 type="checkbox"/>	<input checked="" 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 plan-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. Implementation of the DTCIP would require the limited use of gasoline, diesel fuel, tar and other similar substances during construction of the DTCIP improvements. Although paints, solvents, cleansers, gasoline, diesel fuel, tar and other hazardous materials may be used during construction of the projects, the quantities of such products are not expected to be large enough to create a potential health hazard. Any hazardous substances would be used in small amounts and would have to be handled in

accord with OSHA standards. In addition, Future development projects would be required to undergo project-specific environmental review.

None of the areas proposed for improvements under the DTCIP are known to be designated hazardous materials sites. In the event that hazardous materials are discovered during construction, construction would cease until such materials have been remediated in accordance with State and local requirements. Such standards have been designed to eliminate or minimize to an acceptable level the potential health impacts associated with human exposure to hazardous materials. In addition, Cortese List sites do not exist in the DTCIP area, and associated risks to the public or the environment would not occur.

The DTCIP is a policy-level document and specific development projects associated with implementation of the DTCIP are not proposed in conjunction with the proposed project. Therefore, the project's 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. The airport land use zones for Beale Air Force Base are located approximately six miles north of the Wheatland study area.

The Wheatland study area is located at the edge of the Beale Air Force Base Overflight Zone; therefore, the study area is subject to some development restrictions under the Land Use Compatibility Guidelines for Safety. According to the Beale Air Force Base Overflight Guidelines, the following types of development should be restricted: chemical and allied products manufacturing; petroleum refining; rubber and plastics manufacturing; regional shopping centers; colleges and universities; hospitals; jails and detention centers; motion picture theater complexes; professional sport developments; stadiums and arenas; auditoriums; concert halls and amphitheaters; fairgrounds and expositions; racetracks; and theme parks. Adoption of the proposed DTCIP does not include any physical development and future improvements associated with the DTCIP would not involve any of the above uses. In addition, the DTCIP does not involve development of any land uses that could be affected by existing noise associated with the Beale Air Force Base.

Future projects would be required to undergo project-specific environmental review and adhere to federal and State regulations, as well as General Plan goals and policies, related to airport land use plans. Therefore, implementation of the proposed project would result in a *less-than-significant* impact related to a conflict with any airport land use plans.

- g Implementation of the DTCIP would allow for the provision of alternative forms of evacuation in the event of an emergency. Furthermore, one of the DTCIP's goals is to safely convey vehicle volumes within the Downtown Corridor. Nonetheless, the DTCIP is a policy-level document that does not include site-specific development proposals, and any future development projects would be required to adhere to City regulations regarding emergency access. Thus, the project would not have an effect on any emergency plans within the City of Wheatland, and *no impact* would result.

- h Structural and wildland fire hazards could threaten life and property in Wheatland. 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. Additionally, the development of the roadway network improvements and traffic calming measures proposed in the DTCIP would not increase the fire hazard in the area. According to the General Plan EIR, the relatively flat terrain of the General Plan Study Area also makes the danger of wildland fires less hazardous. Because the DTCIP is a policy-level document that does not include site-specific development, and any future development of roadway improvements, traffic calming measures, and other improvements within the City of Wheatland would be required to adhere to the Wheatland General Plan policies and regulations, the project would have a *less-than-significant* impact related to wildland fires.

IX. HYDROLOGY AND WATER QUALITY.	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
a. Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input 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 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 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 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 type="checkbox"/>
f. Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input 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 type="checkbox"/>
h. Place within a 100-year floodplain structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input 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 type="checkbox"/>
j. Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✘

Discussion

- a,f The improvements proposed in the DTCIP would likely have an impact on surface water quality. Construction of certain DTCIP components would consist of grading and vegetation removal activities that may increase soil erosion rates on the areas proposed for development. Grading operations may impact the surface runoff by increasing the amount of silt and debris

carried by runoff. In addition, refueling and parking of construction equipment and other vehicles on-site during construction may result in oil, grease, or related pollutant leaks and spills that may discharge into the City's storm drains. Improper handling, storage, or disposal of fuels and materials or improper cleaning of machinery close to area waterways could cause water quality degradation. Measures included in subsequent grading plans for those DTCIP projects requiring grading would be required to comply with the City's Site Development Code, drainage requirements, and Stormwater Pollution Prevention Program, as well as employ best management practices for the prevention of erosion and the control of loose soil and sediment, to ensure that construction does not result in the movement of unwanted material into waters within or outside that particular project site. Implementation of Policy 5.E.5 would ensure that future drainage system requirements would comply with applicable state and federal pollutant discharge requirements.

