

Sutter County General Plan Final Environmental Impact Report

Prepared for:

Sutter County

Prepared by:



February 2011

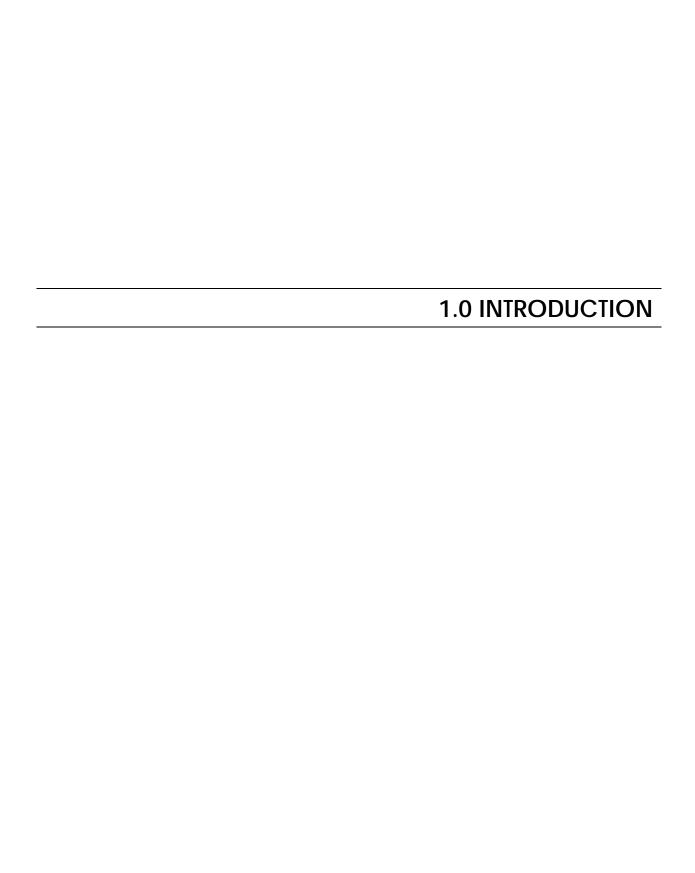


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Purpose of this Document

This document contains public comments received on the Draft Environmental Impact Report (EIR) for the Sutter County General Plan project (proposed project). Written comments were received by Sutter County during the 45-day public comment period held from September 9, 2010 through October 25, 2010. This Final EIR includes written responses to environmental issues raised in comments on the Draft EIR. The responses in the Final EIR clarify, correct, and amplify text in the Draft EIR, as appropriate. Also included are text changes made at the initiative of the Lead Agency (Sutter County). These changes do not alter the conclusions of the Draft EIR. This document has been prepared in accordance with the California Environmental Quality Act (CEQA; Public Resources Code (PRC) sections 21000-21177).

BACKGROUND

In accordance with CEQA regulations, a Notice of Preparation (NOP) for the proposed project was released on March 22, 2010, for a 30-day comment period from March 22 through April 20, 2010. The NOP was distributed to responsible agencies, interested parties and organizations, as well as private organizations and individuals that have stated an interest in the project. The purpose of the NOP was to provide notification that an EIR for the project was being prepared and to solicit guidance on the scope and content of the document. A public scoping meeting was held on April 8, 2010. A copy of the NOP is included in Appendix A of the Draft EIR, and the responses to the NOP are included in Appendix B of the Draft EIR, in accordance with the CEQA Guidelines.

The Draft EIR was circulated for public review and comment for a period of 45 days from September 9, 2010 through October 25, 2010. A public hearing was held on the Draft EIR on October 25, 2010.

PROJECT UNDER REVIEW

The Sutter County General Plan focuses on how the anticipated population and employment growth projected for the County can be accommodated to support a broad continuation of the current land use pattern, while affording new opportunities for growth and change. It balances the County's vision to maintain and enhance its high quality rural lifestyle, agricultural heritage, and natural resources, with a commitment to promoting a vibrant and sustainable economy that attracts diverse jobs and services.

The proposed General Plan establishes several land use designations that include residential, commercial, retail, and industrial uses. The plan establishes land use designations to accommodate an additional 23,183 dwelling units, 30,565 jobs, 65,475 residents, and 20,805,599 square feet (477.6 acres) of commercial and industrial uses in the county by the year 2030 (as shown in the Draft EIR, Table 3-2, Chapter 3, Project Description).

Required Discretionary Actions

Approvals for the General Plan include (1) certification of the EIR, (2) adoption of required Findings, (3) adoption of the Climate Action Plan, and (4) approval of the General Plan. In addition to the approvals required from Sutter County, the proposed project could require entitlements, approvals and permits from other agencies.

If the General Plan is approved, the County may initiate amendments to the Zoning Ordinance and other sections of the County Code to achieve consistency with the adopted General Plan. The Zoning Ordinance would further define land use designations and the performance standards applicable to the land use designations. The Zoning Ordinance would also establish the land use entitlement process applicable to the land use designations. Additional approvals may include:

- Adoption of financing programs or fee programs for public infrastructure.
- Rezoning of parcels to ensure consistency with the new General Plan Land Use Diagram.
- Zoning Ordinance amendments to ensure consistency with the General Plan goals, policies and standards.
- Acquisition of land for public facilities, finance and construction of public infrastructure projects or consideration of private development requests for infrastructure projects such as transit and roadway improvements consistent with the General Plan Mobility Element, construction of parks, trails, infrastructure improvements (e.g., water distribution and treatment facilities, wastewater facilities, drainage improvements), other capital improvements, natural resource preservation and/or restoration.
- The County would consider approval of various private development entitlement requests (e.g., specific plans, master plans, tentative subdivision maps, design review, use permits) that are consistent with the General Plan and its Land Use Map.

Type of Document

This document is a Program level EIR for the proposed General Plan and, in certain instances, may function as a project-level EIR for later projects based on the specific project. However, subsequent projects may still require additional environmental review. The

County will review each application on a project-by-project basis, and, based on the details and specifics of the project will determine the appropriate environmental review.

The EIR is an informational document intended to disclose to the decision makers and the public the environmental consequences of approving and implementing the proposed project. The preparation of the Final EIR focuses on the responses to significant environmental issues raised in comments on the Draft EIR. CEQA Guidelines section 15132 specifies the following:

The Final EIR shall consist of:

- a) The Draft EIR or revision of the draft.
- b) Comments and recommendations received on the Draft EIR either verbatim or in summary.
- c) A list of persons, organizations, and public agencies commenting on the Draft EIR.
- d) The responses of the Lead Agency to significant environmental points raised in the review and consultation process.
- e) And any other information added by the Lead Agency.

This document contains the list of commentors, comments received, and responses to the significant environmental points raised in the comments and text changes made at the initiative of the Lead Agency. These changes do not alter the conclusions of the Draft EIR. The Draft EIR is hereby incorporated by reference.

Sutter County, the Lead Agency, must certify that the EIR, which includes both the Draft EIR and Final EIR, adequately discloses the environmental effects of the project and has been completed in conformance with CEQA, and that the decision-making bodies independently reviewed and considered the information contained in the EIR prior to taking action on the project (CEQA Guidelines section 15090). The EIR must also be considered by the Responsible Agencies, which are public agencies that have discretionary approval authority over the project in addition to the Lead Agency. For this project, any "responsible agencies" must consider the environmental effects of the project, as shown in the EIR prior to approving any portion of the project over which it has authority.

The following approvals and/or permits may be required from other agencies, including various "responsible agencies" as defined by CEQA. The EIR has been designed to provide information to these agencies to assist them in the permitting processes for the proposed project. Technically, no federal agency can be a "responsible agency" within the meaning of CEQA, as federal agencies are beyond the reach of state law, which does impose various duties on responsible agencies. Even so, various federal agencies, discussed below, may use the analysis in this document in order to assist with the preparation of their own analyses required by federal law.

The following are some of the agencies that could be required to act as responsible agencies for subsequent projects:

- Caltrans
- California Air Resources Board
- State Department of Housing and Community Development
- State Office of Historic Preservation
- State Reclamation Board
- Feather River Air Quality Management District
- Sutter County Local Agency Formation Commission (LAFCo)
- State Department of Fish and Game
- State Lands Commission
- State Department of Parks and Recreation
- State Water Resources Control Board
- Central Valley Regional Water Quality Control Board

Trustee Agencies

Trustee agencies under CEQA are public agencies with legal jurisdiction over natural resources that are held in trust for the people of California and that would be affected by a project, whether or not the agencies have authority to approve or implement the project. It is anticipated that development under the General Plan would not directly affect any lands under the jurisdiction of a Trustee Agency; however, the Trustee Agencies with jurisdiction that could be affected by subsequent projects consistent with the Sutter County General Plan include the California Department of Fish and Game, the California State Lands Commission, and the California State Department of Parks and Recreation.

ORGANIZATION OF THIS DOCUMENT

For this Final EIR, comments and responses are grouped by comment letter. As the subject matter of one topic may overlap between letters, the reader must occasionally refer to one or more responses to review all the information on a given subject. To assist the reader, cross references are provided. The comments and responses that make up the Final EIR, in conjunction with the Draft EIR, as amended by the text changes, constitute the EIR that will be considered for certification by the County.

The Final EIR is organized as follows:

Chapter 1 - Introduction: This chapter includes a summary of the project description and the process and requirements of a Final EIR.

Chapter 2 – Text Changes to the Draft EIR: This chapter lists the text changes to the Draft EIR.

Chapter 3 - List of Agencies and Persons Commenting: This chapter contains a list of all of the agencies or persons who submitted comments on the Draft EIR during the public review period.

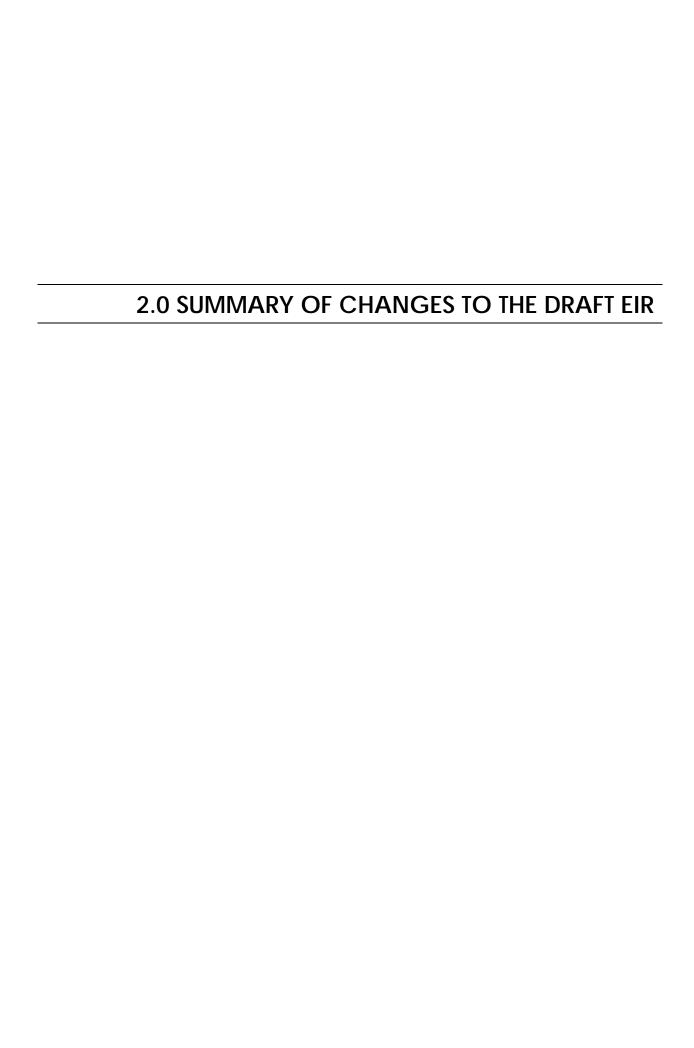
Chapter 4 - Comments and Responses: This chapter contains the comment letters received on the Draft EIR and the corresponding response to each comment. Each letter and each comment within a letter has been given a number. Responses are provided after the letter in the order in which the comments were assigned. Where appropriate, responses are cross-referenced between letters. The responses following each comment letter are intended to supplement, clarify, or amend information provided in the Draft EIR, or refer the commenter to the appropriate place in the document where the requested information can be found. Those comments not directly related to environmental issues may be discussed or noted for the record.

PUBLIC PARTICIPATION AND REVIEW

Sutter County notified all responsible and trustee agencies and interested groups, organizations, and individuals that the Draft EIR was available for review. The following list of actions took place during the preparation, distribution, and review of the Draft EIR:

- Sutter County filed a Notice of Preparation (NOP) for an EIR with the State Clearinghouse for a 30-day public review period for the proposed project on March 22, 2010.
- A public scoping meeting was held on April 8, 2010.
- A Notice of Completion (NOC) and copies of the Draft EIR were filed with the State Clearinghouse on September 9, 2010. A 45-day public review period for the Draft EIR was established by the State Clearinghouse, ending on October 25, 2010.
- A public hearing was held on the Draft EIR on October 25, 2010.
- Copies of the Draft EIR were available for review on the County's website at www.co.sutter.ca.us and at the following locations:
 - Sutter County Community Services Department, 1130 Civic Center Boulevard, Yuba City, and

• Sutter County Main Library, 750 Forbes Avenue, Yuba City.



2.0 SUMMARY OF CHANGES TO THE DRAFT EIR

Introduction

This chapter presents minor corrections and revisions made to the Draft EIR initiated by the Lead Agency (Sutter County), reviewing agencies, the public, and/or consultants based on their review. New text is indicated in <u>double underline</u> and text to be deleted is reflected by a <u>strike through</u> unless otherwise noted in the introduction preceding the text change. Changes to the proposed General Plan goals and policies relevant to the EIR analysis is included below. All text changes are presented in the page order in which they appear in the Draft EIR, with the exception of the General Plan policies.

Since preparation of the Draft EIR and the draft General Plan there have been additional minor changes made to the land use diagram. The changes included some recent General Plan Amendments that resulted in updating land use designations to account for land set aside for the Highway 99 Tudor Bypass right-of-way, land under the jurisdiction of Yuba City, and the redesignation of approximately 98 acres of Agricultural land to Commercial/Industrial and Ranchette. In addition, the County Board of Supervisors slightly reduced (+/-78 acres) the amount of land designated for Employment Corridor back to Agricultural to account for existing rural residential uses. These minor corrections to the land use map do not change the findings of the EIR.

It should be noted that the changes represent minor clarifications/amplifications of the analysis contained in the Draft EIR and do not constitute substantial new information, in accordance with CEQA Guidelines section 15088.5.

Revisions to General Plan Policies

AGRICULTURAL RESOURCES

AG 3.5 Water Use Reduction. Implement Encourage, as appropriate, reduction measures in the Climate Action Plan targeted to manage agricultural water use. Such measures may include encouraging agricultural water users to conserve water, and providing information on technologies that reduce agricultural water use.

MOBILITY

M 1.1 **Multimodal Roadways.** Design County roads to support <u>all users of</u> multimodal transportation options serving automobiles, transit, trucks, bicycles, and pedestrians <u>for safe and convenient travel that is suitable to the rural context of the County</u>.

- M 2.12 **Major Highway Projects.** Continue participation in the planning and preservation preserve adequate right-of-way for the Placer Parkway Project, and as appropriate, other major highway projects to improve traffic flows and safety within Sutter County.
- M 3.2 **Transit in New Development.** Require new, large-scale developments to facilitate the provision of adequate transit service for <u>all</u>users and to coordinate with local transit agencies to situate transit service and stops at locations that are convenient, <u>safe</u>, and accessible to users.
- M 5.1 **Bicycle and Pedestrian Master Plan.** Prepare a Bicycle and Pedestrian Master Plan that supports implementation of a comprehensive, and safe, and convenient system of commuter and recreational routes for pedestrians and cyclists.
- M 5.3 **New Development.** Require new development to construct and/or fund bicycle and pedestrian facilities that connect frequently visited destinations such as homes, jobs, and schools.
- M 1-A Design County roads and condition development as necessary to implement "complete streets" concepts and legislation, as well as the Office of Planning and Research's General Plan Guidelines on Complete Streets and the Circulation Element, to achieve an integrated transportation system where practical appropriate to the rural context of the County.
- M 2-G Review all ministerial and discretionary permits to ensure future development does not conflict with the construction or operation of the Placer Parkway Project.

Implements Policy(ies): M 2.12

Responsibility: Public Works Department

Priority/Timeframe: High (Ongoing)

ENVIRONMENTAL RESOURCES

Water Resources and Quality

- ER 5.3 **No New Operations in Sutter Buttes.** Prohibit the establishment of any new mining operations in the Sutter Buttes, which is defined as the area within the Sutter Buttes Overlay Zone.
- ER 5.4 Reclamation. Encourage disturbed mined areas to be reclaimed concurrent with mining (i.e., phased reclamation), and require mined areas to be reclaimed after minerals are extracted reclamation that is consistent with an adopted reclamation plan, as appropriate, and in accordance conjunction with the Surface Mining and Reclamation Act, and County and state standards to a condition that is sensitive to the natural environment and where subsequent, beneficial uses can occur.
- ER 6.9 Water Use Reduction. Implement—Encourage, as appropriate, the reduction measures in the Climate Action Plan targeted to reduce water use. Such measures may include: adopting a per capita water use reduction goal; implementing a

water conservation and efficiency program; providing incentives for new development to reduce potable water use; installing water meters for uses not using wells; encouraging water suppliers to adopt a water conservation pricing schedule; encouraging upgrades in water efficiency; providing training and education on water efficiency; and increasing recycled water use.

ER 9-A Require adequate distances between facilities that may produce toxic or hazardous air pollutants and sensitive receptors in accordance with the recommendations in the California Air Resources Board Air Quality and Land Use Handbook: A Community Health Perspective. If it is determined that these minimum distances <u>cannot be</u> met, then coordinate with FRAQMD to require that a health risk assessment be prepared for the new development to determine appropriate mitigation.

Chapter 2, Summary of Environmental Effects

The following footnote is added to the second sentence in the second paragraph on page 2-1.

The plan establishes land use designations to accommodate an additional 23,183 dwelling units, 25,691 jobs, 65,475 residents, and 18,665,061 square feet (2,439 acres) of commercial and industrial uses in the county by the year 2030.1...

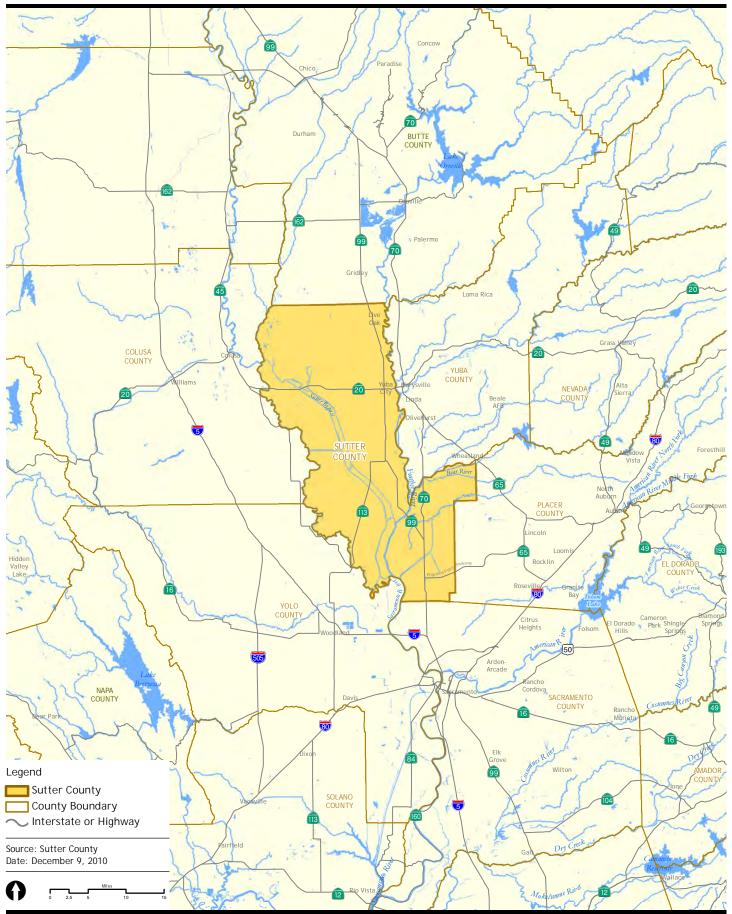
1 The project information provided in the Notice of Completion that accompanied the Draft EIR when it was submitted to the State Clearinghouse reflected the 2009-2030 Net New Growth, shown in Table 3-2 in Chapter 3, Project Description.