Although construction of the future improvements associated with implementation of the DTCIP could result in impacts associated with water quality, the proposed project does not involve any physical development. The DTCIP is a policy-level document and site-specific proposals that would enable an assessment of potential site-specific drainage impacts are not included. Future development of roadway network improvements, traffic calming measures, and other improvements within the City of Wheatland would be required to implement General Plan goals and policies related to hydrology, water quality, and drainage, as well as comply with all applicable federal, State, and local water quality regulations. Therefore, impacts related to the City's drainage systems would be *less than significant*.

- b The DTCIP is a policy-level document that does not include site-specific development proposals. Future roadway network improvements, traffic calming measures, and other improvements would be required to implement General Plan goals and policies related to groundwater supplies and groundwater recharge as well as undergo a separate environmental review process.

According to the General Plan EIR, implementation of the goals and policies applicable to groundwater issues would reduce impacts related to buildout of the General Plan study area to a less-than-significant level. Because the DTCIP does not include site-specific development and because buildout of the General Plan was determined to not have an adverse impact on groundwater levels, a *less-than-significant* impact would result.

- c-e The General Plan EIR states that surface hydrology and the fluvial processes of erosion and deposition are central to the character of the landscape and are readily apparent throughout much of the study area. The Dry Creek-Bear River valley is primarily a level floodplain, with the City of Wheatland occupying an upland erosional remnant between the two watercourses. As shown in Figure 1-9 of the General Plan Background Report, Bear River, Dry Creek, North and South Grasshopper Slough, Best Slough, and a host of smaller, unnamed sloughs constitute natural edges and barriers within the pattern of human settlement and land use, as well as providing important visual features within the General Plan study area. Much of the General Plan study area falls roughly between the Bear River on the south and Dry Creek on the north, with Grasshopper Slough meandering through the central portion of the area. Unnamed remnant slough channels, also drained the area in recent times.

While the majority of the future improvements proposed in the DTCIP would involve improvements to existing roadways and would not alter existing drainage patterns, the proposed off-street paths may alter existing localized drainage patterns slightly, but would not substantially alter the courses of existing streams or substantially increase the rate or amount of surface runoff. In addition, all development occurring under the DTCIP would be subject to the General Plan policies (e.g., 5.E.1, 5.E.2, 5.E.5, 5.E.9, and more) and municipal regulations with respect to runoff management and low impact design.

Because the DTCIP is a policy-level document that does not include site-specific development proposals, the potential impact of development on the existing drainage pattern of the area would be highly speculative. Future development of roadway network improvements, traffic calming measures, and other improvements within the City of Wheatland would be required to implement General Plan goals and policies related to substantial erosion or siltation on- or off-site projects, an increase in the amount of surface runoff resulting in flooding, or stormwater drainage systems they could exceed the capacity of existing or planned stormwater systems. Therefore, the project would result in a *less-than-significant* impact.

- g-i The DTCIP does not propose development of housing within a 100-year flood hazard area. While the majority of projects proposed in the DTCIP would be improvements to existing roadways and would not impede or redirect flood flows, buildout of the DTCIP could place new path segments within the 100-year flood zone. All future development associated with implementation of the DTCIP would be subject to the General Plan policies (e.g., 8.D.2 and 9.C.7) and municipal regulations with respect to development along creeks and within floodplains

As a planning document, the policies and programs of the Wheatland General Plan are intended to assure that future development mitigate potential impacts regarding flooding. Flood control policies and programs would be implemented by development projects within the City of Wheatland. The DTCIP is a policy-level document and does not involve any physical change to the environment. All future projects associated with implementation of the DTCIP would be required to undergo environmental review and be consistent with all General Plan goals, objectives, and policies. Therefore, impacts associated with flooding 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. The Wheatland planning area is relatively flat and has a low risk of being impacted by mudslides. 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.	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
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. Development of future improvements associated with the DTCIP would generally improve connections within the City and surrounding neighborhoods for automobile drivers. Future improvements associated with the DTCIP would not divide an established community. In addition, the proposed project is a policy-level document that does not include physical development, and future development of the proposed improvements within the City of Wheatland would be required to adhere to local policies and regulations. Therefore, *no impact* would occur.
- b. As stated in the DTCIP, the DTCIP would be consistent with the City of Wheatland General Plan, Community Vision, and Bikeway Master Plan. The DTCIP implements several guiding principles from the City of Wheatland’s General Plan, such as Downtown Revitalization. As a result, the proposed project would not conflict with any adopted plans. Future improvement projects associated with the DTCIP would be required to be consistent with the goals, policies, and regulations set forth in the General Plan regarding land use. Therefore, *no impact* would result.
- c. The City of Wheatland is not subject to a Habitat Conservation Plan or Natural Communities Conservation Plan. In addition, the proposed project is a policy-level document that does not include direct development. As a result, *no impact* would occur.

XI. MINERAL RESOURCES.

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<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) (p. 2-24), 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. Therefore, the DTCIP planning area does not contain know mineral resources and would not result in the loss of such.

Although the proposed project is a policy-level document that does not include any physical development, the DTCIP planning area does not contain known mineral resources. Therefore, ***no impact*** related to mineral resources would result.

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 checked="" 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 checked="" 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 checked="" 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 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 expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

a,c The DTCIP proposes roadway improvements mainly within the developed area of Wheatland, and therefore, buildout of the DTCIP would not be expected to substantially increase noise in Wheatland. A substantial long-term increase in existing ambient noise environment is not expected to result from the DTCIP, because noise levels generated from vehicle use already occur in areas proposed for improvements and the roadways themselves do not create any trips. The noise from day-to-day activities associated with the future improvements proposed in the DTCIP would typically be limited to people talking and would not be expected to be noticeable to surrounding residents, assuming that the facilities are adequately sited, designed, and buffered.

Because the proposed project does not include site-specific development, site-specific evaluation of noise-related impacts is not possible. Future development roadway network improvements, traffic calming measures, and other improvements within the City of Wheatland would be required to undergo project-specific environmental review. In addition, future projects would be required to adhere to General Plan goals and policies related to noise, as well as implement applicable mitigation measures, if necessary. Therefore, a *less-than-significant* impact to ambient noise levels would result.

- b,d Development of future improvements associated with implementation of the DTCIP would require the use of construction equipment, which would generate an increase in noise levels, as well as potential groundborne vibration. Short-term construction-related noise levels would be higher than current ambient noise levels in a development area, but would be temporary in nature. Activities associated with construction typically generate maximum noise levels ranging from 85 to 90 dB at a distance of 50 feet. However, because construction activities would be temporary and would occur during normal daytime working hours per Section 8.04.030(H) of the Wheatland Municipal Code, significant adverse public reaction to construction noise would not be anticipated.

Although construction activities could result in periods of elevated noise levels, specific development of roadway network improvements, traffic calming measures, and other improvements are not proposed as part of the proposed project. Future construction activities would be required to comply with the Wheatland Municipal Code. Therefore, impacts related to construction noise and groundborne vibration would be *less than significant*.

- e,f The Community Noise Equivalent Level (CNEL), similar to L_{dn} , is defined as the 24-hour average noise level with noise occurring during evening hours (7 - 10 p.m.) weighted by a factor of three and nighttime hours (10 p.m. - 7 a.m.) weighted by a factor of 10 prior to averaging. According to the Comprehensive Land Use Plan (CLUP) for Beale Air Force Base (adopted 1987, amended 1992), the 65 dB CNEL noise exposure contours extend into a portion of the Wheatland General Plan study area. The CLUP states that if development is proposed in areas between the 60 dB and 65 dB CNEL noise contours, affected cities and counties should evaluate the impact of aircraft noise on proposed development and consider requiring noise reduction measures, aviation noise easements, and buyer-renter notification. Future improvements associated with the DTCIP do not involve uses that would be considered sensitive noise receptors. Thus, noise associated with Beale Air Force Base would not have a substantial effect on any future development associated with the DTCIP. Therefore, the DTCIP would have *no impact* related to a project's location with an airport land use plan or within the vicinity of a private airstrip.