Chapter 3, Project Description

Figure 3-1, Regional Location and Figure 3-2, Sutter County and Surrounding Areas on pages 3-2 and 3-4 of the Draft EIR have been revised to reflect the new Tudor Bypass and are shown on the following pages.

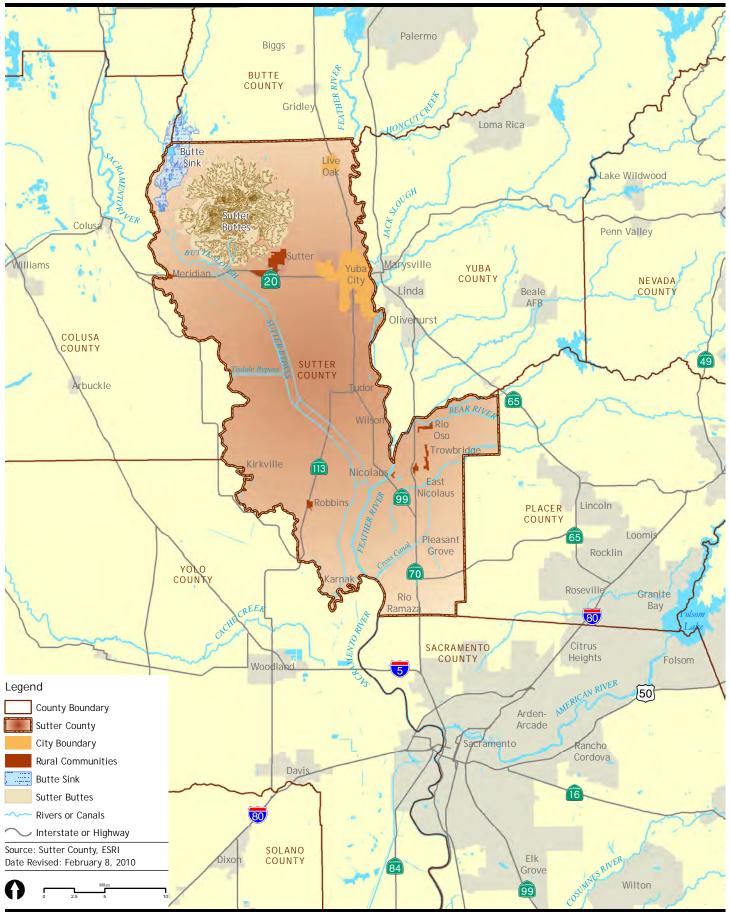
Figure 3-3, Countywide Land Use Diagram on page 3-9 of the Draft EIR has been revised to address the minor updates made to the land use diagram to address recent General Plan amendments and corrections. The revised figure is shown following Figure 3-2.





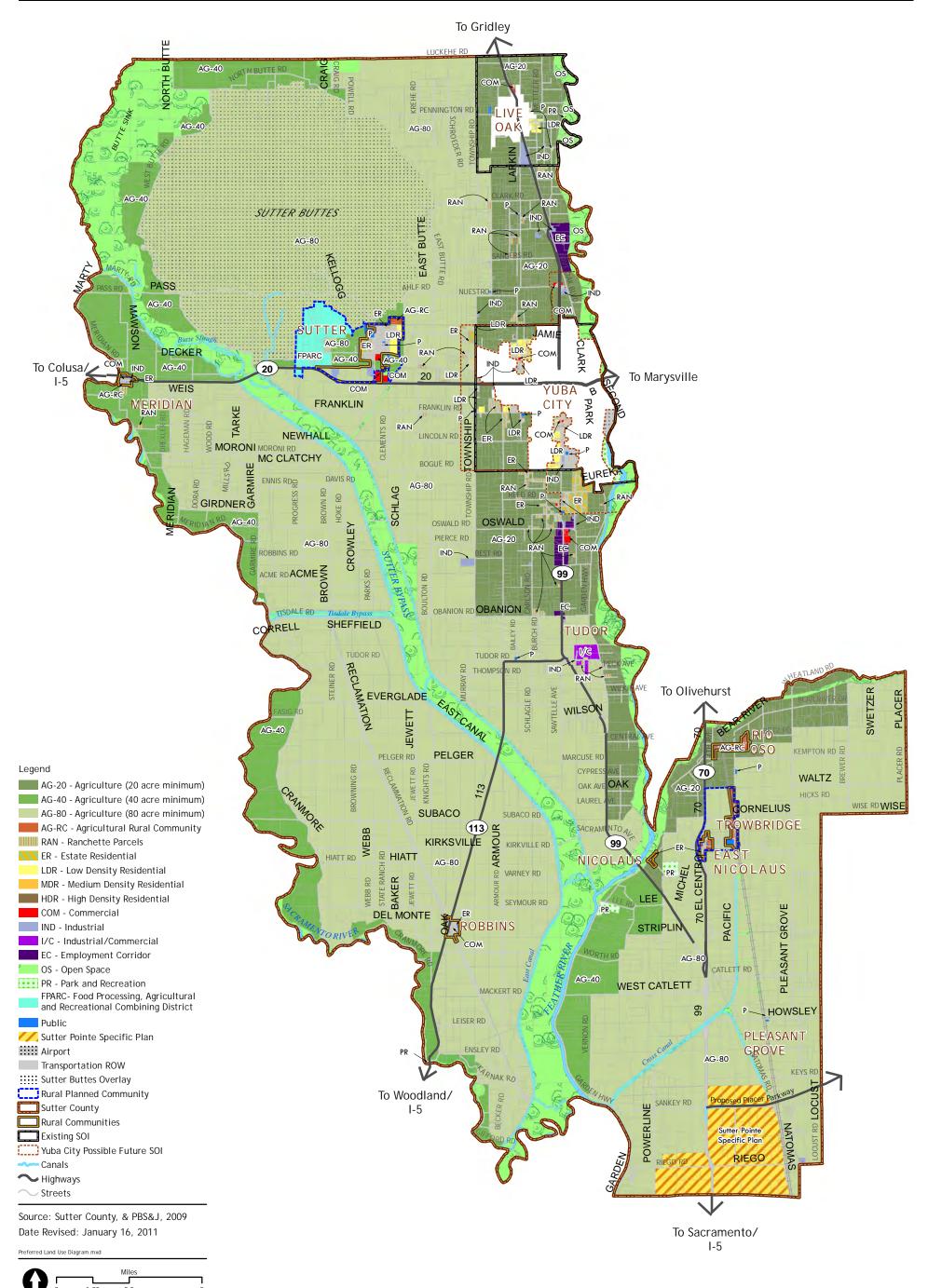














Chapter 4, Land Use and Planning

Figure 4-2, Conservation and Growth Areas on page 4-16 of the Draft EIR has been revised to reflect minor updates made to the land use diagram to address recent General Plan amendments and corrections and is shown on the following page.

Section 6.4, Air Quality

Table 6.4-1 on page 6.4-6 has been amended to reflect the 2008 Federal 8-hour ozone standard of 0.075 ppm and is shown below.

TABLE 6.4-1					
EXCEEDANCES	S OF FEDERAL AN	ND STATE AIR P	OLLUTION		
STANDARDS IN SUTTER COUNTY ^{1,2}					
Pollutant	Standard ²	2006	2007	2008	
Ozone (1-hour) ³					
Highest 1-hour measurement	-	0.102 ppm	0.095 ppm	0.092 ppm	
# days over State standard	0.09 ppm	1	1	0	
Ozone (8-hour)					
Highest 8-hour measurement	-	0.081 ppm	0.082 ppm	0.080 ppm	
# days over Federal standard	0.0 8 <u>75</u> ppm	4	3	1	
# days over State standard	0.07 ppm	13	6	2	
Carbon Monoxide (CO 8-hour)					
Highest 8-hour measurement	-	2.29 ppm	N/A	N/A	
# days over Federal standard	9.0 ppm	0	0	0	
# days over State standard	9.0 ppm	0	0	0	
Particulate Matter (PM ₁₀)					
Highest 24-hour concentration	-	66.0 µg/m³	54.0 μg/m ³	66.9 µg/m ³	
# days over Federal standard	150.0 µg/m³	N/A	0	0	
# days over State standard	50.0 µg/m ³	N/A	N/A	N/A	
Particulate Matter (PM _{2.5})					
Highest 24-hour concentration	-	51.6 µg/m³	55.8 µg/m³	147.1 µg/m³	
# days over Federal standard	35.0 µg/m³	16.2	8.1	9.7	
Annual Mean	-	11.1 µg/m³	N/A	14.6 µg/m³	
Annual Mean over State standard	12.0 µg/m ³	No	N/A	No	
Nitrogen Dioxide (NO ₂)					
Highest 1-hour measurement	-	0.070 ppm	0.054 ppm	0.061 ppm	
# days over State standard	0.25 ppm	0	0	0	
Annual Mean	-	0.012 ppm	0.012 ppm	0.012 ppm	
Annual Mean over Federal standard	0.053 ppm	N/A	N/A	N/A	
Notes:					

Notes

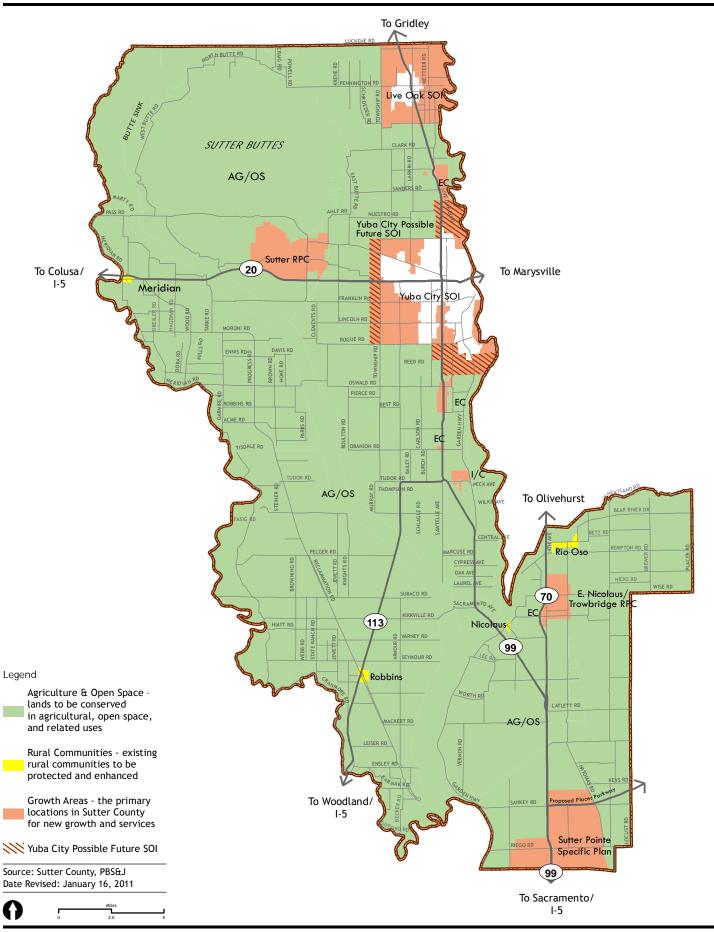
Data is derived from the Yuba City-Almond Street station due to the limited data collection capabilities of the Sutter Buttes-S Butte
station. The Sutter Buttes station only collects data about ozone, while the Yuba City station collects data for all the pollutants listed
above

^{2.} It should be noted that according to the California Air Resources Board, an exceedance is not necessarily a violation of federal or state standards.

^{3.} The federal 1-hour standard for ozone was revoked in June 2005 and is no longer in effect.

Source: California Air Resources Board, Air Quality Data Statistics, <www.arb.ca.gov/adam/welcome.html>, accessed June 3, 2010.





The second and third sentences in the third paragraph on page 6.4-11 have been modified as follows:

FRAQMD also collaborates with other air districts in the northern Sacramento valley air basin (NSVAB) to address the non-attainment status for O_3 and PM_{10} in the greater Sacramento region. For example, FRAQMD prepared the *2003g NSVAB Air Quality Attainment Plan* to discuss the progress made in implementing the previous 2000 plan and proposed modifications to the strategies necessary to attain the California ambient air quality standards at the earliest practicable date. The 2003g Plan also identified the air pollution problems to be cooperatively addressed on as many fronts as possible with the cooperation of other air districts.

The last paragraph on page 6.4-11 has been deleted in response to the updated information provided by the district as follows:

Currently FRAQMD is proposing to adopt new and amend existing regulations regarding agricultural source emissions in accordance with passage of SB 700. As discussed above, SB 700 requires that major agricultural sources of air pollution and certain non-major agricultural sources of air pollution obtain stationary source permits from local districts. Existing FRAQMD Rule 4.3 exempts all agricultural sources from obtaining district permits. The proposed amendments to Rule 4.3 would remove those exemptions for these sources and will update FRAQMD rules and regulations to be consistent with state and federal law. The exemption will be such that FRAQMD rules will be equally, but not more stringent than state law requires.⁵

5. Feather River Air Quality Management District, Staff Report, Proposed Rule Amendment: Regulation IV Rule 4.3 Exemptions From Permit, <www.fraqmd.org/Rules/Rule4-3_staffreport (draft).pdf>, accessed August 31, 2007.

The first, third and fourth bullets on page 6.4-13 have been revised as follows:

- All wood-heating devices used for the first time in existing buildings and those
 used in all new residential and commercial building projects constructed after
 the <u>effective-adoption</u> date of this rule within the boundaries of the FRAQMD
 shall meet emission and performance requirements equivalent to EPA Phase II
 devices as set forth in Part 60, Title 40, Subpart AAA Code of Federal
 Regulations, February 26, 1988.
- No person shall sell, offer for sale, supply, install, or transfer a used wood heating device unless it meets one of the following criteria:
 - It is certified by EPA as meeting the performance and emission standards as set forth in Part 60, Title 40, Subpart AAA Code of Federal Regulations, February 26, 1988. It is an EPA certified wood heating device.

- It is exempted from certification by the EPA. It is a masonry heater.
- It is a pellet-fueled wood heater.
- It has been rendered permanently inoperable as determined by the APCD.
- It has been determined to meet the particulate-matter emission standard of no more than 4.1 grams per hour particulate-matter emissions for catalytic and 7.5 grams per hour for noncatalytic appliances, and is approved in writing by the APCO.
- The above bullets shall not apply to an existing wood heating device that is permanently installed in a structure that is being offered for sale.
- The APCO may issue an advisory through local communications media to voluntarily curtail the use of uncertified solid fuel appliances whenever conditions within the FRAQMD are projected to cause ambient air quality concentrations of PM₁₀ that exceed 60 micrograms per cubic meter (µg/m³). The purpose of this rule is to reasonably regulate operations which periodically may cause fugitive dust emissions into the atmosphere. A person shall take every reasonable precaution not to cause or allow the emissions of fugitive dust recommend actions for the use of wood heating devices whenever conditions within the District are projected to cause an exceedance of a State or National Ambient Air Quality Standards. Recommended actions can include but are not limited to: reduce, curtail, limits on specific areas, or request to cease.

Beginning at the bottom of page 6.4-13, the text is revised as follows:

Northern Sacramento Valley Planning Area 20069 Air Quality Attainment Plan

As specified in the California Clean Air Act of 1988 (CCAA), Chapters 1568-1588, it is the responsibility of each air district in California to attain and maintain the state's ambient air quality standards. The CCAA requires that an Attainment Plan be developed by all nonattainment districts for O₃, CO, SO_x, and NO_x that are either receptors or contributors of transported air pollutants. The purpose of the *Northern Sacramento Valley Planning Area 20069* Air Quality Attainment Plan (NSVPAAQAP) is to comply with the requirements of the CCAA as implemented through the California Health and Safety Code. Districts in the NSVPA are required to update the Plan every three years. The NSVPAAQAP is formatted to reflect the 1990 baseline emissions year with a planning horizon of 2010. The Health and Safety Code, sections 40910 and 40913, require the Districts to achieve state standards by the earliest practicable date to protect the public health, particularly that of children, the elderly, and people with respiratory illness. It should be noted that the NSVPAAQAP is

in the process of reviewing its 2009 update to the Plan, which, if approved, would replace the currently adopted plan (2006).

The second sentence in the first paragraph of Impact 6.4-2 on page 6.4-24 of the Draft EIR is revised as follows.

...The thresholds of significance recommended by the FRAQMD for these new emissions were developed for individual development projects and are based on the FRAQMD's *Indirect Source Review Guidelines* emissions standards for individual sources of new emissions such as boilers, generators and mobile sources. ...

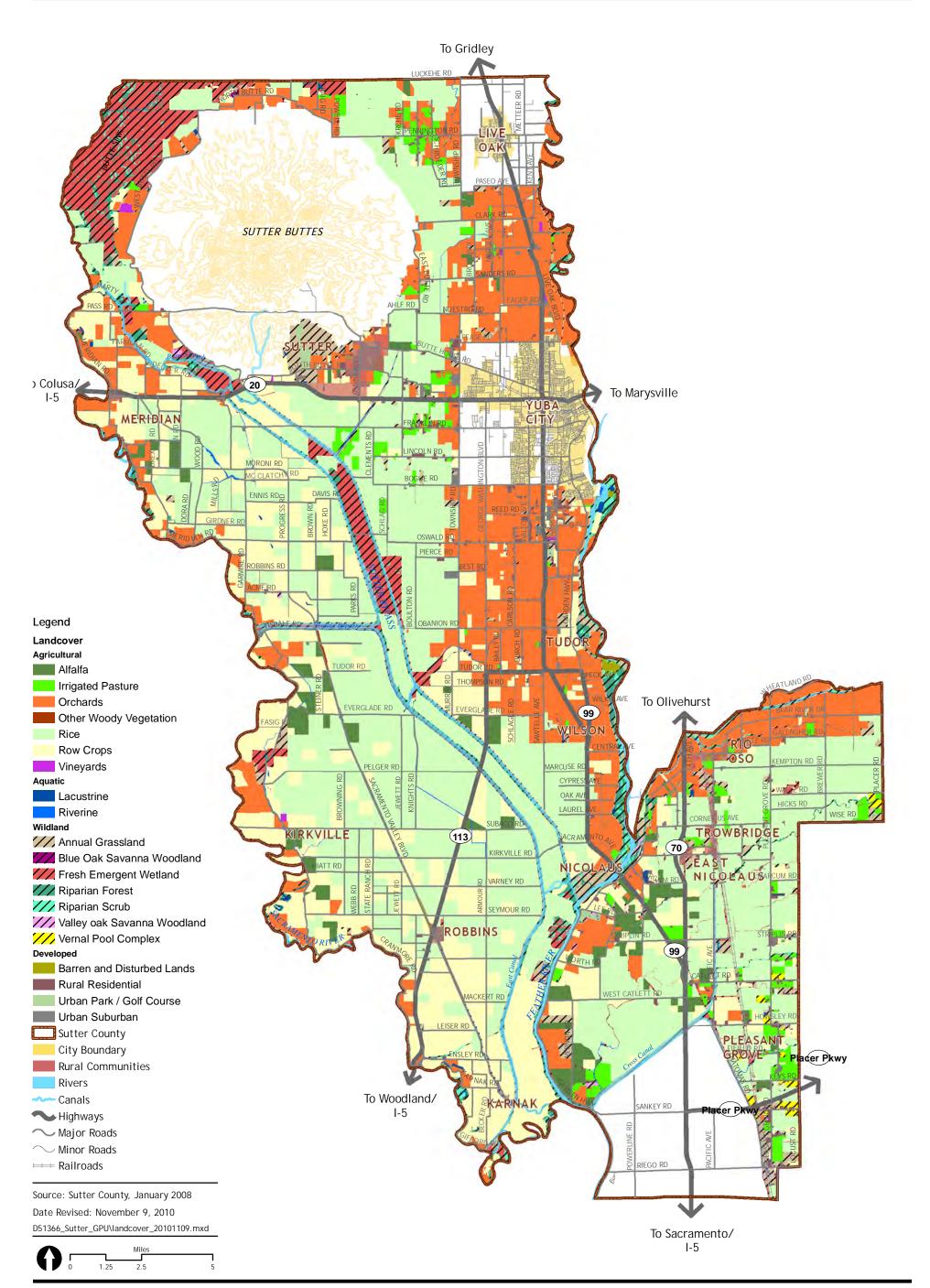
The second paragraph under Impact 6.4-6 starting on page 6.4-29 is revised as follows:

Potential operational airborne odors could result from cooking activities associated with residential and restaurant uses within the county as well as continued agricultural activities. These odors would be similar to existing agricultural activities as well as housing and food service uses throughout the county and would be confined to the immediate vicinity of new buildings. Restaurants are also typically required to have ventilation systems that avoid substantial adverse odor impacts. The other potential source of odors would be new trash receptacles within the community associated with new commercial and industrial uses. Receptacles would be stored in areas and in containers as required by County Code and emptied on a regular basis, before odors have a chance to develop. Future development would be required to comply with General Plan Policy ER 9.9 that requires adequate buffer distances be provided between odor sources and sensitive receptors (i.e., residences, hospitals, etc). Permitted agricultural operations would not be required to comply with this policy. Consequently, implementation of the proposed General Plan would not require any new uses that could create objectionable odors to ensure adequate buffers are provided to protect sensitive receptors from being adversely affected. affecting a substantial number of people within the county, and Therefore, there would be no impact.