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 DTCIP is a plan-level document that includes plans for future development of roadway network improvements, traffic calming measures, and other improvements. The introduction of additional roadway networks would provide alternative transportation routes to residents and employees living and working in the City, but would not directly or indirectly induce population growth. Existing housing would not be displaced by implementation of the DTCIP and replacement housing would not be required after buildout of the DTCIP. Therefore, approval and implementation of the DTCIP would have *no impact* related to population and housing.

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,b Properly designed roadway improvements that would be associated with the DTCIP would not pose substantial fire safety or public safety concerns in terms of fire and police protection. In addition, the DTCIP is a policy-level document that would not include physical development proposals. Future development, such as properly designed roadways, would need to undergo site-specific environmental review. Given that the DTCIP does not include physical development, fire protection and polices services would not be affected by the proposed project. As such, a **no impact** would occur to fire and police protection services.
- c The DTCIP would not increase demand for school facilities or introduce new residents to the City. Thus, the proposed project would not introduce new school children to the school system. Therefore, **no impact** would occur.
- d The DTCIP would not introduce new residents to the City and, thus, would not stress the parks system. Therefore, **no impact** would occur.
- e The DTCIP includes future improvements for roadway networks and traffic calming measures. The DTCIP would not be introducing new residents to the City and therefore would not be increasing additional public services. As a result, **no impact** would occur to public services.

XV. RECREATION.	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
<i>Would the project:</i>				
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 Roadway improvement projects associated with implementation of the DTCIP would not increase demand on recreational facilities because the DTCIP would not result in any increase in population.

Furthermore, the proposed project is a policy-level document that does not include site-specific development plans. As such the DTCIP would not increase population that would cause deterioration of existing regional parks or require the construction or expansion of recreational facilities. Therefore, *no impact* would occur.

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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>
e. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Conflicts with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a,b The Wheatland DTCIP would facilitate roadway network improvements and traffic calming measures within the downtown area that would maximize mobility, thereby potentially reducing traffic congestion issues within the City. However, as previously mentioned, the DTCIP proposes converting two, two-way streets into a one-way couplet. Main Street would be converted into a one-way street traveling eastbound. The eastbound couplet consists of the portion of Main Street between SR 65 to Spenceville Road and the westbound couplet consists of Olive Street and Third Street, from Spenceville to SR 65. The intersection of Third Street and SR 65 would have an increase in vehicle capacity through the Downtown Corridor as a result of the one-way couplet. Such an increase in traffic volume would result in potentially unacceptable delay and level of service (LOS) at the Olive Street and Third Street intersection according to the traffic memo provided by Stephen C. Abrams of Abrams Associates Traffic Engineering, Inc (Appendix A).²

The DTCIP is a policy-level document that does not include physical development. Future development of the proposed improvements within the City of Wheatland would be required to undergo site-specific environmental review and be required to follow the City's

² Abrams Associates, Stephen C. Abrams. *Review of Potential Transportation Impacts Associated with the City of Wheatland's Downtown Corridor Improvement Plan*. October 30, 2015.

regulations and development standards. However, because the proposed project would be increasing traffic volumes such that a signalized intersection would be required in the DTCIP, a *potentially significant* impact would result.

Mitigation Measure(s)

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

- XVI-1. *Prior to the approval of the DTCIP, the DTCIP shall be revised to include a signalized intersection at Third Street and SR 65.*
- XVI-2. *Prior to Tentative Map Approval for any projects within the City of Wheatland, which contribute significant traffic volumes to the Downtown Corridor, the applicants shall prepare a Traffic Study to determine the DTCIP improvements warranted by the project. Each Traffic Study shall consider the following:*
- *State Street be limited to a one travel lane in segments where it is designated as a one-way street;*
 - *Consider installation of all-way stop control at the intersection of C Street with both Third Street and with Main Street; and*
 - *Consider alternatives to installing chicanes, such as traffic circles or a sign mounted radar gun.*