Section 6.5, Biological Resources

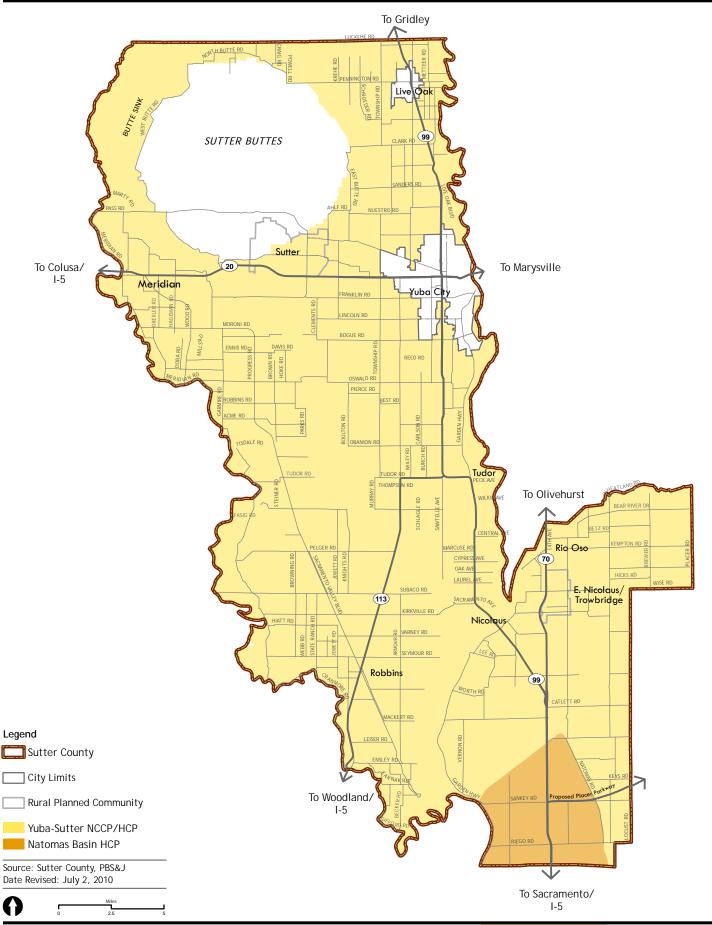
Figure 6.5-1 has been revised to include the habitat types within a small area adjacent to the Sutter Buttes. Figure 6.5-3 was inadvertently omitted from the Draft EIR. Figures 6.5-1 and 6.5-3 are included on the following pages.











Section 6.10, Hydrology, Flooding and Water Quality

There is a typographical error in the second sentence of the second full paragraph on page 6.10-12. The sentence is revised as follows:

...New FIRMs for all of Sutter County will go into effect six months later (February 2010)

Section 6.11, Noise

Figures 6.11-3 and 6.11-4 have been revised to reflect the current land use changes and are included on the following pages.

Section 6.14, Transportation and Circulation

Figures 6.14-1 and 6.14-2 have been revised and are included on the following pages.

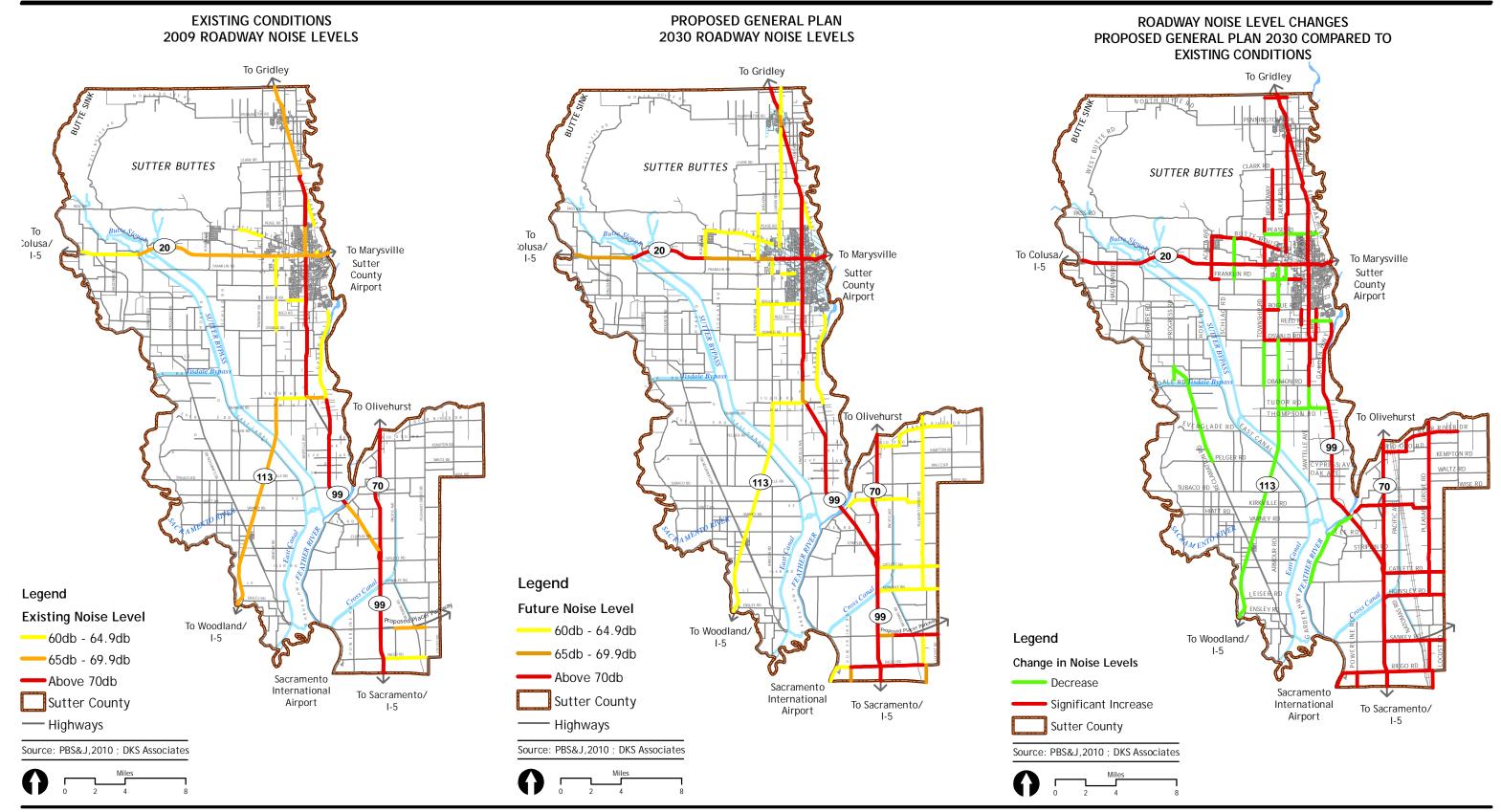
The following text is added to the bottom of page 6.14-1 to include review of the CSMP and the Placer Parkway environmental document:

Information referenced to prepare this section is based on the 2008 Sutter County Technical Background Report (TBR), Sutter County Public Works documents, the South Placer Regional Transportation Authority (SPRTA), California Department of Transportation (Caltrans), the Federal Highway Administration (FHWA) Placer Parkway Corridor Preservation Final Tier 1 Environmental Impact Statement/Program Environmental Impact Report, URS (November 2009), the Sacramento Area Council of Governments (SACOG) Metropolitan Transportation Plan (MTP), the SACOG regional travel model and adopted Transportation Concept Reports (TCRs) prepared by Caltrans for area state highways, and the State Route 99 Corridor System Management Plan (CSMP). The TBR is available electronically on the County's website (http://www.co.sutter.ca.us/pdf/cs/ps/gp/tbr/tbr.pdf) and on CD at the back of this document.

The first paragraph under State Roadways on page 6.14-2 is revised to include highways as follows:

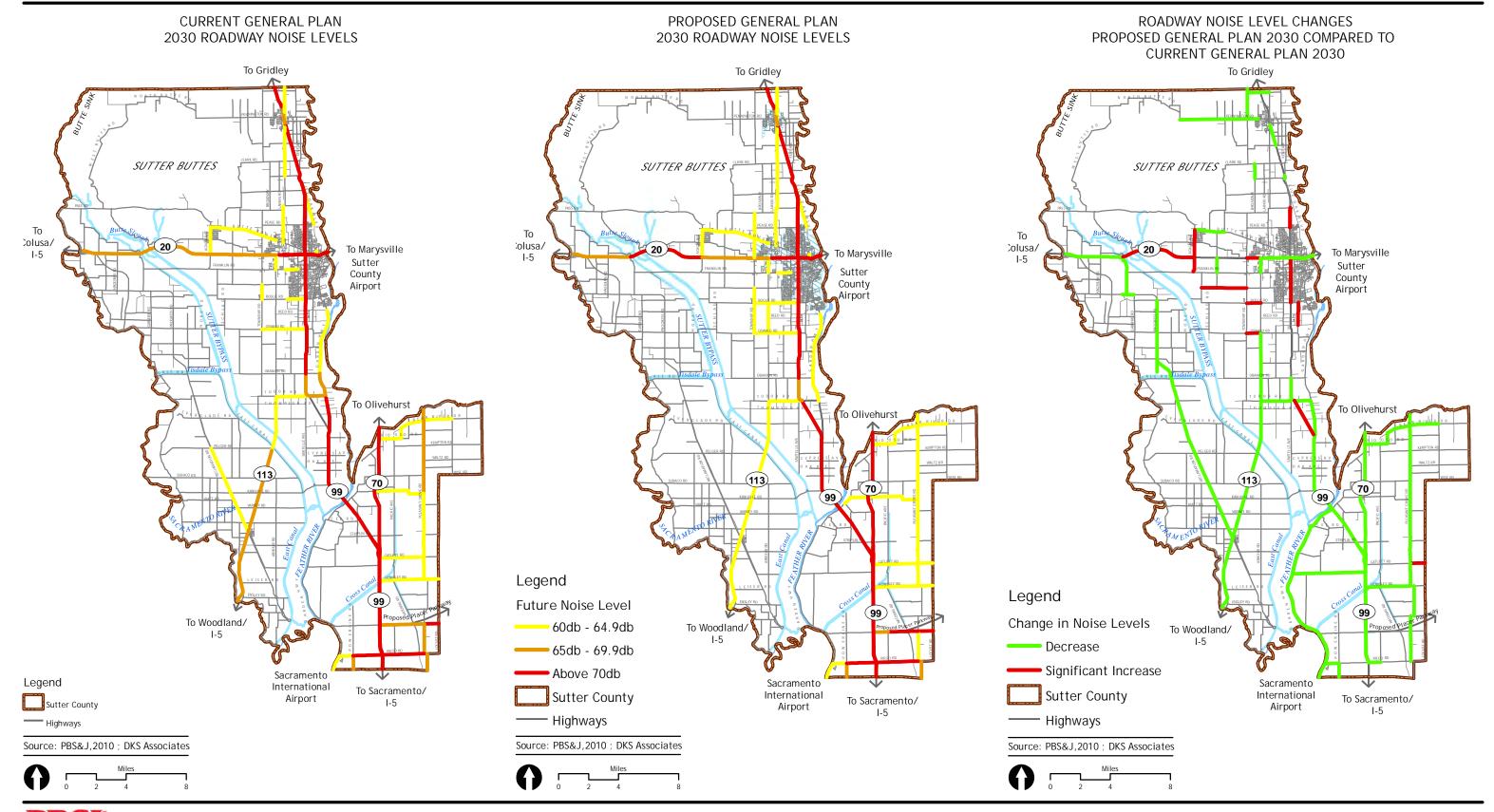
<u>Highways</u>, Freeways and Expressways. <u>Highways</u>, Ffreeways and expressways serve both inter-regional and intra-regional circulation needs. These facilities are typically accessed by collector or arterial roadways and have few or no at-grade crossings. These facilities have the highest carrying capacity with the maximum speed limits allowed by law.





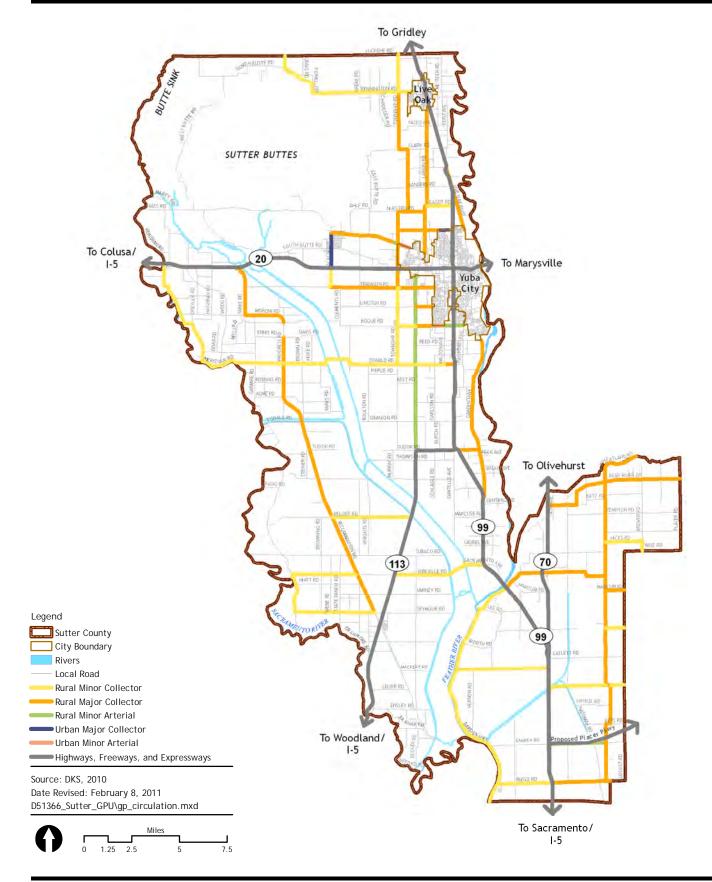




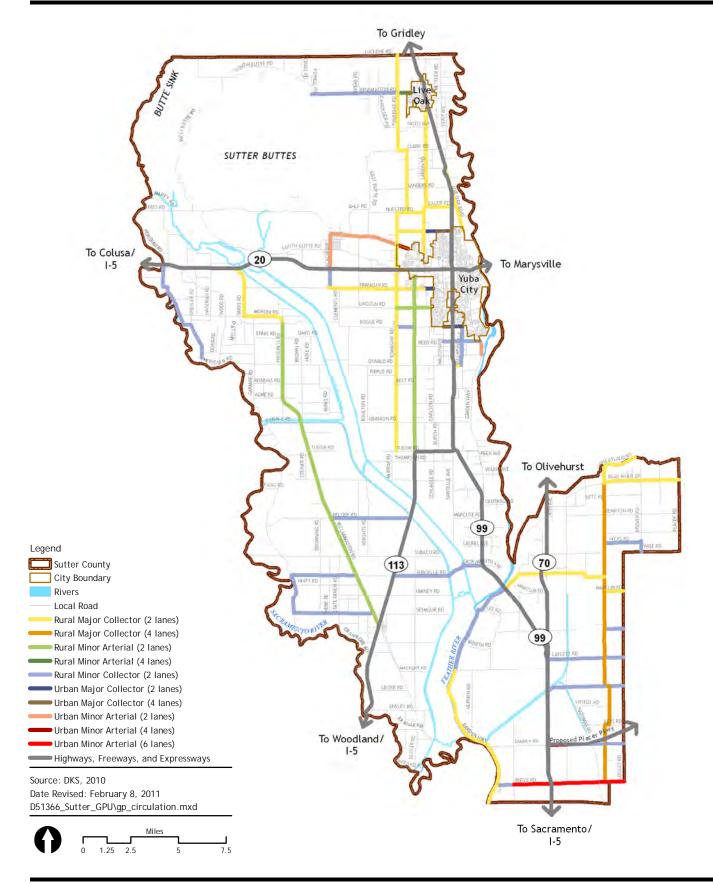












In response to the comment from Caltrans, County staff has made the following revisions to Table 6.14-1 on page 6.14-5 as follows:

TABLE 6.14-1
PROPOSED FUNCTIONAL ROADWAY CLASSIFICATIONS

Functional		ONAL ROADWAT CLASS	
Classification	Road	From	То
	<u>SR 99</u>	<u>Lomo Crossing</u>	Butte County Line
Highway	<u>SR 113</u>	<u>Yolo County Line</u>	<u>SR 99</u>
<u>Highway</u>	SR 20	Colusa County Line	<u>Humphrey Rd</u>
	SR 20	Harter Rd	<u>SR 99</u>
Fra avvovi1	SR 99	Sacramento County Line	SR 70 / SR 20 to north of Eager Rd.
Freeway 1	<u>SR 99</u>	<u>SR 20</u>	<u>Lomo Crossing</u>
	SR 20	Sutter Bypass <u>Humphrey</u> Rd	Yuba City <u>Harter Rd</u>
F	SR 70	SR 99	Yuba County Line
Expressway	SR 99	SR 70	SR 20 north of Eager Rd. to Butte County Line
	SR 113	Yolo County Line	SR 99
Rural Arterial	SR 20	Sutter Bypass	Colusa County Line
	Acacia Ave.	SR 20	Butte House Rd.
	Bogue Rd.	Garden Highway	SR 99
	Bogue Rd.	SR 99	Walton Ave.
	Butte House Rd.	Yuba City Limits	Township Rd.
	Butte House Rd.	Acacia Ave.	Iownship Rd.
Urban Minor	Franklin Rd.	SR 99	Garden Highway
Arterial	Garden Highway	Yuba <u>&City Limits</u>	Barry Rd.
Arterial	Lincoln Rd.	Jones Rd.	Walton Ave.
	Live Oak Blvd.	Yuba City limits	Pease Rd.
	Riego Rd.	Powerline Rd.	Placer County <u>IL</u> ine
	Sankey Rd.	Pacific Ave.	Pleasant Grove Rd.
	Walton Ave.	City of Yuba City	riedeann Greve na.
	Bogue Rd.	Garden Highway	SR 99
	Bogue Rd.	SR 99	Walton Ave.
Urban	Hooper Rd.	Colusa Frontage Rd.	Butte House Rd.
Collector	Pease Rd.	Tierra Buena Rd.	Live Oak Blvd.
	Richland Rd.	Clark Ave./Bunce Rd.	Walton Ave.
	Tierra Buena	Hooper Rd.	Butte House Rd.
	George Washington Blvd.	SR 113	SR 20
	Lincoln Rd.	Walton Ave.	West of Township Rd.
Rural Minor	Pennington Rd.	Live Oak city limits	Township Rd.
Arterial	Progress Rd.	McClatchy Rd.	Acme Rd.
	Reclamation Rd.	SR 113	Acme Rd.
	Bear River Dr.	Placer County Line	Pleasant Grove Rd.
	<u>Broadway</u>	Nuestro Rd.	<u>Clark Rd.</u>
	Clark Rd.	Broadway	Township Rd.
	Eager Rd,	Tierra Buena Rd.	Live Oak Blvd.
Major Rural	Franklin Rd.	El Margarita Rd.	Acacia Ave.
Major	Garden Highway	Riego Rd.	W. Catlett Rd.
Collector	Larkin Rd.	Eager Rd.	Live Oak &City Limits
- ·	Live Oak Blvd.	Pease Rd.	SR 99
	Moroni Rd.	Tarke Rd.	Progress Rd.
	Nicolaus Ave.	Pleasant Grove Rd.	SR 99
	Nuestro Rd.	Broadway	Township Rd.

		TABLE 6.14-1		
	PROPOSED FUNC	TIONAL ROADWAY CLASSIF	FICATIONS	
Functional Classification	Road	From	То	
	Oswald Rd.	Railroad Ave.	SR 99	
	Pease Rd.	Township Rd.	Tierra Buena Rd.	
	<u>Tarke Rd.</u>	<u>SR 20</u>	<u>Moroni Rd.</u>	
	<u>Tierra Buena Rd.</u>	Yuba City Limits	Eager Road	
	Iownship Rd.	Clark Rd.	Butte County Line	
NA's as Donal	Iownship Rd.	SR 20	Nuestro Rd.	
Minor Rural	Township Rd.	Tudor Rd.	Butte County line SR 20	
Minor Collector	Walton Ave.	Oswald Rd.	Bogue Rd.	
Collector	Broadway	SR 99	Walton Ave.	
	Catlett Rd.	Placer County Line	SR 99 / SR 70	
	El Margarita Rd.	Franklin Rd.	Yuba c City I <u>L</u> imits	
	Railroad Ave.	Oswald Rd.	Bogue Rd.	
	Sankey Rd.	Pleasant Grove Blvd.	Placer County line	
	Stewart Rd.	Garden Highway	Walton Ave.	