- c The DTCIP is a policy-level document that does not include site-specific proposals. As such, the DTCIP would not increase traffic levels or result in a change to air traffic patterns. Therefore, *no impact* would result from the proposed project.
- d The DTCIP's proposed roadway network improvements and traffic calming measures are compatible with the existing and planned street network. Additionally, Goal 4 of the DTCIP aims to provide a system of streets that are well maintained and safe for all forms of transportation. The proposed improvements of the DTCIP would be designed consistent with the federal and State design criteria, standards, and guidelines including those set forth by the American Association of State Highway and Transportation Officials (AASHTO) and the California Department of Transportation (Caltrans). Additionally, the proposed project would be required to be consistent with design and safety policies outlined in the City of Wheatland General Plan, the City of Wheatland, Community Vision, and the City of Wheatland's Bikeway Master Plan. Through compliance with the above design documents, impacts associated with design features would be *less than significant*.
- e Implementation of the proposed DTCIP would result in an improved integrated network system that would maximize mobility within the downtown area, thereby improving access for emergency vehicles. The City's most important policy tool for upgrading and maintaining local roadways to provide for effective and efficient traffic movement is the Circulation Diagram and the associated standards. The Circulation Diagram plans for adequate emergency access by designing a street system to accommodate future traffic volumes with

acceptable levels of congestion. The General Plan Update policies ensure that emergency vehicles would have access to an efficient citywide circulation system. For access to individual parcels and new development areas, the City's Zoning Ordinance, street standards, and processes governing development project approval control the adequacy of emergency vehicle access.

The proposed project is a policy-level document and does not include site-specific development proposals. All future development of roadway network improvements, traffic calming measures, and other improvements within the City of Wheatland would be required to undergo site-specific environmental review, at which time the impacts associated with emergency access would be determined. However, given the nature of proposed roadway improvements, the DTCIP would be improving emergency access. Therefore, the proposed project would have a *less-than-significant* impact associated with emergency access.

- f Implementation of the proposed DTCIP is intended to be consistent with the City of Wheatland's Bikeway Master Plan. As such, the DTCIP's proposed roadway improvements would integrate the network of bicycle lanes and paths, sidewalks and pedestrian paths described in the Bikeway Master Plan. Because the DTCIP would be consistent with the City of Wheatland's Bikeway Master Plan, *no impact* associated with implementation of the DTCIP would occur.

XVII. 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,b,d,e Future projects associated with implementation of the DTCIP would include improvements to roadways, including traffic calming measures. As such, the future projects associated with the DTCIP would not require water or wastewater services. The DTCIP is a policy-level document and does not include site-specific development proposals that would enable an assessment of potential site-specific impacts to water supply or wastewater services. Future development of roadway network improvements, traffic calming measures, and other improvements within the City of Wheatland would be subject to project-specific environmental review and would be required to comply with General Plan goals and policies related to water facilities. Therefore, because the proposed project does not include site-specific development, and because future development would not require water or wastewater services, a *less-than-significant* impact would result.
- c Future development of the majority of the proposed roadway projects associated with implementation of the DTCIP would occur along existing roadways. As such, the future projects associated with the DTCIP would not require new stormwater drainage facilities.

The DTCIP is a policy-level document and does not include site-specific development proposals that would enable an assessment of potential site-specific impacts related to stormwater. Future projects would be required to undergo project-specific environmental review. Therefore, because the proposed project does not include direct development, and because future development of roadway networks, traffic calming measures, and other improvement would be required to comply with City regulations, a *less-than-significant* impact would occur.

- f,g Future development of the majority of proposed roadway projects associated with implementation of the DTCIP would occur along existing roadways. As such, the future projects associated with the DTCIP would not require service by a landfill. The DTCIP is a policy-level document and does not include site-specific development proposals that would enable an assessment of potential site-specific impacts related to solid waste. Future projects would be required to undergo project-specific environmental review. Therefore, because the proposed project does not include direct physical development, and because future development of roadway networks, traffic calming measures, and other improvements within the City of Wheatland would be required to comply with City regulations, a *less-than-significant* impact would occur.