Table 6.14-7 on page 6.14-13 is revised as follows:

	TABLE 6.14-7										
	EXISTING ROADWAY SEGMENT LEVELS OF SERVICE										
Roadway Name	From	From To Lanes Volume LOS									
	Colusa County Line	Sutter Bypass	2	7,200	С						
	Sutter Bypass	Acacia Ave.	2	7,200	С						
SR 20	Acacia Ave.	Humphrey Rd.	2	9,500	С						
3R 20	Humphrey Rd.	Township Rd.	4	9,500	А						
	Township Rd.	George Washington Blvd	4	12,200	А						
	George Washington Blvd	Yuba City Limits	4	17,500	A						
SR 70	Junction 99	Nicolaus Ave	2	18,700	E						
3R 7U	Nicolaus Ave	Yuba County Line	2	19,200	E						
	Sacramento County Line	Riego Rd	4	39,500	С						
	Riego Rd.	Sankey Rd.	4	33,500	С						
	Sankey Rd.	Howsley Rd.	4	33,500	С						
	Howsley Rd.	SR 70	4	33,500	С						
	Junction 70	Garden Highway	2	16,200	D						
	Garden Highway	Sacramento Ave	2	17,400	E						
SR 99	Sacramento Ave	Tudor Rd.	2	17,600	E						
SR 99	Tudor Rd.	Junction Route 113	2	14,400	D						
	Junction Route 113	O'Banion Rd.	2	17,300	E						
	O'Banion Rd.	Oswald Rd.	4	17,300	Α						
	Oswald Rd.	Barry Rd.	4	19,600	В						
	Barry Rd.	Bogue Rd.	4	21,100	В						
	Bogue Rd.	Lincoln Rd.	4	26,500	В						
	Lincoln Rd.	Franklin Rd.	4	26,500	В						

TABLE 6.14-7
EXISTING ROADWAY SEGMENT LEVELS OF SERVICE

Roadway					
Name	From	То	Lanes	Volume	LOS
	Franklin Rd.	Bridge Street	4	36,000	С
	Bridge Street	Junction Route 20	4		В
	Junction Route 20	Queens Ave	4	·	А
	Queens Ave	Pease Ave	4		
	Pease Ave	Eager Rd.	4		
	Eager Rd.	End Freeway	4 36,000 C 4 21,800 B 4 221,800 B 4 20,300 A 4 20,300 A 4 20,300 A 4 17,800 A 2 17,800 E 2 17,800 E 2 19,900 E 2 15,600 D 2 15,600 C 2 15,600 C 2 15,600 C 2 15,600 D 2 15,600 B 2 15,600 B 2 15,600 C 2 15,600 B 2 15,600 B 2 15,600 B 2 15,600 C 3 15,600 B 3 1,400 C 5 1,400 C 5 1,400 C 6 1,400 C 7,400 C 7,420 B 7,420 B 7,420 C 7,420 C 7,420 C 7,420 B 7,420 B 7,420 B 7,420 C 7,420 C 7,420 C 7,420 B 7,420 B 7,420 B 7,420 B 7,420 C 7,420 C 7,420 B 7,420 B 7,420 B 7,420 B 7,420 B 7,420 C 7,420 C 7,420 B		
SR 99	End Freeway	Encinal Rd.		·	
	Encinal Rd.	Live Oak Blvd			
	Live Oak Blvd	Paseo Ave			D
	Paseo Ave	Live Oak City Limits			
	Live Oak City Limits	Pennington Rd.			
	Pennington Rd.	Live Oak City Limits			
	Live Oak City Limits	Butte County line			
	Yolo County Line	Knights Rd.			
	Knights Rd.	Del Monte Ave.			
SR 99 SR 113 Acacia Ave Bear River Rd. Bogue Rd. Broadway Butte House Rd. Catlett Rd. El Margarita Rd. Franklin Rd. Garden Highway George Washington	Del Monte Ave.	Sutter Bypass			
	Sutter Bypass	George Washington Blvd			
	George Washington Blvd	Junction Route 99	Lanes Volume LOS 4 36,000 C 4 21,800 B 4 20,300 A 4 20,300 A 4 20,300 A 4 17,800 E 2 17,800 E 2 19,900 E 2 15,600 D 2 15,600 D 2 15,600 C 2 15,600 C 2 15,600 D 2 15,600 D 2 15,600 D 2 15,600 D 2 7,400 C 2 7,400 C 2 7,400 C 2 5,500 B 2 3,850 B 2 4,660 B 2 1,070 A 2 934 A 2<		
	Butte House Rd.	SR 20			
Acacia Ave	SR 20	Franklin Rd.		Volume LOS 36,000 C 21,800 B 20,300 A 20,300 A 17,800 A 17,800 E 19,900 E 15,600 D 15,600 C 15,600 C 15,600 D 7,400 C 7,400 C 7,400 C 7,400 C 7,400 C 7,400 C 5,500 B 3,850 B 4,660 B 1,070 A 990 A 1,040 A 934 A 2,410 A 5,070 A 850 A 1,610 A 2,450 A 4,370 A 4,120 A 5,140 B 8,	
	Swanson Rd.	Pleasant Grove Rd.		5,800 B 3,850 B 4,660 B 1,070 A 990 A 1,040 A 934 A 2,410 A 5,070 A 850 A 1,610 A	
	Pleasant Grove Rd.	Placer County Line			
	Township Rd.	George Washington Blvd			
Boaue Rd	George Washington Blvd	Sanborn Rd.			
Bogue Rd.	Walton Ave.	Railroad Ave.			
	Clark Rd.	Encinal Rd.		2,410 A 5,070 A 850 A 1,610 A	
Broadway	Encinal Rd.	Nuestro Rd.		1,070 A 990 A 1,040 A 934 A 2,410 A 5,070 A 850 A 1,610 A 2,450 A 4,370 A 4,120 A	
	Acacia Ave	Howlett Rd.			
	Howlett Rd.	Township Rd.		36,000 21,800 21,800 20,300 A 20,300 A 20,300 A 17,800 A 17,800 A 17,800 A 15,600 A 1,070 A 1,040	
Rd.	Township Rd.	Royo Ranchero Dr.			
	SR 70/99	Pleasant Grove Rd.			
Catlett Rd.	Pleasant Grove Rd.	Brewer Rd.			
	Imperial Way	Franklin Rd.			
RU.	Acacia Ave.	Township Rd.	2	1 070	۸
	Township Rd.	George Washington Blvd			
Franklin Rd.	George Washington Blvd	El Margarita Rd.			
	El Margarita Rd.	Walton Ave.			
	Stewart Rd.	Messick Rd.			
	Messick Rd.	O'Banion Rd.			
Cardon	O'Banion Rd.	Tudor Rd SR 99			
	SR 99				
riigriway	Catlett Rd.	Catlett Rd. Riego Rd			
	Riego Rd	Sacramento County limit			
	SR 20	Franklin Rd.			
	Franklin Rd.	Lincoln Rd.			
	Lincoln Rd.	Bogue Rd.			
Washington	Bogue Rd.	Oswald Rd.	4 36,000 C 4 21,800 B 4 20,300 A 4 20,300 A 4 20,300 A 4 17,800 A 2 17,800 E 2 17,800 E 2 15,600 D 2 15,600 D 2 15,600 C 2 15,600 C 2 15,600 C 2 15,600 C 2 15,600 D 2 15,600 B 2 7,400 C 2 7,400 C 2 7,400 C 2 5,500 B 2 5,800 B 2 1,070 A 2 990 A 2 1,040 A 2 934 A 2 2,410 A 2 2,410 A 2 2,450 A 2 1,610 A 2 4,120 A 2 4,120 A 2 4,120 A 2 1,070 A 2 2,620 A 2 1,070 A 2 3,390 B 2 3,390 A 2 4,280 B 2 3,390 A 2 3,940 B		
	Oswald Rd.	Tudor Rd SR 113			
	SR 70-/99				
Howsley Rd.		Pleasant Grove Rd.			
-	Pleasant Grove Rd.	Placer County Line	2	1,380	А

TABLE 6.14-7
EXISTING ROADWAY SEGMENT LEVELS OF SERVICE

	EXISTING ROA	ADWAY SEGMENT LEVELS	OF SERVIC	E	
Roadway Name	From	То	Lanes	Volume	LOS
	Butte County Line	Live Oak City Limits	2	2,990	Α
	Live Oak City Limits	Paseo Ave			A
Larkin Rd.	Paseo Ave	Clark Rd.			
	Clark Rd.	Encinal Rd.			
	Encinal Rd.	Eager Rd.		· · · · · · · · · · · · · · · · · · ·	1
	Holeyer Rd.	Sanborn Rd.			
Lincoln Rd.	George Washington Blvd	Ohleyer Rd.			
Live Oak Blvd	SR 99	Yuba City Limits			
Moroni - McGrath Rd	Tarke Rd.	Progress Rd.	2	1,270	А
	SR 99	SR 70	2	1,470	Α
Nicolaus Rd.	SR 70	Pleasant Grove Rd.			Α
	Schlag road Rd.	George Washington Blvd			Α
	George Washington Blvd	Walton Ave.			Α
Oswald Rd.	Walton Ave.	SR 99	R City Limits 2 2,990		
	Meridian Rd.	Hughes Rd.	2	Volume LOS 2,990 A 1,500 A 1,500 A 1,500 A 1,450 A 1,390 A 1,040 A 3,673 B 6,620 B 1,270 A 1,470 A 1,220 A 590 A 1,360 A 2,150 A 200 A 810 A 1,670 A 1,790 A 3,140 A 3,300 A 1,210 A 1,750 A 1,180 A 1,010 A 2,250 A 1,320 A 1,060 A 1,890 A 650 A 9,900 C 9,900 C 9,900	
5 5 1	Township Rd.	Tierra Buena Rd.			
Pease Rd.	Tierra Buena Rd.	SR 99			
Penninaton Rd.	Powell Rd.	Live Oak City Limits			
	Yuba County Line	Nicolaus Ave		·	
	Nicolaus Ave	Catlett Rd.			
	Catlett Rd.	Howsley Rd.		· ·	
	Howsley Rd.	Sankey Rd.			
Pleasant Grove Rd. Progress Rd. Railroad Ave. Reclamation	Sankey Rd.	Riego Rd.			
	Riego Rd.	Sacramento County limit			
Progress Rd.	McClatchy Rd.	Acme Rd.			
•	Bogue Rd.	Stewart Rd.			
Railroad Ave.	Stewart Rd.	Berry Rd.			
Reclamation	Progress Rd.	Pelger Rd.			
Rd.	Pelger Rd.	SR 113		· · · · · · · · · · · · · · · · · · ·	Α
	Garden Highway	Powerline Rd.			Α
6.	Powerline Rd.	SR 70- <u>/</u> 99			
Riego Rd.	SR 70-/99	Pacific Ave.	2		
	Pacific Ave.	Placer County Line			
Rio Oso Rd.	SR 70	Swanson Rd.			
0 1 01	SR 70- <u>/</u> 99	Pacific Ave.	2	1,180	А
Sankey Rd.	Pacific Ave.	Pleasant Grove Rd.	2		Α
Swanson Rd.	Rio Oso Rd.	Bear River Rd.			Α
Tarke Rd.	SR 20	Moroni Rd.	2		А
Tierra Buena	Eager Rd.	Pease Ave			
Rd.	Pease Ave	Butte House Rd.			
	Butte County Line	Pennington Rd.			
	Pennington Rd.	Paseo Ave			
	Nuestro Rd.	Pease Ave			
	Pease Ave	Butte House Rd.			
Taxonido 5.1	SR 20	Franklin Rd.			
Township Rd.	Franklin Rd.	Lincoln Rd.			
	Lincoln Rd.	Bogue Rd.			
	Bogue Rd.	Oswald Rd.			
	Oswald Rd.	O'Banion Rd.			
	O'Banion Rd.	Tudor Rd.		220	

TABLE 6.14-7							
	EXISTING ROADWAY SEGMENT LEVELS OF SERVICE						
Roadway Name							
West Catlett Rd.	Garden Highway	SR 70- <u>/</u> 99	2	300	А		
Source: DKS Assoc	iates, 2010.						

Table 6.14-11 on page 6.14-25 is revised as follows:

	TABLE 6.14-11										
	ROADWAY SEGMENT LEVELS OF SERVICE -2030 ADJUSTED BUILDOUT										
			20	009 Existin	g		2030	Condi	tions		
Roadway			# of				No Proj	ect	General Adjust Buildo	ed	
Name	From	То	Lanes	Volume	LOS	Lanes	Volume	LOS	Volume	LOS	
	Colusa County Line	Sutter Bypass	2	7,200	С	2	11,730	D	11,070	D	
	Sutter Bypass	Acacia Ave.	2	7,200	С	4	20,240	В	28,040	В	
	Acacia Ave.	Humphrey Rd.	2	9,500	С	4	20,900	В	24,600	В	
SR 20	Humphrey Rd.	Township Rd.	4	9,500	Α	4	20,230	В	23,520	В	
	Township Rd.	George Washington Blvd	4	12,200	Α	4	21,800	В	22,970	В	
	George Washington Blvd	Yuba City Limits	4	17,500	A	4	27,600	₽	28,170	₽	
SR 70	Junction 99	Nicolaus Ave	2	18,700	Е	4	38,570	С	35,690	С	
	Nicolaus Ave	Yuba County Line	2	19,200	Е	4	35,320	С	34,040	С	
	Sacramento County Line	Riego Rd	4	39,500	С	6	106,640	F	103,420	F	
	Riego Rd.	Sankey Rd.	4	33,500	С	6	75,640	D	69,320	С	
	Sankey Rd.	Howsley Rd.	4	33,500	С	6	65,930	С	58,980	С	
	Howsley Rd.	SR 70	4	33,500	С	6	64,680	С	58,100	С	
	Junction 70	Garden Highway Power Line Rd.	2 4	16,200	D <u>C</u>	4	23,850	В	20,790	В	
	Garden Highway Power Line Rd.	Sacramento Ave	2	17,400	E	4	24,710	В	22,440	В	
SR 99	Sacramento Ave	Tudor Rd. Junction Rt. 113	2 <u>4</u>	17,600	E <u>C</u>	4	24,910	В	22,640	В	
	Tudor Rd.	Junction Route	2	14,400	Đ	4	9,930	A	9,050	A	
	Junction Route 113	O'Banion Rd.	2 <u>4</u>	17,300	<u>E</u> <u>C</u>	4	11,250	А	9,670	А	
	O'Banion Rd.	Oswald Rd.	4	17,300	Α	4	20,900	В	21,140	В	
	Oswald Rd.	Barry Rd.	4	19,600	В	4	22,670	В	23,610	В	
	Barry Rd.	Bogue Rd.	4	21,100	В	4	23,550	В	24,760	В	
	Bogue Rd.	Lincoln Rd.	4	26,500	В	6	31,810	В	35,730	В	
	Lincoln Rd.	Franklin Rd.	4	26,500	В	6	32,860	В	35,700	В	
	Franklin Rd.	Bridge Street	4	36,000	С	6	46,470	В	48,660	В	

TABLE 6.14-11 ROADWAY SEGMENT LEVELS OF SERVICE -2030 ADJUSTED BUILDOUT

			20	09 Existin	g	2030 Conditions			tions		
Roadway			# of			# of	No Proj	ect	General Adjust Buildo	ed	
Name	From	То	Lanes	Volume	LOS	Lanes	Volume	LOS	Volume	LOS	
	Bridge Street	Junction Route 20	4	21,800	В	6	30,050	Α	30,670	Α	
	Junction Route 20	Queens Ave	4	20,300	А	4	29,150	В	28,450	В	
	Queens Ave	Pease Ave	4	20,300	Α	4	29,720	В	28,670	В	
	Pease Ave	Eager Rd.	4	20,300	Α	4	30,010	В	29,070	В	
	Eager Rd.	End Freeway	4	17,800	Α	4	26,320	В	24,590	В	
	End Freeway	Encinal Rd.	2	17,800	E	4	26,320	В	24,590	В	
	Encinal Rd.	Live Oak Blvd	2	19,900	E	4	26,960	В	25,000	В	
SR 99	Live Oak Blvd	Paseo Ave	2	15,600	D	4	22,990	В	21,430	В	
	Paseo Ave	Live Oak City Limits	2	15,600	D	4	21,650	В	20,920	В	
	Live Oak City Limits	Pennington Rd.	2	15,600	С	4	21,100	В	20,460	В	
	Pennington Rd.	Live Oak City Limits	2	15,600	С	4	20,600	В	20,890	В	
	Live Oak City Limits	Butte County line	2	15,600	D	4	20,600	В	20,890	В	
	Yolo County Line	Knights Rd.	2	7,400	С	4	1 <u>03</u> ,910	А	<u>69</u> ,040	А	
	Knights Rd.	Del Monte Ave.	2	7,400	С	4	1 0 3,910	Α	6 9,040	Α	
SR 113	Del Monte Ave.	Sutter Bypass	2	5,500	В	4	9 12,010	Α	4 <u>7</u> ,140	Α	
	Sutter Bypass	George Washington Blvd	2	5,800	В	4	4 <u>7</u> ,540	А	4 <u>7</u> ,400	А	
	George Washington Blvd	Junction Route 99	2	3,850	В	4	<u>36</u> ,710	А	2 <u>5</u> ,640	А	
Acceic Ave	Butte House Rd	SR 20	2	4,660	В	2	7,480	Α	11,960	В	
Acacia Ave	SR 20	Franklin Rd.	2	1,070	Α	2	1,200	Α	3,750	В	
Bear River	Swanson Rd.	Pleasant Grove Rd.	2	990	А	2	6,980	В	6,210	В	
Rd.	Pleasant Grove Rd.	Placer County Line	2	1,040	А	2	7,470	С	6,410	В	
	Township Rd.	George Washington Blvd	2	934	А	2	1,970	А	2,820	А	
Bogue Rd.	George Washington Blvd	Sanborn Rd.	2	2,410	А	2	3,090	А	3,400	Α	
	Walton Ave.	Railroad Ave.	2	5,070	Α	2	4,670	Α	6,540	Α	
Dro o di · · · · ·	Clark Rd.	Encinal Rd.	2	850	Α	2	2,330	Α	1,910	Α	
Broadway	Encinal Rd.	Nuestro Rd.	2	1,610	Α	2	2,700	Α	3,060	Α	
	Acacia Ave	Howlett Rd.	2	2,450	Α	2	7,590	Α	4,770	Α	
Butte House	Howlett Rd.	Township Rd.	2	4,370	Α	2	10,470	В	12,730	В	
Rd.	Township Rd.	Royo Ranchero Dr.	2	4,120	А	2	8,480	В	10,530	В	
0.411.11.5	SR 70/99	Pleasant Grove Rd.	2	620	А	2	3,470	А	3,320	А	
Catlett Rd.	Pleasant Grove Rd.	Brewer Rd.	2	200	А	2	2,030	А	1,950	А	
El Margarita Rd.	Imperial Way	Franklin Rd.	2	2,320	А	2	1,710 2,450	А	1,710 <u>2,450</u>	А	

TABLE 6.14-11 ROADWAY SEGMENT LEVELS OF SERVICE -2030 ADJUSTED BUILDOUT

			2009 Existing 2030 Conditions						ions	
Roadway			# of		<u> </u>	# of	No Project		General Adjust Buildo	ed
Name	From	То	Lanes	Volume	LOS	Lanes	Volume	LOS	Volume	LOS
	Acacia Ave.	Township Rd.	2	1,070	Α	2	1,180	Α	2,330	Α
Franklin Rd.	Township Rd.	George Washington Blvd	2	2,620	Α	2	1,600 <u>2,700</u>	А	1,740 <u>2,920</u>	А
Trankiir Ka.	George Washington Blvd	El Margarita Rd.	2	5,140	В	2	4,450 <u>5,400</u>	В	4,730 <u>5,680</u>	В
	El Margarita Rd.	Walton Ave.	2	8,110	С	2	15,010	В	16,050	С
	Stewart Rd.	Messick Rd.	2	5,230	В	2	6,270	Α	7,110	Α
	Messick Rd.	O'Banion Rd.	2	4,290	В	2	6,630	Α	5,850	Α
Garden	O'Banion Rd.	Tudor Rd SR 99	2	4,280	В	2	16,070	С	14,680	В
Highway	SR 99	Catlett Rd.	2	520	Α	2	700	Α	400	Α
3 - 3	Catlett Rd.	Riego Rd	2	150	Α	2	170	Α	90	Α
	Riego Rd	Sacramento County limit	2	200	Α	2	3,130	Α	2,610	А
	SR 20	Franklin Rd.	2	7,420	С	2	5,350	Α	5,140	Α
George	Franklin Rd.	Lincoln Rd.	2	4,280	В	2	1,710	Α	1,720	Α
Washington	Lincoln Rd.	Bogue Rd.	2	3,390	Α	2	1,250	Α	1,210	Α
	Bogue Rd.	Oswald Rd.	2	3,940	В	2	3,090	Α	3,680	В
	Oswald Rd.	Tudor Rd. – SR 113	2	3,040	Α	2	2,380	Α	2,380	Α
Howsley Rd.	SR 70- <u>/</u> 99	Pleasant Grove Rd.	2	2,270	А	2	3,580	В	3,410	А
Howsiey Ku.	Pleasant Grove Rd.	Placer County Line	2	1,380	Α	2	4,240	В	4,150	В
	Butte County Line	Live Oak City Limits	2	2,990	Α	2	4,430	В	4,390	В
Larkin Rd.	Live Oak City Limits	Paseo Ave	2	1,500	А	2	5,430	В	5,940	В
	Paseo Ave	Clark Rd.	2	1,500	Α	2	6,300	В	5,990	В
	Clark Rd.	Encinal Rd.	2	1,450	Α	2	4,790	В	4,880	В
	Encinal Rd.	Eager Rd.	2	1,390	Α	2	3,500	Α	3,610	В
	Holeyer Rd.	Sanborn Rd.	2	1,040	Α	2	2,290	Α	2,630	Α
Lincoln Rd.	George Washington Blvd	Ohleyer Rd.	2	3,673	В	2	3,340	А	3,710	В
Live Oak Blvd	SR 99	Yuba City Limits	2	6,620	В	2	6,870	В	7,560	С
Moroni - McGrath Rd	Tarke Rd.	Progress Rd.	2	1,270	Α	2	2,670	А	1,920	А
	SR 99	SR 70	2	1,470	Α	2	2,320	Α	2,530	Α
Nicolaus Rd.	SR 70	Pleasant Grove Rd.	2	1,220	А	2	6,650	В	7,640	С
	Schlag Rd.	George Washington Blvd	2	590	Α	2	4,290	В	6,260	В
Oswald Rd.	George Washington Blvd	Walton Ave.	2	1,360	А	2	4,090	В	4,910	В
	Walton Ave.	SR 99	2	2,150	Α	2	4,320	Α	4,730	Α
	Meridian Rd.	Hughes Rd.	2	200	Α	2	170 220	Α	180 <u>230</u>	Α
	Township Rd.	Tierra Buena Rd.	2	810	Α	4	540 <u>875</u>	Α	560 <u>895</u>	Α
Pease Rd.	Tierra Buena Rd.	SR 99	2	1,670	Α	4	1,030 1,770	А	1,000 <u>1,730</u>	А

TABLE 6.14-11

ROADWAY SEGMENT LEVELS OF SERVICE -2030 ADJUSTED BUILDOUT

	2009 Existing 2030 Conditi					tions				
Roadway			# of			# of	No Project		General Adjust Buildo	ed
Name	From	То	Lanes	Volume	LOS	Lanes	Volume	LOS	Volume	LOS
Pennington Rd.	Powell <u>Township</u> Rd.	Live Oak City Limits	2	1,790	А	4	2,770	А	2,470	А
	Yuba County Line	Nicolaus Ave	2	3,140	А	4	10,720	А	10,430	А
	Nicolaus Ave	Catlett Rd.	2	3,000	Α	4	7,380	Α	6,840	Α
Pleasant	Catlett Rd.	Howsley Rd.	2	2,330	Α	4	5,110	Α	4,430	Α
Grove Rd.	Howsley Rd.	Sankey Rd.	2	1,210	Α	4	2,200	Α	1,510	Α
	Sankey Rd.	Riego Rd.	2	1,750	Α	4	10,350	Α	9,760	Α
	Riego Rd.	Sacramento County limit	2	1,180	А	4	15,640	В	15,560	В
Progress Rd.	McClatchy Rd.	Acme Rd.	2	1,010	Α	2	2,410	Α	1,660	Α
Railroad	Bogue Rd.	Stewart Rd.	2	2,250	Α	2	2,550	Α	3,070	Α
Ave.	Stewart Rd.	Berry Rd.	2	1,320	Α	2	1,480	Α	2,070	Α
Reclamation	Progress Rd.	Pelger Rd.	2	1,060	Α	2	2,590	Α	1,020	Α
Rd.	Pelger Rd.	SR 113	2	1,890	Α	2	6,250	В	3,030	Α
	Garden Highway	Powerline Rd.	2	650	А	2	3,280	А	3,080	А
Diago Dd	Powerline Rd.	SR 70- <u>/</u> 99	2	650	Α	6	33,200	В	32,800	В
Riego Rd.	SR 70 <u>-/</u> 99	Pacific Ave.	2	9,900	С	6	54,040	D	54,000	D
	Pacific Ave.	Placer County Line	2	9,900	С	6	35,040	В	35,470	В
Rio Oso Rd.	SR 70	Swanson Rd.	2	1,060	Α	2	6,050	В	5,670	В
	SR 70- <u>/</u> 99	Pacific Ave.	2	1,180	Α	4	17,650	В	17,470	В
Sankey Rd.	Pacific Ave.	Pleasant Grove Rd.	2	1,080	А	4	20,610	В	20,580	В
Swanson Rd.	Rio Oso Rd.	Bear River Rd.	2	980	Α	2	5,970	В	5,590	В
Tarke Rd.	SR 20	Moroni Rd.	2	890	Α	2	3,250	Α	1,660	Α
Tierra Buena	Eager Rd.	Pease Ave	2	2,180	Α	2	4,620	В	4,480	В
Rd.	Pease Ave	Butte House Rd.	2	2,360	Α	2	5,850	Α	5,600	Α
	Butte County Line	Pennington Rd.	2	1,730	Α	2	2,690	А	2,340	А
	Pennington Rd.	Paseo Ave	2	1,920	Α	2	3,200	В	3,210	В
	Nuestro Rd.	Pease Ave	2	1,540	Α	2	2,530	Α	2,830	Α
Tour mole !:-	Pease Ave	Butte House Rd.	2	2,349	Α	2	2,440	Α	2,930	Α
Township	SR 20	Franklin Rd.	2	3,330	Α	2	4,230	Α	3,940	Α
Rd.	Franklin Rd.	Lincoln Rd.	2	1,530	Α	2	3,580	В	3,500	Α
	Lincoln Rd.	Bogue Rd.	2	1,906	Α	2	4,500	В	5,570	В
	Bogue Rd.	Oswald Rd.	2	750	Α	2	3,340	Α	4,460	В
	Oswald Rd.	O'Banion Rd.	2	380	Α	2	920	Α	830	Α
	O'Banion Rd.	Tudor Rd.	2	220	Α	2	220	Α	80	Α
West Catlett Rd.	Garden Highway	SR 70- <u>/</u> 99	2	300	А	2	1,380	А	580	А
Note							-			

Note:

Source: DKS Associates, 2010.

^{1.} This is based on the adjusted reduced buildout scenario.

The traffic volume for South Walton Avenue in Table 6.14-12 on page 6.14-29 is an error. The 80,800 should have been 8,080. The row has been deleted from the table because the traffic volumes are too low to be significant. Table 6.14-12 is revised as follows:

			20	09 Existing			2030 (Condit	ions							
							2009 Existing 2030 Conditions									
			# of			# of	General Plan Adjusted Fof No Project Buildout									
Roadway Name Fro	m	То	Lanes	Volume	LOS	Lanes	Volume	LOS	Volume	LOS						
SR 20/Colusa Ave Sutte	r St	14 th St	4	41,000	С	6	42,000	С	45,100	С						
SR 70/E St 1st	St	N. Beale Rd	4	59,000	F	4	95,900	F	98,200	F						
Bridge St SR	99	Gray Ave	4	18,220	В	4	20,900	В	22,300	В						
S. Walton Linco	n Rd	Bogue Rd	2	80,800	Ŧ	4	82,200	F	84,600	F						
Twin Cities Bridge/ 5 th St 2 nd Source: DKS Associates, 2010.	St	14 th St	2	33,040	F	6	72,100	С	74,800	D						

The first paragraph on page 6.14-16 is revised to read:

<u>Highways</u>, Freeways and Expressways

<u>Highways</u>, <u>Ffreeways</u> and expressways serve both inter-regional and <u>intra-</u>regional circulation needs. These facilities are typically accessed by collector or arterial roadways and have few or no at-grade crossings. These facilities have the highest carrying capacity.

The Standards of Significance for Placer County roadways on page 6.14-36 of the Draft EIR are revised as shown below. The revised thresholds do not change any of the significance findings included in the Draft EIR.

Placer County Roadways

- cause the existing or cumulative no project LOS for study locations not within one-half mile of a state highway to deteriorate from LOS C (or better) to LOS D (or worse) or for study locations within one-half mile of a state highway to deteriorate from LOS D (or better) to LOS E (or worse);
- exacerbate the existing or cumulative no project LOS D (or worse) conditions such that the project would cause an increase in the volume to capacity ratio of one percent or greater for study locations not within one half mile of a state highway or LOS E (or worse) conditions for study locations within onehalf mile of a state highway; or

 cause or exacerbate LOS E or worse conditions on roadways within or on the boundary of the Placer Vineyards Specific Plan Area plan area, which includes roadway segments on Baseline Road (Pleasant Grove Road (South) to Walerga Road) and Watt Avenue (Baseline Road to Dyer Lane).

The Dry Creek Area currently has two different standards:

- For the area covered by the Placer Vineyards Specific Plan, an increase of 0.05 in the volume to capacity ratio;
- For the remaining area covered by the existing Dry Creek West Placer Community Plan, any change is considered an impact.

<u>Placer County is currently processing an update to the Community Plan Transportation Element which contains the provision for the threshold of the 0.05 increase in the volume to capacity ratio to apply over the entire community plan area, but this policy has not yet been adopted.</u>

The Placer Vineyards Specific Plan calls for roadways within the plan area and on its boundaries to maintain a LOS of D or better (Placer Vineyards Specific Plan Policy 5.1). Placer County is currently not proposing to change this policy. The standard within the remaining area in the Dry Creek Community Plan area is LOS C.

Table 6.14-13 on page 6.14-38 is revised as follows:

TABLE 6.14-13										
ROADWAY SEGMENT LEVELS OF SERVICE – FULL BUILDOUT										
			2009 Existing 2030 Conditions						ions	
Roadway			# of			# of	No Proj	ect	General Full Build	
Name	From	То	Lanes	Volume	LOS	Lanes	Volume	LOS	Volume	LOS
	Colusa County Line	Sutter Bypass	2	7,200	С	2	11,730	D	11,200	D
	Sutter Bypass	Acacia Ave.	2	7,200	С	4	20,240	В	29,310	С
SR 20	Acacia Ave.	Humphrey Rd.	2	9,500	С	4	20,900	В	24,590	В
	Humphrey Rd.	Township Rd.	4	9,500	Α	4	20,230	В	23,410	В
	Township Rd.	George Washington Blvd	4	12,200	Α	4	21,800	В	22,800	В
	George Washington Blvd	Yuba City Limits	4	17,500	A	4	27,600	₿	27,690	₿
	Junction 99	Nicolaus Ave	2	18,700	E	4	38,570	С	34,270	С
SR 70	Nicolaus Ave	Yuba County Line	2	19,200	E	4	35,320	С	32,630	С
	Sacramento County Line	Riego Rd	4	39,500	С	6	106,640	F	129,370	F
SR 99	Riego Rd.	Sankey Rd.	4	33,500	С	6	75,640	D	68,410	С
	Sankey Rd.	Howsley Rd.	4	33,500	С	6	65,930	С	58,530	С
	Howsley Rd.	SR 70	4	33,500	С	6	64,680	С	57,650	С

TABLE 6.14-13

ROADWAY SEGMENT LEVELS OF SERVICE - FULL BUILDOUT

			09 Existing		2030 Conditions					
			20	C \ EVISIIIÍ	<i>9</i> 		2030	Contail		Dlan
D 1			,, ,			,, ,	No Proj	ect	General Full Build	
Roadway Name	Erom	To	# of	Volume	100	# of			Volume	
ivame	From	To Garden Highway	Lanes	Volume	LOS	Lanes	Volume	LOS	volume	LOS
	Junction 70	Power Line Rd.	2 <u>4</u>	16,200	<u>D</u> C	4	23,850	В	20,940	В
	Garden		<u> </u>		<u> </u>					
	Highway Power Line Rd.	Sacramento Ave.	2	17,400	E	4	24,710	В	23,520	В
	Sacramento Ave.	Tudor Rd. Junction Route 113	2 <u>4</u>	17,600	<u> - C</u>	4	24,910	В	23,720	В
	Tudor Rd.	Junction Route 113	2	14,400	Đ	4	9,930	A	8,260	A
	Junction Route 113	O'Banion Rd.	2 <u>4</u>	17,300	<u>€</u> <u>C</u>	4	11,250	А	5,880	А
	O'Banion Rd.	Oswald Rd.	4	17,300	Α	4	20,900	В	23,640	В
	Oswald Rd.	Barry Rd.	4	19,600	В	4	22,670	В	27,410	В
	Barry Rd.	Bogue Rd.	4	21,100	В	4	23,550	В	29,050	В
	Bogue Rd.	Lincoln Rd.	4	26,500	В	6	31,810	В	41,690	В
	Lincoln Rd.	Franklin Rd.	4	26,500	В	6	32,860	В	41,460	В
SR 99	Franklin Rd.	Bridge Street	4	36,000	С	6	46,470	В	53,290	С
SN 99	Bridge St.	Junction Route 20	4	21,800	В	6	30,050	Α	32,440	В
	Junction Route 20	Queens Ave.	4	20,300	А	4	29,150	В	31,170	В
	Queens Ave.	Pease Ave.	4	20,300	Α	4	29,720	В	31,420	В
	Pease Ave.	Eager Rd.	4	20,300	Α	4	30,010	В	32,220	В
	Eager Rd.	End Freeway	4	17,800	Α	4	26,320	В	26,310	В
	End Freeway	Encinal Rd.	2	17,800	E	4	26,320	В	26,310	В
	Encinal Rd.	Live Oak Blvd.	2	19,900	E	4	26,960	В	25,700	В
	Live Oak Blvd.	Paseo Ave.	2	15,600	D	4	22,990	В	21,840	В
	Paseo Ave.	Live Oak City Limits	2	15,600	D	4	21,650	В	20,300	В
	Live Oak City Limits	Pennington Rd.	2	15,600	С	4	21,100	В	20,750	В
	Pennington Rd.	Live Oak City Limits	2	15,600	С	4	20,600	В	20,920	В
	Live Oak City Limits	Butte County line	2	15,600	D	4	20,600	В	20,920	В
	Yolo County Line		2	7,400	С	4	1 <u>03</u> ,910	Α	<u>36</u> ,820	Α
	Knights Rd.	Del Monte Ave.	2	7,400	С	4	1 <u>03</u> ,910	Α	<u>36</u> ,820	Α
	Del Monte Ave.	Sutter Bypass	2	5,500	В	4	9 <u>12</u> ,010	Α	<u>47</u> ,080	Α
SR 113	Sutter Bypass	George Washington Blvd	2	5,800	В	4	<u>47</u> ,540	А	<u>36</u> ,810	Α
	George Washington Blvd	Junction Route 99	2	3,850	В	4	3 <u>6</u> ,710	А	2 <u>5</u> ,870	А
Acacia Ava	Butte House Rd	SR 20	2	4,660	В	2	7,480	Α	13,240	В
Acacia Ave	SR 20	Franklin Rd.	2	1,070	Α	2	1,200	Α	3,260	Α
Bear River	Swanson Rd.	Pleasant Grove Rd.	2	990	А	2	6,980	В	5,220	В
Rd.	Pleasant Grove Rd.	Placer County Line	2	1,040	А	2	7,470	С	4,970	В

TABLE 6.14-13

ROADWAY SEGMENT LEVELS OF SERVICE - FULL BUILDOUT

			20	09 Existing	3		2030	Condit	ions	
Roadway	F	T	# of	Valuma	100	# of	No Proj		General Full Build	lout1
Name	From	То	Lanes	Volume	LOS	Lanes	Volume	LOS	Volume	LOS
	Township Rd.	George Washington Blvd	2	934	А	2	1,970	Α	3,880	В
Bogue Rd.	George Washington Blvd	Sanborn Rd.	2	2,410	Α	2	3,090	Α	3,820	В
	Walton Ave.	Railroad Ave.	2	5,070	Α	2	4,670 5,380	А	6,800 <u>7,510</u>	А
Broadway	Clark Rd.	Encinal Rd.	2	850	Α	2	2,330	Α	1,910	Α
ыоаимау	Encinal Rd.	Nuestro Rd.	2	1,610	Α	2	2,700	Α	3,380	Α
	Acacia Ave	Howlett Rd.	2	2,450	Α	2	7,590	Α	5,440	Α
Butte House	Howlett Rd.	Township Rd.	2	4,370	Α	2	10,470	В	12,640	В
Rd.	Township Rd.	Royo Ranchero Dr.	2	4,120	Α	2	8,480	В	10,330	В
O a Ha Ha Dal	SR 70/99	Pleasant Grove Rd.	2	620	А	2	3,470	А	4,780	В
Catlett Rd.	Pleasant Grove Rd.	Brewer Rd.	2	200	А	2	2,030	А	4,000	В
El Margarita Rd.	Imperial Way	Franklin Rd.	2	2,320	А	2	1,710 2,450	А	1,710 2,450	А
	Acacia Ave.	Township Rd.	2	1,070	Α	2	1,180	Α	2,000	Α
	Township Rd.	George Washington Blvd	2	2,620	А	2	1,600 2,760	А	1,680 2,760	А
Franklin Rd.	George Washington Blvd	El Margarita Rd.	2	5,140	В	2	4,450 5,440	В	4,590 5,580	В
	El Margarita Rd.	Walton Ave.	2	8,110	С	2	15,010	В	16,410	С
	Stewart Rd.	Messick Rd.	2	5,230	В	2	6,270	Α	10,000	В
	Messick Rd.	O'Banion Rd.	2	4,290	В	2	6,630	Α	6,860	Α
	O'Banion Rd.	Tudor Rd SR 99	2	4,280	В	2	16,070	С	16,540	С
Garden	SR 99	Catlett Rd.	2	520	Α	2	700	Α	490	Α
Highway	Catlett Rd.	Riego Rd.	2	150	Α	2	170	Α	150	Α
	Riego Rd	Sacramento County limit	2	200	Α	2	3,130	А	5,220	В
	SR 20	Franklin Rd.	2	7,420	С	2	5,350 7,830	А	4,890 7,370	А
George	Franklin Rd.	Lincoln Rd.	2	4,280	В	2	1,710 4,510	А	1,650 4,450	А
Washington Blvd.	Lincoln Rd.	Bogue Rd.	2	3,390	А	2	1,250 <u>3,570</u>	А	1,150 3,470	А
	Bogue Rd.	Oswald Rd.	2	3,940	В	2	3,090	Α	4,660	В
	Oswald Rd.	Tudor Rd. – SR 113	2	3,040	А	2	2,380 3,220	А	1,640 2,480	А
Harriston D.S.	SR 70- <u>/</u> 99	Pleasant Grove Rd.	2	2,270	А	2	3,580	В	4,910	В
Howsley Rd.	Pleasant Grove Rd.	Placer County Line	2	1,380	А	2	4,240	В	6,160	В
	Butte County Line	Live Oak City Limits	2	2,990	А	2	4,430	В	4,030	В
Larkin Rd.	Live Oak City Limits	Paseo Ave	2	1,500	А	2	5,430	В	6,970	В
	Paseo Ave	Clark Rd.	2	1,500	Α	2	6,300	В	7,110	С