XVIII. 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 checked="" type="checkbox"/>	<input type="checkbox"/>
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>a. The locations of future improvements associated with the DTCIP consist largely of existing roadways. Successful implementation of the DTCIP within Wheatland would require improvements in the area, which could adversely impact known and unknown biological and historical resources in the area. However, impacts would not occur as physical development or changes to the environment are not proposed as part of the proposed project.</p> <p>The DTCIP is a plan-level document and does not include site-specific development proposals. All future development within the City of Wheatland would be required to undergo site-specific environmental review, at which time the impacts to biological and historical resources would be determined. Therefore, the proposed project would have a <i>less-than-significant</i> impact to special-status species, sensitive natural communities, and historical resources.</p>				
<p>b. Long-term environmental goals, both broad and specific, have been addressed previously in several environmental documents, the most comprehensive being the Wheatland General Plan EIR. The proposed project is a long-range planning, policy-level document and does not include site-specific development proposals. Future projects associated with implementation of the DTCIP would be required to undergo site-specific environmental review for both short-term and cumulative impacts, and implement any mitigation measures required to reduce those impacts to less-than-significant levels. Because the DTCIP is a plan-level document, cumulative impacts would be <i>less than significant</i>.</p>				
<p>c. The loss of prime agricultural land is considered both a "cumulatively considerable impact" and a "substantial adverse impact," both direct and indirect. As mentioned previously in</p>				

Section II, Agricultural and Forest Resources, the DTCIP is a plan-level document that does not involve site-specific development. Future development associated with implementation of the DTCIP would be subject to project-specific and cumulative impact review. Therefore, the proposed project would result in a *no impact*.

October 30, 2015

Greg Greeson
City Manager
City of Wheatland
111 C Street
Wheatland, CA 95692

Re: Review of Potential Transportation Impacts Associated with the City of
Wheatland's Downtown Corridor Improvement Plan

Dear Mr. Greeson,

This letter was prepared to summarize my review of the City of Wheatland's Downtown Corridor Improvement Plan. The project would involve creation of a couplet of one way streets with Main Street becoming one-way eastbound and Third Street (and a portion of Olive Street) becoming one-way westbound. The plan also includes various traffic calming features including roundabouts, raised medians, and chicanes.

Please note that this analysis also considered near-term and cumulative buildout traffic volumes based on the most recent data available from the Magnolia Ranch Specific Plan Transportation Impact Analysis (TIA)¹ and the transportation section of the Draft Environmental Impact Report (EIR) for the project and also the plans for the Magnolia Ranch Specific Plan Area (Specific Plan).²

Analysis of Potential Impacts on Traffic Operations - The primary basis for the analysis of potential impacts on traffic operations is the peak hour level of service for the key intersections. Our analysis using the same future traffic volumes from the EIR indicated that all intersections in the downtown area would continue to operate at acceptable levels of service with the exception of the intersection of State Route 65 (SR 65) with Third Street. Based on our calculations this intersection would operate at LOS F once the westbound traffic currently using Main Street is diverted over to Third Street due to the planned creation of one-way streets in the area. Implementation of a traffic signal at this intersection would improve the near-term and cumulative (plus project) traffic signal operations to LOS E or better resulting in a ***less than significant*** impact after mitigation.

¹ *Final Transportation Impact Analysis for the Magnolia Ranch Specific Plan*, Fehr & Peers, Roseville, CA, May 6, 2015.

² *Draft Environmental Impact Report for the Magnolia Ranch Specific Plan*, AECOM, Sacramento, CA, May 2015.

Analysis of Other Potential Transportation Impacts - Based on our review of the proposed project there would be no substantial reductions in on-street parking forecast to occur and, as a result, there should be significant parking impacts to the surrounding properties.

The proposed project would not include any design features that would affect pedestrian and/or bicycle conditions in the area and the project itself is not forecast to generate any significant amounts of additional pedestrian or bicycle traffic in the area. In general, there is no reason to believe the project would potentially increase conflicts between vehicles, bicycles, and pedestrians.

The proposed project would not interfere with any existing bus routes and would not remove or relocate any existing bus stops. In addition, the project is not forecast to generate any substantial amount of new transit patrons. Therefore, the impact of the proposed project on existing transit operations or adopted plans related to transit would be less than significant.