TABLE 6.14-13

ROADWAY SEGMENT LEVELS OF SERVICE - FULL BUILDOUT

		WAT SECTIVILITY					2020	Cand	ions	
			20	09 Existino	J		2030	Condit		DI .
Roadway			# of			# of	No Proj		General Full Build	dout1
Name	From	То	Lanes	Volume	LOS	Lanes	Volume	LOS	Volume	LOS
Larkin Rd.	Clark Rd.	Encinal Rd.	2	1,450	Α	2	4,790	В	4,950	В
Edikiii Kd.	Encinal Rd.	Eager Rd.	2	1,390	Α	2	3,500	Α	4,230	В
	Holeyer Rd.	Sanborn Rd.	2	1,040	Α	2	2,290	Α	2,690	А
Lincoln Rd.	George Washington Blvd	Ohleyer Rd.	2	3,673	В	2	3,340 3,890	Α	3,810 4,360	В
Live Oak Blvd	SR 99	Yuba City Limits	2	6,620	В	2	6,870	В	9,100	С
Moroni - McGrath Rd	Tarke Rd.	Progress Rd.	2	1,270	А	2	2,670	Α	1,450	А
	SR 99	SR 70	2	1,470	Α	2	2,320	Α	3,560	В
Nicolaus Rd.	SR 70	Pleasant Grove Rd.	2	1,220	А	2	6,650	В	10,650	D
	Schlag Rd.	George Washington Blvd	2	590	А	2	4,290	В	8,430	С
Oswald Rd.	George Washington Blvd	Walton Ave.	2	1,360	А	2	4,090	В	6,350	В
	Walton Ave.	SR 99	2	2,150	Α	2	4,320	Α	5,220	Α
	Meridian Rd.	Hughes Rd.	2	200	А	2	170 <u>210</u>	А	660 <u>700</u>	А
Pease Rd.	Township Rd.	Tierra Buena Rd.	2	810	А	4	540 <u>860</u>	А	560 <u>880</u>	А
Pease Ru.	Tierra Buena Rd.	SR 99	2	1,670	Α	4	1,030 2,780	А	1,000 2,750	А
Pennington Rd.	Powell Township Rd.	Live Oak City Limits	2	1,790	А	4	2,770	А	2,560	А
	Yuba County Line	Nicolaus Ave	2	3,140	А	4	10,720	А	10,070	А
	Nicolaus Ave	Catlett Rd.	2	3,000	Α	4	7,380	Α	7,380	Α
Pleasant	Catlett Rd.	Howsley Rd.	2	2,330	Α	4	5,110	Α	5,170	Α
Grove Rd.	Howsley Rd.	Sankey Rd.	2	1,210	Α	4	2,200	Α	1,310	Α
	Sankey Rd.	Riego Rd.	2	1,750	Α	4	10,350	Α	10,630	Α
	Riego Rd.	Sacramento County limit	2	1,180	А	4	15,640	В	18,740	В
Progress Rd.	McClatchy Rd.	Acme Rd.	2	1,010	Α	2	2,410	Α	1,190	Α
Railroad	Bogue Rd.	Stewart Rd.	2	2,250	Α	2	2,550	Α	5,050	Α
Ave.	Stewart Rd.	Berry Rd.	2	1,320	Α	2	1,480	Α	4,210	Α
Reclamation	Progress Rd.	Pelger Rd.	2	1,060	Α	2	2,590	Α	750	Α
Rd.	Pelger Rd.	SR 113	2	1,890	Α	2	6,250	В	2,650	Α
	Garden Highway	Powerline Rd.	2	650	Α	4	3,280	А	5,610	А
Riego Rd.	Powerline Rd.	SR 70- <u>/</u> 99	2	650	Α	6	33,200	В	77,260	F
Mego Na.	SR 70 <u>-</u> /99	Pacific Ave.	2	9,900	С	6	54,040	D	91,530	F
	Pacific Ave.	Placer County Line	2	9,900	С	6	35,040	В	52,650	D
Rio Oso Rd.	SR 70	Swanson Rd.	2	1,060	Α	2	6,050	В	5,320	В
	SR 70- <u>/</u> 99	Pacific Ave.	2	1,180	Α	4	17,650	В	24,750	В
Sankey Rd.	Pacific Ave.	Pleasant Grove Rd.	2	1,080	Α	4	20,610	В	33,150	С
Swanson Rd.	Rio Oso Rd.	Bear River Rd.	2	980	Α	2	5,970	В	5,240	В

TABLE 6.14-13	
ROADWAY SEGMENT LEVELS OF SERVICE - FULL BUIL	I DOI

			20	09 Existing	3	2030 Conditions					
Roadway			# of			# of	No Proj	ect	General Plan Full Buildout ¹		
Name	From	То	Lanes	Volume	LOS	Lanes	Volume	LOS	Volume	LOS	
Tarke Rd.	SR 20	Moroni Rd.	2	890	Α	2	3,250	Α	1,640	Α	
Tierra Buena	Eager Rd.	Pease Ave	2	2,180	Α	2	4,620	В	5,530	В	
Rd.	Pease Ave	Butte House Rd.	2	2,360	Α	2	5,850	Α	6,210	Α	
	Butte County Line	Pennington Rd.	2	1,730	Α	2	2,690	А	2,410	А	
	Pennington Rd.	Paseo Ave	2	1,920	Α	2	3,200	В	3,350	В	
	Nuestro Rd.	Pease Ave	2	1,540	Α	2	2,530	Α	3,490	В	
	Pease Ave	Butte House Rd.	2	2,349	Α	2	2,440	Α	3,560	Α	
Township Rd.	SR 20	Franklin Rd.	2	3,330	Α	2	4,230	Α	4,920	Α	
·	Franklin Rd.	Lincoln Rd.	2	1,530	Α	2	3,580	В	4,580	В	
	Lincoln Rd.	Bogue Rd.	2	1,906	Α	2	4,500	В	6,380	В	
	Bogue Rd.	Oswald Rd.	2	750	Α	2	3,340	Α	5,440	В	
	Oswald Rd.	O'Banion Rd.	2	380	Α	2	920	Α	1,260	Α	
1	O'Banion Rd.	Tudor Rd.	2	220	Α	2	220	Α	<u>220</u>	Α	
West Catlett Rd.	Garden Highway	SR 70- <u>/</u> 99	2	300	А	2	1,380	А	630	А	

Note:

Source: DKS Associates, 2010.

The first paragraph under Impact 6.14-2 on page 6.14-42 is revised as follows:

The traffic analysis included preparation of a model generated traffic volume difference plot showing the increase in traffic volumes attributable to the proposed General Plan. Major routes with an increase in traffic volume in adjacent jurisdictions are shown in Table 6.14-12. Traffic generated under the adjusted buildout scenario would result in traffic impacts to the SR 70/E Street segment from 1st Street to North Beale Road and on South Walton from Lincoln Road to Bogue Road in Sutter County. The LOS along thisese roadways is currently LOS F and the project would contribute additional traffic volumes that would further exacerbate the LOS. The proposed General Plan includes Policy M 2.7, which requires new development projects to analyze traffic impacts on the regional transportation system (i.e., facilities that provide regional connectivity to new development) and require a fair share contribution to regional transportation improvements.

In addition, the General Plan includes a number of policies designed to help reduce vehicle miles traveled and to decrease auto dependency. Specifically, Policy M 1.1, Multi-Modal Roadways, requires the County to design roads to support multi-modal transportation. Policy M 2.8 requires the County to coordinate with neighboring

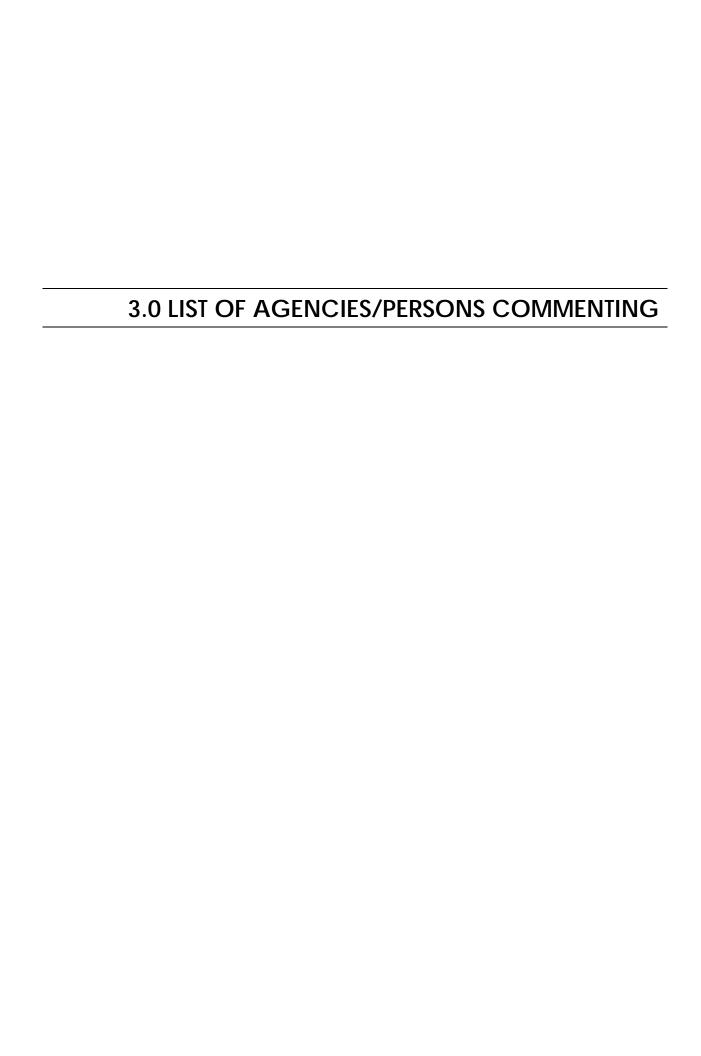
^{1.} This is based on the full buildout scenario.

jurisdictions to provide acceptable and compatible levels of service on roadways that cross City/County boundaries when establishing future road alignments within the SOI. The General Plan also includes specific policies to enhance transit opportunities, specifically policies M 3.2, M 3.3, and M 3.4. Policies M 5.2, M 5.3 and M 5.5 encourage the County to support and use bicycle and pedestrian facilities/programs set forth in the Climate Action Plan; require new development to construct or fund bicycle and pedestrian facilities; and identify opportunities to ensure bicycle and pedestrian facilities are included on bridges in the county. Policy ER 9.4 sets forth a desire for the County to implement land use patterns that reduce automobile dependency and encourages the use of alternative modes of Policy ER 9.3 is designed for the County to implement, as appropriate, reduction measures included in the Climate Action Plan all designed to reduce emissions, specifically from vehicles. All of these policies are designed to work together to help the County develop more compact development patterns that will encourage less dependency on the automobile, reduce greenhouse gas emissions, and encourage more people to use alternative transportation. The approach will help reduce vehicle trips and potential impacts to roadways in adjacent jurisdictions.

Therefore, f<u>E</u>uture development within the county would be required to conduct a traffic analysis to determine impacts to the regional transportation network <u>as well as support more multi-modal transportation opportunities to help reduce overall vehicle miles traveled</u>. However, the General Plan does not include any policies that <u>specifically</u> address impacts to roadways in adjacent jurisdictions. Even if the County requires payment of fees for improvements to roadways in other jurisdictions, the County cannot guarantee that the improvements would be constructed; therefore, this is considered a *significant impact*.

Appendix C - Air Quality

Appendix C has been revised, and is included in its entirety at the end of this Final EIR.



3.0 LIST OF AGENCIES/PERSONS COMMENTING

FEDERAL

1. Gregor Blackburn, Federal Emergency Management Agency

STATE

- 2. Scott Morgan, Governor's Office of Planning and Research, State Clearinghouse and Planning Unit
- 3. Mike Bartlett, Caltrans
- 4. Katy Sanchez, Native American Heritage Commission
- 5. Jeff Drongesen, Department of Fish and Game

COUNTY/REGIONAL AGENCIES

- 6. Loren E. Clark, County of Placer Community Development/Resource Agency
- 7. Phillip A. Frantz, County of Placer Community Development/Resource Agency Engineering & Surveying
- 8. Mike McKeever, Sacramento Area Council of Governments
- 9. Celia McAdam, South Placer Regional Transportation Authority
- 10. Aaron Busch, City of Yuba City Community Development Department
- 11. Sondra Andersson Spaethe, Feather River Air Quality Management District
- 12. Ren Reynolds, Enterprise Rancheria

ORGANIZATIONS

13. Walt Siefert, Sacramento Area Bicycle Advocates

INDIVIDUALS

14. Larry Robinson

JOINT PLANNING COMMISSION AND BOARD OF SUPERVISORS WORKSHOP OCTOBER 25, 2010

No comments that specifically address the adequacy of the Draft EIR were received at the workshop held on October 25, 2010. Comments pertaining to the draft Sutter County General plan were received and are listed below.

- 15. Roxanna Parker, Sutter County Library
- 16. Joan Joaquin-Wood



4.0 RESPONSES TO COMMENTS

This chapter contains the comment letters that were received on the Draft EIR. Following each comment letter is a response by the County. The responses generally supplement, clarify, or amend information provided in the Draft EIR or refer the reader to the appropriate place in the document where the requested information can be found. Comments that are not directly related to environmental issues of the Draft EIR, for example, comments on the draft Sutter County General Plan may be discussed or noted for the record. Where text changes in the Draft EIR are warranted based upon comments on the Draft EIR, those changes are generally included following the response to comment. However, in some cases when the text change is extensive, the reader is referred to Chapter 2, Summary of Changes to the Draft EIR, where all the text changes can be found.

The changes to the analysis contained in the Draft EIR represent only minor clarifications/ amplifications and do not constitute substantial new information, in accordance with CEQA Guidelines section 15088.5.



U.S. Department of Homeland Security FEMA Region IX 1111 Broadway, Suite 1200 Oakland, CA. 94607-4052



September 29, 2010

Steve Geiger Sutter County Community Services Department Planning Division 1130 Civic Center Boulevard, Suite A Yuba City, California 95993

Dear Mr. Geiger:

This is in response to your request for comments on the Sutter County Draft General Plan and Draft General Plan Environmental Impact Report Public Notice.

Please review the current effective countywide Flood Insurance Rate Maps (FIRMs) for the County of Sutter (Community Number 060394), Maps revised December 2, 2008. Please note that the County of Sutter, California is a participant in the National Flood Insurance Program (NFIP). The minimum, basic NFIP floodplain management building requirements are described in Vol. 44 Code of Federal Regulations (44 CFR), Sections 59 through 65.

A summary of these NFIP floodplain management building requirements are as follows:

- All buildings constructed within a riverine floodplain, (i.e., Flood Zones A, AO, AH, AE, and A1 through A30 as delineated on the FIRM), must be elevated so that the lowest floor is at or above the Base Flood Elevation level in accordance with the effective Flood Insurance Rate Map.
- If the area of construction is located within a Regulatory Floodway as delineated on the FIRM, any *development* must not increase base flood elevation levels. The term *development* means any man-made change to improved or unimproved real estate, including but not limited to buildings, other structures, mining, dredging, filling, grading, paving, excavation or drilling operations, and storage of equipment or materials. A hydrologic and hydraulic analysis must be performed *prior* to the start of development, and must demonstrate that the development would not cause any rise in base flood levels. No rise is permitted within regulatory floodways.

1-1

1-2

Steve Geiger Page 2 September 29, 2010

• Upon completion of any development that changes existing Special Flood Hazard Areas, the NFIP directs all participating communities to submit the appropriate hydrologic and hydraulic data to FEMA for a FIRM revision. In accordance with 44 CFR, Section 65.3, as soon as practicable, but not later than six months after such data becomes available, a community shall notify FEMA of the changes by submitting technical data for a flood map revision. To obtain copies of FEMA's Flood Map Revision Application Packages, please refer to the FEMA website at http://www.fema.gov/business/nfip/forms.shtm.

1-2 (cont.)

Please Note:

Many NFIP participating communities have adopted floodplain management building requirements which are more restrictive than the minimum federal standards described in 44 CFR. Please contact the local community's floodplain manager for more information on local floodplain management building requirements. The Sutter County floodplain manager can be reached by calling Douglas Gault, Director, Department of Public Works, at (530) 822-7450.

1-3

If you have any questions or concerns, please do not hesitate to call Frank Mansell of the Mitigation staff at (510) 627-7191.

Sincerely,

Gregor Blackburn, CFM, Branch Chief

Floodplain Management and Insurance Branch

cc:

Douglas Gault, Director, Department of Public Works, Sutter County Ray Lee, State of California, Department of Water Resources, North Central Region Office Frank Mansell, Floodplanner, DHS/FEMA Region IX Alessandro Amaglio, Environmental Officer, DHS/FEMA Region IX Letter 1: Gregor Blackburn, CFM, Branch Chief, Floodplain Management and Insurance Branch, Federal Emergency Management Agency

Response to Comment 1-1

The Draft EIR (page 6.10-12) acknowledges the current FIRMs were issued in December 2008. County staff and the Draft EIR preparers reviewed the FIRMs during preparation of the Draft EIR, and Figure 6.10-3 shows which areas in the county are within Special Flood Hazard Areas (SFHAs). The Draft EIR (page 6.10-30) notes that Sutter County is a participant in the National Flood Insurance Program (NFIP).

Response to Comment 1-2

The comment reiterates the required federal (44 CFR) standards for construction within a regulatory floodway and flood hazard zone. As stated on page 6.10-30 in the Draft EIR, the County implements these requirements through its Floodplain Management Ordinance (Chapter 1780 of the Sutter County Codes and Ordinances), which was adopted in 2008. Should any development occur that changes existing areas designated as special flood hazard areas (SFHAs), the County will submit the appropriate hydrologic and hydraulic data to FEMA for a FIRM revision. As further noted on page 6.10-30, the ordinance refers to the revised FIRMs dated December 2, 2008 and all subsequent amendments and/or revisions (1780-320). The County's ordinance will be amended, as necessary, to reflect minor changes (including referencing the revised FIRMs) sometime between the Letter of Final Determination (August 2011) and the effective date of the new FIRMs (February 2012).

Response to Comment 1-3

Please see Response to Comment 1-2, above. Information specific to the Sutter County Floodplain Management Ordinance was obtained from the County's website (see, for example, footnote 14 on page 6.10-14 in the Draft EIR) and consultation with County staff.



STATE OF CALIFORNIA Governor's Office of Planning and Research State Clearinghouse and Planning Unit



Cathleen Cox Acting Director

Arnold Schwarzenegger Governor

October 26, 2010

Steve Geiger Sutter County 1130 Civic Center Boulevard, Suite A Yuba City, CA 95993

Subject: Sutter County General Plan Draft

SCH#: 2010032074

Dear Steve Geiger:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on October 25, 2010, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Director, State Clearinghouse

Enclosures

cc: Resources Agency

2-1

Document Details Report State Clearinghouse Data Base

SCH#

2010032074

Project Title

Sutter County General Plan Draft

Lead Agency

Sutter County

Type

EIR Draft EIR

Description

The Sutter County General Plan establishes several land use designations that include residential, commercial, industrial, mixed use, and agricultural uses. The proposed project establishes policies to accommodate an additional 6,200 dwelling units, 10,000 new jobs and 18,000 new residents to the

unincorporated county by the year 2030.

Lead Agency Contact

Name

Steve Geiger

Agency

Sutter County

Phone 530-822-7400

email

Address 1130 Civic Center Boulevard, Suite A

City Yuba City Fax

State CA Zip 95993

Project Location

County

Sutter

City . Live Oak, Yuba City

Region

Lat / Long

39° 1' N / 121° 40' W

Cross Streets

Parcel No.

Township

Range

Section

Base

Proximity to:

Highways

SR-99, SR-70, SR-113, SR-20

Airports

Sutter County UPRR, SPRR

Railways Waterways

Feather River, Sacramento River, Sutter Bypass, various creeks

Schools

several

Land Use

Various/Multiple

Project Issues

Agricultural Land; Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Other Issues; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Seismic; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Septic System; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Wildlife; Growth Inducing; Landuse; Cumulative Effects; Aesthetic/Visual

Reviewing Agencies Resources Agency; Department of Fish and Game, Region 2; Department of Parks and Recreation; Central Valley Flood Protection Board; Department of Water Resources; Resources, Recycling and Recovery; California Highway Patrol; Caltrans, District 3; Department of Housing and Community Development; Regional Water Quality Control Bd., Region 5 (Sacramento); Department of Toxic Substances Control; Native American Heritage Commission; Public Utilities Commission; State Lands Commission

Date Received

09/09/2010

Start of Review 09/09/2010

End of Review 10/25/2010

Note: Blanks in data fields result from insufficient information provided by lead agency.

NATIVE AMERICAN HERITAGE COMMISSION

915 CAPITOL MALL, ROOM 364 SACRAMENTO, CA 95814 (916) 653-4082 (916) 657-5390 - Fax



September 27, 2010

Steve Geiger Sutter County 1130 Civic Center Blvd., Suite A Yuba City, CA 95993



RE:

SCH# 2010032074 Sutter County General Plan Draft EIR; Sutter County.