Recommended Improvement Measures – As described above, our review did not identify that any mitigations would be required beyond the recommended traffic signal that was identified for the intersection of SR 65 and Third Street. However, there are a number of potential improvement measures we would recommend that the City consider. These include the following:

1. It is recommended that State Street be limited to one travel lane in any segments where it is designated as a one-way street. Based on our analysis only one lane will be needed to accommodate the future volumes forecast for this roadway and providing two lanes could potentially encourage additional speeding. However, please note it is recommended that the City allow for two lanes on the approach to Main Street where the City might consider including both a through lane and a separate right turn lane.
2. It is recommended that the City consider installation of all-way stop control at the intersections of C Street with both Third Street and with Main Street. With the extension of C Street to McDevitt Drive it is expected the traffic volumes may meet the warrants for all-way stop control. All-way stop control would also be expected to potentially result in reduced speeds and improved pedestrian safety in the area.
3. It is recommended that traffic planning and operations studies be conducted in the future by any proposed developments that would add a significant amount of traffic to Downtown Wheatland. These studies would assist in refining what

components of the Downtown Corridor Improvement Plan are necessary to maintain adequate safety and to determine what would be the most effective way to at handle the additional traffic forecast for the area.

4. It is recommended the City consider alternatives to installing chicanes. Slow points and chicanes are generally used on two lane residential streets causing motorists to zig-zag down the street and/or pass through narrow areas at lower speeds. Slow points generally involve angle points to deflect the path of vehicle travel on a straight roadway while chicanes use curves. On State Street it is our opinion that the risk of having accidents caused by these physical changes could off-set any benefits to safety from the reduced speeds.

Traffic circles are another option for slowing traffic down but, like slow points, might not result in the overall speed reductions that are desired. A traffic circle might be useful if there were serious safety and capacity concerns at a particular location but otherwise would probably not make sense for State Street. They can also become surprisingly expensive when you consider landscaping, sidewalks, drainage, etc. On State Street the construction of slow points, chicanes, or traffic circles are not recommended due to the safety concerns associated with these roadway treatments. Theoretically they can create as many accidents as they prevent in some situations.

One potential alternative would be a sign mounted radar gun. In our experience one of the most effective ways to potentially reduce speeds is to better enforce the speed limit and to possibly even allow the recording of license plate numbers of scofflaws as part of a neighborhood speed watch program. It is recognized there are limited resources for speed enforcement and is also acknowledged that enforcing the speed limits just a few days a month would probably not be enough to have a significant effect. Another option would be to enforce the speeds for a full week or two. After that there may not be a need to do enforcement again for several months.

Project-Specific Impacts and Mitigation Measures

TR-1 Impacts to Traffic Operations at the Project Study Intersections

With the implementation of the proposed plan the operations at the intersection of State Route 65 with Third Street would degrade to LOS F. Based on this analysis the intersection would operate at LOS F as soon as the westbound traffic currently using Main Street is diverted over to Third Street due to the planned creation of

one-way streets in the area. The recommended mitigation would be the installation of a traffic signal

Traffic signals are used to provide for an orderly flow of traffic through an intersection. Many times they are needed to provide side street traffic an opportunity to access a major road where high volumes and/or high vehicle speeds block crossing or turn movements. Eleven possible tests exist (called “warrants”) set forth by Caltrans (and the Manual of Uniform Traffic Control Devices) for determining whether a traffic signal should be considered for installation. The tests consider criteria such as traffic volumes and delay, pedestrian volumes, presence of school children, and accident history. Usually, two or more warrants must be met before a signal is installed. If the Peak Hour Volume Warrant (Warrant #11) is met at an intersection that is usually a strong indication that installation of a traffic signal may be appropriate. At the intersection of State Route 65 and Third Street the warrant analysis indicated that the peak hour volume warrant would be met with the implementation of the Downtown Corridor Improvement Plan.

Mitigation Measure

Implementation of a traffic signal at this intersection would improve the near-term and cumulative (plus project) traffic signal operations to LOS E or better resulting in a *less than significant* impact after mitigation.