Dear Mr. Geiger:

The Native American Heritage Commission (NAHC) has reviewed the Notice of Completion (NOC) referenced above. The California Environmental Quality Act (CEQA) states that any project that causes a substantial adverse change in the significance of an historical resource, which includes archeological resources, is a significant effect requiring the preparation of an EIR (CEQA Guidelines 15064(b)). To comply with this provision the lead agency is required to assess whether the project will have an adverse impact on historical resources within the area of project effect (APE), and if so to mitigate that effect. To adequately assess and mitigate project-related impacts to archaeological resources, the NAHC recommends the following actions:

- ✓ Contact the appropriate regional archaeological Information Center for a record search. The record search will determine:
 - If a part or all of the area of project effect (APE) has been previously surveyed for cultural resources.
 - If any known cultural resources have already been recorded on or adjacent to the APE.
 - If the probability is low, moderate, or high that cultural resources are located in the APE.
 - If a survey is required to determine whether previously unrecorded cultural resources are present.
- ✓ If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
 - The final report containing site forms, site significance, and mitigation measurers should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure.
 - The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological information Center.
- Contact the Native American Heritage Commission for:
 - A Sacred Lands File Check. . <u>USGS 7.5 minute quadrangle name, township, range and section required.</u>
 - A list of appropriate Native American contacts for consultation concerning the project site and to assist in the mitigation measures.

 Native American Contacts List attached.
- ✓ Lack of surface evidence of archeological resources does not preclude their subsurface existence.
 - Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) §15064.5(f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.
 - Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.
 - Lead agencies should include provisions for discovery of Native American human remains in their mitigation plan.
 Health and Safety Code §7050.5, CEQA §15064.5(e), and Public Resources Code §5097.98 mandates the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

Sincerely,

Katy Sanchez Program Analyst (916) 653-4040

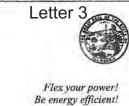
LETTER 2: SCOTT MORGAN, DIRECTOR, GOVERNOR'S OFFICE OF PLANNING AND RESEARCH, STATE CLEARINGHOUSE AND PLANNING UNIT

Response to Comment 2-1

The comment states OPR received and submitted the Draft EIR for state agencies' review, and that Sutter County has complied with the state environmental review requirements under CEQA. OPR received one comment letter (Native American Heritage Commission). Responses to this comment letter are presented in Response to Comment 4-1.

DEPARTMENT OF TRANSPORTATION

DISTRICT 3 703 B STREET P. O. BOX 911 MARYSVILLE, CA 95901-0911 PHONE (530) 741-4025 FAX (530) 741-4825 TTY (530) 741-4509



October 25, 2010

032010SUT0019 Sutter County General Plan Update Draft General Plan and DEIR SCH#2010032074

Mr. Steve Geiger Sutter County 1130 Civic Center Blvd., Suite A Yuba City, CA 95993

Dear Mr. Geiger,

We appreciate the opportunity to review and comment on the Draft Sutter County General Plan 2030 and Draft Environmental Impact Report (DEIR). The General Plan update is a priority for Caltrans, as the General Plan will provide direction for the future of the County, and State Highway System (SHS) serving your community. Caltrans has the following comments:

CEQA guidelines require that conclusions in an EIR be supported by substantial evidence and facts. The Sutter County General Plan and General Plan DEIR section on transportation and circulation includes future traffic volumes and level of service (LOS), but it does not include the data and methodology used to develop future traffic volumes and LOS; this substantiation needs to be included in the document. Caltrans requested this data from the traffic consultant, DKS Associates; unfortunately the data sent to Caltrans was for models used for the alternatives analysis and not those used for the DEIR.

3-1

Caltrans would like to the opportunity to review the DEIR traffic models used in the development of the traffic volumes. The review of the future volumes numbers that were provided in the DEIR tables, lead Caltrans to be concerned that in some segments the traffic models are using incorrect assumptions, leading to incorrect future volumes, which will in turn lead to incorrect impact and mitigation determinations. For example, the volumes on State Route (SR) 99 near Garden Highway show a significant drop in volumes. This is inconsistent with Caltrans forecasts. In addition, the volumes on SR 20 between Yuba City and Marysville, and then on south on SR 70, cannot be accommodated by the 4-lane E Street bridge. Also, Caltrans would expect the north/south volumes on SR 70 and SR 99 to be more equitably distributed than shown in the alternatives analysis models, we are concerned that these distributions may have been carried over to the DEIR numbers and analysis.

3-3

3-4

Mr. Steve Geiger October 25, 2010 Page 2 of 4

Specific Comments for the Circulation Element of the DEIR

- Pg. 6.14-1 to 6.14-2 states "Information referenced to prepare this section is based on (TBR, SACOG, TCR)" this section should also reference the SR 99 Corridor System Management Plan (CSMP), which includes highway segments through Sutter County that are not included in the SR 99 Transportation Corridor Concept Report (TCCR).
- 2. Pg. 6.14-5 Table 6.14-1 this table does not correspond with the information in the TCCRs for State Routes. Some of the State Routes through Sutter County are two- or four- lane conventional highways. In addition, the segment of freeway on SR 99 through Sutter County, is from State Route 20 to just north of Eager Road, not from the Sacramento County line to SR 70/20 to north of Eager Road. This statement should be corrected.
- 3. Pg. 6.14-13, Table 6.14-7 volumes are incorrect as indicated for Table 3.2-7 of the Technical Background Report. Analysis of future volumes developed with incorrect base volumes may not reflect impacts correctly.
- 4. Pg. 6.14-25, Table 6.14-11 Roadway Segment Levels of Service-Adjusted 2030 Buildout - SR 20 from George Washington Blvd. to Yuba City limits should be deleted. The Yuba City limits begin prior to George Washington Blvd. For the purpose of this document, it was determined that George Washington Blvd. would represent the Yuba City limits.
- 5. Pg. 6.14-25, Table 6.14-11 2009 Existing Volume column, refer to comment #4 of the Technical Background report regarding errors in existing volumes. These errors were carried over into the DEIR.

Specific Comments for Chapter 6 (Mobility) of the General Plan

- 1. Pg. 6-3 Freeways and Expressways this section should include a statement of the purpose and intent of State Routes—to serve regional and interregional travel.
- 2. Pg. 6-6, Table 6-2 The number of lanes for SR 20 under 2030 # of Lanes should be 2 lanes for both segments.
- Pg. 6-10 M2.2 Right-of-Way the County should ensure adequate right-of-way is
 preserved and protected for future and expanded SHS projects and facilities; in addition
 to ensuring that new development projects do not encroach on future SHS projects. This
 should be reflected in a policy statement.

Mr. Steve Geiger October 25, 2010 Page 3 of 4

- As part of the circulation network, operation and improvements to the SHS are a shared responsibility between the County and Caltrans. This should be reflected in a policy statement.
- 5. A Nexus study should be prepared for those portions of the County where development is planned, so that a Traffic Impact Mitigation Fee (TIMF) program can be developed and implemented in the County. These actions will set-up a fair and equitable mechanism to assess and collect TIMFs from all local projects that require mitigation. Caltrans is available to assist the County through this process.

6. An access management policy should be added to the General Plan to control access to the SHS, to limit conflict and maintain the operational integrity of the SHS.

Specific Comments for the Technical Background Report

- Pg. 3.2-6, Freeways SR 99 reads "...as a four-lane facility with interchanges at Queens Avenue, Pease Road, and Eager Road." There is no interchange at Pease Road, this statement should be revised.
- 2. Pg. 3.2-6, Regional Highways SR 70 "is a two-lane roadway which extends from..." SR 70 is a two- and four- lane highway, this statement should be revised.
- 3. Pg. 3.2-15 references SR 99 and SR 20 Route Concept Reports and states they are currently being updated by Caltrans. The SR 99 TCCR was completed in August 2010, and the SR 20 TCCR was completed in May 2009. In addition, the SR 70 TCCR was updated in December 2009. These reports should be consulted to ensure accuracy. These reports are available at the following link:
 http://www.dot.ca.gov/dist3/departments/planning/systemplanning.html
- 4. Pg. 3.2-16, Table 3.2-7, Existing Operating Conditions on State Highway Segments this table has several inaccuracies in the reported volumes:
 - a. SR 70 between Junction SR 99 and Nicolaus Ave. should be 17,200
 - b. SR 70 between Nicolaus Ave. and the Yuba County line should be 17,800
 - c. SR 99 between Lincoln Road and Franklin Road should be 32,500
 - d. SR 99 between Bridge Street and Junction SR 20 should be 34,000
 - e. SR 99 between Junction SR 20 and Queens Ave. should be 21,800

3-8 (cont.)

Mr. Steve Geiger October 25, 2010 Page 4 of 4

5. Pg. 3.2-23, Future Planned Roadway Improvements, Caltrans - sections for SR 20, SR 70 and SR 99 should be updated with most current project information from the updated TCCRs.

If you have questions or need additional information, please contact Sukhi Johal, at (530) 740-4843 or sukhi johal@dot.ca.gov.

Sincerely,

MIKE BARTLETT, Chief

Office of Transportation Planning - North

LETTER 3: MIKE BARTLETT, CHIEF, CALTRANS

Response to Comment 3-1

The comment notes that Caltrans requested the data and methodology relied upon for preparation of the Draft EIR traffic analysis be provided to Caltrans. The data for the traffic models used to prepare the alternatives analysis was emailed to Caltrans on October 10, 2010, followed up by the data for the traffic models used for the Draft EIR analysis on October 20, 2010, including data for the 2030 Full Buildout Scenario and the corresponding 2009 existing conditions data. Information, including information on future traffic volumes and roadway levels of service thresholds and methodologies, are contained in the September 2009 Land Use Alternatives Analysis. This report is available for review on the County's website at (http://www.co.sutter.ca.us/pdf/cs/ps/gp/documents/20090205_study_session/Attachment_1-Background_Considerations_Summary.pdf).

As noted on pages 16 and 17 of Appendix C to the Alternatives Analysis (see above) the Future Traffic Forecasting Methodology includes the following:

The primary tool used to forecast travel demand for the Sutter County General Plan update was the SACOG's Sacramento Metropolitan Travel Demand Model (SACMET). The SACMET model is the primary travel forecasting tool for the Sacramento region. SACMET, like most regional travel models in the U.S., involves the following four sub-models: 1. Trip Generation. This sub-model translates land use quantities and household demographics in each "travel analysis zone" (TAZ) into person trip ends by trip purpose using trip generation rates for each land use variable. 2. Trip Distribution. This sub-model is used to forecast the number of trips from a particular zone to each other zone, in each trip purpose. The distribution is based on the number of person trip ends generated for each of the two zones, and on factors that relate the likelihood of travel between any two zones to the travel time (or cost) between the two zones. 3. Mode Choice. This sub-model estimates the proportions of the total person trips which use available modes for travel between each pair of zones. Separate sub-models apply to each trip purpose. 4. Trip Assignment. In this sub-model, an origin/destination trip table is developed to reflect transit person or vehicle person trips from one zone to another for the analysis period (e.g., daily, peak period or peak hour). SACMET was utilized for preparation of the Sacramento Metropolitan Transportation Plan (MTP). The MTP is the financiallyconstrained, long-range-transportation-planning document for the Sacramento region. SACMET is utilized to provide vehicle activity input data for the region's air quality conformity analyses, which are required for each MTP update, as well as for significant transportation program document updates and revisions. SACOG supports a SACMET Technical Advisory Committee, which meets periodically to

provide input, comment on proposed changes, and review the results of changes and refinements made to SACMET. SACMET is also provided to bona fide university analysts for use in transportation research projects. Prior to using the SACMET model for travel forecasting traffic volumes for the Sutter County General Plan update, some refinements in and around the Sutter County sub region were performed to improve the model's reliability in and near Sutter County. These model refinements included splitting some of the TAZ's within Sutter County to better replicate trip origin and destinations. The original SACMET model contained 1,433 TAZ, regionally. After TAZ splitting, the updated model had 1,618 TAZ's. Notably, the TAZs in the Sutter Pointe area were split to match the TAZ system used for the Sutter Pointe Specific Plan work effort. A few of the larger rural TAZs were split to more evenly load traffic onto low volume rural roadways.

Response to Comment 3-2

As noted in Response to Comment 3-1 above, data for the traffic models used for the Draft EIR analysis were emailed to Caltrans on October 20, 2010, including the data for the 2030 Full Buildout Scenario and the corresponding 2009 existing conditions data.

The commenter states the traffic volumes on State Route (SR) 99 show a significant drop in volume near Garden Highway. Tables 6.14-11 and 6.14-13 on pages 6.14-28 and 6.14-38 show traffic volume decrease along SR 99 near Garden Highway between the 2030 No Project and 2030 General Plan Adjusted Buildout conditions, and between 2030 No Project and 2030 Full Buildout conditions. As shown on Table 6.14-11, daily volumes on SR 99 between Junction 70 and Garden Highway increase by 47 percent from 16,200 vehicles under 2009 conditions to 23,850 under 2030 No Project Conditions and by 28 percent to 20,790 vehicles under General Plan Adjusted Buildout conditions. Table 6.4-11 shows daily traffic volume increases on SR 99 between Garden Highway and Sacramento Avenue by 42 percent from 17,400 under 2009 conditions to 24,710 under 2030 No Project Conditions and by 29 percent to 22,440 under General Plan Adjusted Buildout conditions. As stated on page 6.14-22 of the Draft EIR, land use assumptions for the No Project conditions are based on the county's current 1996 General Plan, while the proposed General Plan is based on the land use and transportation networks included in the plan. While the overall number of households and employment projections under either the 2030 No Project and 2030 General Plan Adjusted Buildout scenarios are similar, there are significant differences in land use type and distributional patterns between the two scenarios. A review of the link plots suggests under the Adjusted Buildout and Full Buildout scenarios the higher number of trips remain internal within the county, resulting in fewer trips on the periphery of the county.

While volumes on SR 20 between Sutter Street and 14th Street are within capacity at LOS C, contrary to the comment, a review of projected traffic volumes on the SR 70 E Street Bridge

south of 1st Street show the bridge is over capacity at LOS F. The volumes along this segment are projected to be high primarily due to land uses assumed outside of unincorporated Sutter County, independent of the proposed project. While the volumes shown are over the daily capacity thresholds used in this study for a four lane freeway (67,400), the over capacity conditions reflect additional congestion and peak spreading that would likely occur in the cumulative scenario.

The data and assumptions that the EIR relied on for the traffic analysis are adequate and would not significantly change assuming the new Caltrans forecasts. The findings and mitigation measures would not change and are adequate for a program level analysis.

Response to Comment 3-3

The comment notes that the SR 99 Corridor System Management Plan (CSMP) includes highway segments through Sutter County that are not included in the SR 99 Transportation Corridor Concept Report (TCCR). The information was referenced during preparation of the traffic analysis, but was inadvertently omitted from the references. To address this concern, the following text will be added to page 6.14-2 of the Draft EIR to include the CSMP:

... prepared by Caltrans for area state highways and the State Route 99 Corridor System Management Plan (CSMP). The TBR is available electronically on the County's website (http://www.co.sutter.ca.us/pdf/cs/ps/gp/tbr/tbr.pdf) and on CD at the back of this document.

Response to Comment 3-4

In response to the comment, Table 6.14-1 on page 6.14-5 has been revised to correctly represent the functional classification of the roadways that traverse through Sutter County. Please see Chapter 2, Summary of Changes to the Draft EIR for corrections made to Table 6.14-1.

In addition, the following note will be added to Table 6.14-1 to reflect the requested change.

1. Freeway: SR 99 through Sutter County is from SR 20 to just north of Eager Road.

Response to Comment 3-5

The Technical Background Report (TBR) was prepared to establish the existing conditions in the base year of 2007, when the General Plan process began. The TBR is an optional document (not required under state planning law) that is used to establish the foundation for crafting general plan goals and policies and will not be formally adopted by the County. The TBR is also used to assist in preparing the existing conditions or setting section of each technical section in the EIR and is incorporated by reference in the EIR. During preparation

of the EIR, information from the TBR was referenced and updated, as necessary. The changes requested to the TBR by the commenter will be reflected, if necessary, in the setting portion of Section 6.14, Transportation and Circulation.

As noted in Table 3.2-7 in the TBR (and Table 6.14-7 in the Draft EIR), the count source for state routes was the Caltrans Traffic and Vehicle Data Systems Unit web page (2006 counts). Since that time, the volumes have decreased on some roadways and increased on other roadways. In both cases, the volume changes are less than 10 percent. The change in volumes either result in a roadway segment LOS remaining A, or degrading from B to C. The updated volumes do not change the LOS to below acceptable levels or change any of the conclusions of the traffic analysis.

Please see Chapter 2, Summary of Changes to the Draft EIR, for corrections, edits, and changes to the text of the Draft EIR.

Response to Comment 3-6

To address the updated information from the commenter, Table 6.14-11 was revised to delete the segment of SR 20 between George Washington Boulevard and the Yuba City city limits. Please see Chapter 2, Summary of Changes to the Draft EIR for the complete text change to Table 6.14-11.

Response to Comment 3-7

Please see Responses to Comments 3-5 and 3-6, above that addresses comments on information included in the TBR and specifically addresses Table 6.14-11.

Response to Comment 3-8

This is a comment on the draft Sutter County General Plan and not on the adequacy of the analysis in the Draft EIR. There is no requirement under California planning law that requires responses be provided to public comments on a draft General Plan document. However, County staff is reviewing all comments received on the draft General Plan and will make the appropriate corrections, as necessary. In general, the County has the following responses to the concerns raised.

The commenter requests revisions to Table 6-1 (Functional Classification Description) and Table 6-2 (Planned Roadway Improvements) in the draft General Plan. These revisions have been made and are reflected in the General Plan.

In addition, the commenter requests General Plan Policy M 2.2 Right-of-Way should be revised to ensure adequate right-of-way is preserved and protected for future and expanded State highway system projects and facilities, and new development does not

encroach on future State highway system projects. Policy M 2.12 Major Highway Projects addresses this request.

The commenter requests a new General Plan policy be included that addresses the shared responsibility between the County and Caltrans to operate and improve the State highway system. It should be noted Policies M 2.10 Agency Coordination, M 2.11 State Highways, and M 2.12 Major Highway Projects in the Mobility Element of the draft General Plan address this concern.

The commenter also requests that a new policy be added to the General Plan that requires a nexus study be prepared for new development such that a traffic impact mitigation fee program can be developed. It should be noted that Implementation Program M 2-F of the Mobility Element supports this approach.

Finally, the commenter requests that a new policy be included in the General Plan that controls access to, limit conflict to, and maintain the operational integrity of the State highway system. Policy M 2.4 Intersection and Driveway Spacing addresses this request. Additionally, any new or modified access to the State highway system would require an encroachment permit from Caltrans and would be subject to the County's development review process.

Please see Chapter 2, Summary of Changes to the Draft EIR, for corrections, edits, and changes to the text of the Draft EIR.

Response to Comment 3-9

The Technical Background Report (TBR) was prepared to establish the existing conditions in the base year of 2007, when the General Plan process began. The TBR is an optional document (not required under state planning law) that is used to establish the foundation for crafting general plan goals and policies and will not be formally adopted by the County. The TBR is also used to assist in preparing the existing conditions or setting section of each technical section in the EIR. During preparation of the EIR, information from the TBR was referenced and updated, as necessary. The changes requested to the TBR by the commenter will be reflected, if necessary, in the setting portion of Section 6.14, Transportation and Circulation. The information provided by the commenter does not change the results of the significance findings included in the traffic section of the EIR. Please see Response to Comment 3-5.

Please see Chapter 2, Summary of Changes to the Draft EIR, for corrections, edits, and changes to the text of the Draft EIR.

NATIVE AMERICAN HERITAGE COMMISSION

915 CAPITOL MALL, ROOM 364 SACRAMENTO, CA 95814 (916) 653-4082 (916) 657-5390 - Fax





September 27, 2010

Steve Geiger Sutter County 1130 Civic Center Blvd., Suite A Yuba City, CA 95993

RE:

SCH# 2010032074 Sutter County General Plan Draft EIR; Sutter County.