TR-2 Impacts related to construction activities

Construction activities associated with the proposed project would result in an increase in traffic to and from the site and could lead to unsafe conditions near the project site. The increase in traffic as a result of construction activities associated with the proposed project has been quantified assuming a worst-case single phase construction period of 24 months.

Heavy Equipment

Several pieces of heavy equipment are estimated to be transported to and from the construction area each month throughout the construction of the proposed project. Heavy equipment transport to and from the site could cause traffic impacts in the vicinity of the project site during construction. However, each load would be required to obtain all necessary permits, which would include conditions. Prior to issuance of grading and building permits, the project applicant would be required to submit a Traffic Control Plan.

The requirements within the Traffic Control Plan would include, but not be limited to, the following: truck drivers would be notified of and required to use the most direct, designated truck routes as determined by the City Engineering Department; all site ingress and egress would occur only at the main driveway to the project site and construction activities may require installation of temporary (or ultimate) traffic controls as determined by the City Engineer; specifically designated travel routes for large vehicles would be monitored and controlled by flaggers for large construction vehicle ingress and egress; warning signs indicating frequent truck entry and exit would be posted on SR 32; and debris and mud these and other nearby streets caused by trucks would be monitored daily and may require instituting a street cleaning program. In addition, eight loads of heavy equipment being hauled to and from the site each month would be short-term and temporary.

Employees

The weekday work is expected to begin around 7:00 AM and end around 4:00 PM. The construction worker arrival peak would occur between 6:30 AM and 7:30 AM, and the departure peak would occur between 4:00 PM and 5:00 PM. These peak hours are slightly before the citywide commute peaks. It should be noted that the number of trips generated during construction would not only be temporary, but would also be substantially less than the proposed project at buildout. Based on past construction of similar projects, construction workers could require parking for up to 60 vehicles during the peak construction period. Additionally, deliveries, visits, and other activities may generate peak non-worker parking demand of 10 to 15 trucks and automobiles per day. Therefore, up to 75 vehicle parking spaces may need to be utilized during the peak construction period for the construction employees and deliveries. Because the employee parking demand can be met by creating temporary off-street parking areas, the impacts of construction-related employee traffic and parking are considered less-than-significant.

Construction Material Import

The project would also require the importation of construction materials. Under the provisions of the Traffic Control Plan, if importation and exportation of material becomes a traffic nuisance, then the City Engineer may limit the hours the activities can take place.

Traffic Control Plan

The Traffic Control Plan would indicate how parking for construction workers would be provided during construction and ensure a safe flow of traffic in the project area during construction. This analysis assumed construction of the entire project in one phase to identify the potential worst-case traffic effects. If the project is built in phases over time, the effects of each phase will be the same or less. Each phase will be subject to a Traffic Control Plan and oversight by the City Engineer. Therefore, the construction activities associated with the proposed project or its individual phases would not lead to noticeable congestion in the vicinity of the site or the perception of decreased traffic safety resulting in a *less than significant* impact.

Mitigation Measure(s)

None required.

TR-3 Impacts related to alternative transportation facilities.

The proposed project itself would generate very little additional pedestrian and bicycle traffic in the area and is not expected to significantly increase conflicts between vehicles, bicycles, and pedestrians. Therefore the project would result in a *less than significant* impact to alternative transportation facilities.

Mitigation Measure(s)

None required.

TR-4 Impacts regarding emergency vehicle access on and surrounding the proposed project site.

Sufficient emergency access is determined by factors such as number of access points, roadway width, and proximity to fire stations. All lane widths within the project area would meet the minimum width that can accommodate an emergency vehicle; therefore, the width of planned new and revised roadways would be adequate. Therefore, the development of the proposed project is expected to have *less-than-significant* impacts regarding emergency vehicle access.

Mitigation Measure(s)

None required.

TR-5 Impacts relating to the presence and availability of adequate parking.

The proposed project would not result in any substantial reductions to on-street parking and, as a result, there should be significant parking impacts to the surrounding properties. Therefore, since the proposed project is not expected to create parking impacts on the surrounding areas the impacts related to parking would be *less-than-significant*.

Mitigation Measure(s)

None required.

Please don't hesitate to contact me if you have any questions about our analysis.

Sincerely,



Stephen C. Abrams
President, Abrams Associates
Registered Traffic Engineer
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