Dear Mr. Geiger:

The Native American Heritage Commission (NAHC) has reviewed the Notice of Completion (NOC) referenced above. The California Environmental Quality Act (CEQA) states that any project that causes a substantial adverse change in the significance of an historical resource, which includes archeological resources, is a significant effect requiring the preparation of an EIR (CEQA Guidelines 15064(b)). To comply with this provision the lead agency is required to assess whether the project will have an adverse impact on historical resources within the area of project effect (APE), and if so to mitigate that effect. To adequately assess and mitigate project-related impacts to archaeological resources, the NAHC recommends the following actions:

- ✓ Contact the appropriate regional archaeological Information Center for a record search. The record search will determine:
 - If a part or all of the area of project effect (APE) has been previously surveyed for cultural resources.
 - If any known cultural resources have already been recorded on or adjacent to the APE.
 - If the probability is low, moderate, or high that cultural resources are located in the APE.
 - If a survey is required to determine whether previously unrecorded cultural resources are present.
- If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
 - The final report containing site forms, site significance, and mitigation measurers should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure.
 - The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological Information Center.
- Contact the Native American Heritage Commission for:
 - A Sacred Lands File Check. <u>USGS 7.5 minute quadrangle name, township, range and section required.</u>
 - A list of appropriate Native American contacts for consultation concerning the project site and to assist in the mitigation measures. Native American Contacts List attached.
- Lack of surface evidence of archeological resources does not preclude their subsurface existence.
 - Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) §15064.5(f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.
 - Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.
 - Lead agencies should include provisions for discovery of Native American human remains in their mitigation plan. Health and Safety Code §7050.5, CEQA §15064.5(e), and Public Resources Code §5097.98 mandates the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

Sincoroly

Katy Sanchez Program Analyst (916) 653-4040

cc: State Clearinghouse

Native American Contact List Sutter County September 27, 2010

Mechoopda Indian Tribe of Chico Rancheria Dennis É. Ramirez, Chairperson

125 Mission Ranch Blvd

Mechoopda Maidu Concow

Chico CA 95926 dramirez@mechoopda-

(530) 899-8922 ext 215

(530) 899-8517 - Fax

Enterprise Rancheria of Maidu Indians Glenda Nelson, Chairperson

3690 Olive Hwy

Maidu

Oroville

, CA 95966

eranch@cncnet.com

(530) 532-9214

(530) 532-1768 FAX

Mechoopda Indian Tribe of Chico Rancheria Paula Cuddeford, Tribal Administrator

125 Mission Ranch Blvd

Mechoopda Maidu Concow

Chico , CA 95926 pcuddeford@mechoopda-

(530) 899-8922 ext-209

Fax: (530) 899-8517

Mechoopda Indian Tribe of Chico Rancheria Mike DeSpain, Director - OEPP

125 Mission Ranch Blvd

Mechoopda Maidu

Chico

, CA 95926

Concow

mdespain@mechoopda-nsn.

(530) 899-8922 ext 219

(530) 899-8517 - Fax

Strawberry Valley Rancheria Cathy Bishop, Chairperson

PO Box 667 Marvsville

, CA 95901

Maidu Miwok

catfrmsac2@yahoo.com

916-501-2482

Enterprise Rancheria of Maidu Indians Art Angle, Vice Chairperson Maidu

3690 Olive Hwy

Oroville , CA 95966

eranch@cncnet.com

(530) 532-9214

(530) 532-1768 FAX

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH# 2010032074 Sutter County General Plan Draft EIR: Sutter County.

LETTER 4: KATY SANCHEZ, PROGRAM ANALYST, NATIVE AMERICAN HERITAGE COMMISSION

Response to Comment 4-1

The comment is requesting that specific actions be taken to prepare the cultural resources analysis in the EIR. The cultural resources evaluation for the project included a confidential records search at the Northeast Information Center. The Native American Heritage Commission (NAHC) sent a letter to Sutter County in response to the Notice of Preparation that included recommendations for assessing and mitigating adverse effects to archaeological resources.

Impacts 6.7-1 and 6.7-2 in the Draft EIR evaluate the potential for discovering historic and archaeological resources, including those associated with Native Americans. The Sutter County General Plan includes proposed goals, policies, and implementation programs that are consistent with NAHC recommendations to identify, evaluate and mitigate adverse effects to archaeological resources. As described on page 6.7-17 in the Draft EIR, the proposed General Plan goals, policies, and implementation programs would ensure that development activities resulting from implementation of the General Plan would undergo rigorous review to determine impacts on archaeological resources in accordance with CEQA and would encourage the avoidance of significant impacts through explicitly defined actions. Specifically, policy ER 8.1 requires the identification of cultural resources, which include prehistoric, historic, and archeological resources, throughout the county to provide adequate protection of these resources. Policy ER 8.2 ensures the preservation of significant cultural resources, including those recognized at the national, state, and local levels. If cultural resources are discovered, the resource shall be examined by a qualified archaeologist to determine its significance and develop appropriate protection and preservation measures. These policies and their associated Implementation Programs are consistent with the approach outlined in the comment letter to identify and protect cultural resources.

In addition, Sutter County is in compliance with the tribal consultation requirements of Senate Bill (SB) 18, which requires cities and counties to contact and consult with California Native American tribes prior to amending or adopting a general plan or specific plan, or designating land as open space. The intent of SB 18 is to provide California Native American tribes an opportunity to participate in local land use decisions at an early planning stage for the purpose of protecting or mitigating impacts to cultural places.

State of California-The Natural Resources Agency DEPARTMENT OF FISH AND GAME

North Central Region 1701 Nimbus Road, Suite A Rancho Cordova, CA 95670 (916) 358-2900 http://www.dfg.ca.gov

October 28, 2010

Steve Geiger Sutter County 1130 Civic Center Blvd., Suite A Yuba City, CA 95993 FAX (530) 822-7109

Subject: Sutter County General Plan Draft Environmental Impact Report

Dear Mr. Geiger:

The California Department of Fish and Game (DFG) has reviewed the Sutter County General Plan Draft Environmental Impact Report (DEIR). The Sutter County General Plan (proposed project) establishes several land use designations that include residential, commercial, industrial, mixed use, and agricultural use to be used through the year 2030. The proposed project establishes policies to accommodate an additional 6,200 dwelling units, 10,000 new jobs and 18,000 new residents to the unincorporated areas of the county by the year 2030.

The DFG recommends that the DEIR more clearly describe the potential biological resource impacts within the Rural Growth Areas (RGAs) designated in the General Plan. The document states that the analysis of biological resource impacts was conducted by comparing "the potential effects related to growth occurring as part of the proposed General Plan" to a baseline of "countywide GIS vegetation data". The results of this comparison are not described. Furthermore, a comparison of the growth areas as shown in Figure 3-1 of the General Plan with the GIS depiction of "habitat areas" in Figure 6.4-1 does not depict the habitat types present in the Sutter Buttes, part of which fall within the Sutter RGA, and which may include important and unique habitats. Similarly, the East Nicolaus RGA is adjacent to known Swainson's hawk nests and contains foraging habitat, but this is not specifically addressed within the DEIR.

Full buildout of the General Plan, including the Rural Growth Areas, may have a significant effect on the environment. Goals ER 1 through ER 4, along with their associated policies, include key legal and policy steps toward reducing environmental impacts of development. For example, Policy ER 1.5 would require discretionary development proposals to conduct biological resource assessments and identify appropriate avoidance and mitigation measures. However, because such biological assessments have not yet been conducted, the resources within the RGAs and other areas designated for development are not fully known, and mitigation measures are not developed. Potential for significance depends upon the development proposals themselves, the resources present in the project area, and the mitigation measures developed.

5-1

5-2

5-5

5-6

Mr. Geiger 2 October 28, 2010

The biological resources assessment should also include an assessment of any biological resource impacts related to drainage and flood control improvements that are a reasonably foreseeable result of full buildout of the General Plan.

The Land Use element of the General Plan should identify areas within Sutter County that have been designated for the preservation and protection of endangered, threatened or candidate species. This includes the conservation areas of the Natomas Basin Habitat Conservation Plan, as well as conservation and mitigation banks and other areas set aside for the protection of such species (see State of California General Plan Guidelines, Governor's Office of Planning and Research, 2003). Identification of such areas will be key to addressing any impacts of full buildout of the General Plan.

Page 6.5-31 of the DEIR references a Figure 6.5-3 as showing the boundaries of the proposed Yuba/Sutter Habitat Conservation Plan/Natural Communities Conservation Plan (YSHCP/NCCP). Similarly, page 6.5-28 references Figure 6.5-3 as depicting the Natomas Basin HCP area. Figure 6.5-3 appears to have been omitted from the document. We recommend that boundaries of both plans be included in both the DEIR and the General Plan.

Thank you for the opportunity to review this DEIR. The DFG requests written notification of proposed actions and pending decisions regarding this project, pursuant to Public Resources Code Sections 21092 and 21092.2. Written notifications should be directed to this office.

If the DFG can be of further assistance, please contact me at (916) 358-2919, or Julie Newman, Staff Environmental Scientist, at (530) 283-6866.

Sincerely

Jeff Drongesen

Acting Environmental Program Manager

attachment

ec: Jeff Drongesen

Julie Newman Kelley Barker Stuart Itoga

Tracy McReynolds

Dale Whitmore

Department of Fish and Game

From:

Julie Newman

To: Date: sgeiger@co.sutter.ca.us 10/14/2010 11:50 AM

Subject:

Request for time extension

Steve,

The California Department of Fish and Game would like to respectfully request a one-week extension of time to submit comments on the Draft Sutter County General Plan and Draft EIR to Monday, November 1 at 5:00 p.m., pursuant to the provisions in CEQA Guidelines Section 15207.

Sincerely,

Julie C. Newman
Staff Environmental Scientist
Resource Conservation Services (Plumas, Sierra, Yuba & Sutter Cos.)
Calif. Dept. of Fish and Game Region 2
P.O. Box 419
Quincy, CA 95971

(530) 283-6866 Mobile: (530) 520-3052 FAX (530) 283-2938

Letter 5: Jeff Drongesen, Acting environmental Program Manager California Department of Fish and Game

Response to Comment 5-1

The commenter requests a clearer description of how potential impacts on biological resources were analyzed in the Rural Growth Areas (RGA), and requests information be provided that explains the approach used to compare the effects of growth occurring as part of the proposed general plan to the existing countywide GIS vegetation data.

To analyze biological impacts associated with future implementation of the General Plan, the Draft EIR compared future areas proposed for growth or RGA's to existing conditions. As stated on page 6.5-31:

"The potential effects related to growth occurring as part of the proposed General Plan were compared to the environmental baseline conditions (i.e., existing conditions) to determine impacts to any special-status species. These baseline conditions were determined using the countywide GIS vegetation data overlain on vacant lands designated for new growth."

A countywide GIS vegetation type layer, provided by Sutter County, was overlaid on a map of proposed future growth areas described as a part of the General Plan. The resulting map was examined for areas where proposed growth under the General Plan overlaps potential habitat for any of the species identified in the CNDDB, USFWS and CNPS database queries (shown in Table 6.5-1 and Appendix D of the Draft EIR). Where growth areas overlap potential habitat for special-status species, it was determined that impacts to those resources could occur. Since this is a programmatic level document, it is not yet known the location and footprint of future development that could occur in these rural growth areas. These impacts are therefore addressed in general terms in this document. Actual impacts on these resources would not be known until specific projects are proposed and analyzed through their own environmental review process pursuant to CEQA.

Response to Comment 5-2

The commenter states that the growth area for the Sutter RGA in Figure 6.5-1 in the Draft EIR does not include habitat types present within the Sutter Buttes. All of the habitat types in and around the Sutter Buttes were included on Figure 6.5-1, with the exception of a small area where land is designated for development. Therefore, Figure 6.5-1 has been revised to include the habitat types within the small area adjacent to the Sutter Buttes. Please see Chapter 2, Summary of Changes to the Draft EIR for a copy of the revised figure.

The commenter also states that the Draft EIR does not address foraging habitat in the East Nicolaus RGA. The East Nicolaus RGA supports different habitat types, including but not limited to, riparian, agricultural (i.e., irrigated pasture, rice fields, etc.), and annual grassland habitat. In all of these habitat descriptions (see pages 6.5-2 through 6.5-7 of the Draft EIR) it is stated that these habitat types support Swainson's hawk nesting and/or foraging habitat.

Response to Comment 5-3

The commenter notes that additional biological surveys and assessments would need to be conducted when the County receives an application for development. The Sutter County Draft EIR is a programmatic document, and the extent of future development is not known at this time. The commenter is correct in noting that compliance with proposed General Plan goals and policies would require future development projects to evaluate potential impacts to biological resources and identify feasible mitigation measures.

Response to Comment 5-4

The commenter notes that Policy ER 1.5 requires discretionary development proposals to conduct biological resources assessments. The commenter recommends that such assessments also include an evaluation of biological resources impacts related to drainage and flood control improvements that could be associated with buildout of the General Plan.

Generally, flood protection improvements typically require the removal of all vegetation on either side of the levee (if present) or require the building of levees at the river bank. Construction typically requires the removal of trees, shrubs and understory vegetation, which could impact not only common wildlife and plant species, but also special-status species. The loss of riparian habitat not only affects ground dwelling wildlife, but has also been linked to impacts to riverine species (i.e. salmonids, turtles, etc.). Local drainage improvements, which could involve channel modification, could have similar environmental effects, including effects on aquatic species.

The potential impacts on biological resources associated with drainage and flood control improvements would depend on the location and extent of necessary improvements relative to a specific discretionary development location. At the programmatic level of this Draft EIR, these locations are not known. However, the biological resources impacts included in the Draft EIR do address the types and extent of possible impacts that could occur with buildout of the General Plan. At the time an application is submitted for development and the environmental analysis pursuant to CEQA is prepared, the biological resources assessment would have to consider the potential environmental impacts of flood control and drainage improvements that would be needed for that specific project. Additionally, it should be noted that under current law, for those locations within a Special

Flood Hazard Zone, the County cannot enter into a development agreement for any property, approve a discretionary permit or entitlement for a new residence, or approve a tentative map unless: (1) the location is protected by a state project that meets current requirements, (2) the county has imposed conditions on development that will protect the project to necessary level of flood protection; or (3) the local flood management agency has made progress towards achieving the necessary flood protection standard.

On a more regional scale, state and local flood control and drainage improvements are separate projects and independent from implementation of the General Plan. Such projects could be used to protect new development subject to discretionary action by the County. Flood control and levee improvements are required by the federal government in order to bring the levee system up to national flood control standards, and such projects would be implemented regardless of whether the General Plan is approved. Furthermore, these projects are state and/or federally sponsored projects and have to undergo their own environmental review under CEQA and/or NEPA at the discretion of the state or federal agency overseeing the project. For example, as noted in the Draft EIR, the Sutter Butte Flood Control Agency (SBFCA) is planning to improve 44 miles of levees along the west side of the Feather River. Detailed engineering work is already underway for this project, and environmental review (with SBFCA as lead agency) is expected to be complete in 2012. Similarly, for the Sutter Pointe Specific Plan area, flood control improvements for the Natomas Basin are under the jurisdiction of the Sacramento Area Flood Control Agency (SAFCA), which is conducting environmental review for those projects.

Response to Comment 5-5

This is a comment on the draft Sutter County General Plan and not on the adequacy of the analysis in the Draft EIR. There is no requirement under California planning law that requires responses be provided to public comments on a draft General Plan document. However, County staff is reviewing all comments received on the draft General Plan and will make the appropriate corrections, as necessary. In general, the County has the following responses to the concerns raised.

The commenter requests that the draft General Plan identify areas within the county that have been designated for the preservation and protection of endangered, threatened or candidate species, as well as the conservation areas of the Natomas Basin Habitat Conservation Plan and other mitigation areas. Where known, these areas are designated as Open Space under Figure A1-1 (Countywide Land Use Diagram) in the draft General Plan and Figure 3-3 in the Draft EIR. It should be noted that there are mitigation lands created by the federal government, State government, and private landowners throughout the county that have not received approval from the County – either through approval of a

development agreement or a General Plan Amendment to Open Space; therefore, these lands are not mapped in the General Plan because their locations are not known.

The boundaries of the Yuba-Sutter Natural Communities Conservation Plan/Habitat Conservation Plan and the Natomas Basin Habitat Conservation Plan are included on Figure 6.5-3 that was inadvertently omitted from the Draft EIR (see Response to Comment 5-6, below). The Natomas Basin Habitat Conservation Plan includes preserve areas located just south of the Cross Canal in the southern portion of the county. The Natomas Basin Conservancy habitat lands predate the current requirement for a development agreement, but did get Board of Supervisors approval of "Site Specific Mitigation Plans" in 2001. This became the model for the County's current "Development Agreement for Agricultural Conversion to Habitat" process. The County Zoning Code was changed in 2002 to allow the Development Agreement as an option to a General Plan Amendment.

Response to Comment 5-6

The commenter correctly notes that Figure 6.5-3 was omitted from the Draft EIR. Figure 6.5-3 was mistakenly omitted from the Draft EIR and has been provided in Chapter 2, Summary of Changes to the Draft EIR. Please see Chapter 2 for a copy of Figure 6.5-3.



COUNTY OF PLACER

Community Development/Resource Agency

Michael J. Johnson, AICP Agency Director **PLANNING**

October 25, 2010

Steve Geiger, Principal Planner Sutter County Community Services 1130 Civic Center Blvd., Suite A Yuba City, CA 95993

Subject: Comments on the Sutter County 2030 General Plan Update Draft EIR

Dear Mr. Geiger,

Thank you for the opportunity to provide comments on the Draft Environmental Impact Report (DEIR) for the Sutter County 2030 General Plan Update. Placer County wishes to reiterate comments made during the Notice of Preparation scoping period; specifically that Placer County desires to participate as a coordinating partner in the conservation planning efforts of the Yuba-Sutter Natural Community Conservation Plan/Habitat Conservation Plan. To that end, Placer County requests that the Sutter County 2030 General Plan Environmental Resources Element includes policy language stating that Sutter County will provide Placer County advance notice of preparation of the Yuba-Sutter NCCP/HCP and invite Placer County to participate as a regional planning partner in the NCCP/HCP.

6-2

6-1

As you know, our conservation planning effort, the Placer County Conservation Plan, abuts Sutter County for the entire length of the Sutter County/Placer County border. There exists the potential for species recovery efforts, including habitat restoration, to be of mutual benefit to our respective conservation efforts, particularly in the Coon Creek watershed.

6-3

Placer County also expresses its full support for comments submitted by Celia McAdam, Executive Director of the South Placer Regional Transportation Authority, that the DEIR needs to be expanded to include maps detailing the precise alignment of the Placer Parkway corridor, to include policies and implementation measures in the General Plan to ensure corridor protection, to include provisions in the General Plan for corridor buffers, and to include implementation measures for the Placer Parkway.

If you have any questions or wish to discuss any of these issues further, I can be reached directly at (530)745-3016.

Sincerely,

Loren Clark

Assistant Director & Acting Environmental Coordinator

Lower E. Cark

Community Development Resource Agency

Steve Geiger October 25, 2010 Page Two

cc: Supervisor Rockholm, District 1 Supervisor
Supervisor Weygandt, District 2 Supervisor
Thomas Miller, Chief Executive Officer
Michael Johnson, Agency Director
Paul Thompson, Deputy Director, Planning Services Division
Wes Zicker, Director Department of Engineering and Surveying
Andrew Gaber, Department of Public Works Transportation
Phil Frantz, Department of Engineering and Surveying
Stan Tidman, Placer County Transportation Planning Agency
Maywan Krach, Environmental Coordination Services

Letter 6: Loren E. Clark, Assistant Director & Acting environmental Coordinator, County of Placer Community Development Resource Agency

Response to Comment 6-1

The comment is requesting that Sutter County include Placer County as a coordinating partner in the ongoing conservation planning efforts of the Yuba-Sutter Natural Communities Conservation Plan/Habitat Conservation Plan (NCCP/HCP) process. Placer County will be notified of the release of a Notice of Preparation for the preparation of the Yuba-Sutter NCCP/HCP Environmental Impact Report, pursuant to the California Environmental Quality Act process.

This is a comment on the draft Sutter County General Plan and not on the adequacy of the analysis in the Draft EIR. There is no requirement under California planning law that requires responses be provided to public comments on a draft General Plan document. However, County staff is reviewing all comments received on the draft General Plan and will make the appropriate corrections, as necessary.

Response to Comment 6-2

The comment regarding the potential for both counties to work together to address larger region-wide habitat conservation efforts is noted. Please see Response to Comment 6-1, above.

Response to Comment 6-3

Please see responses to Comment Letter 7 and Comment Letter 9 in regards to Placer Parkway.



COUNTY OF PLACER

Community Development Resource Agency

ENGINEERING & SURVEYING

MEMORANDUM

TO: MAYWAN KRACH, ECS DATE: OCTOBER 25, 2010

FROM: PHILLIP A. FRANTZ, ESD ~ ENGINEERING & SURVEYING DEPARTMENT

SUBJECT: DEIR: SUTTER COUNTY 2030 GENERAL PLAN UPDATE

We have completed our review of the above referenced project and offer the following comments.

1. Section 2, Mobility Draft Policies:

Policies 2.B-6 and 7 Mitigation by New Development and Regional Improvements, should have similar language to Policy 2.B-9 whereby new development projects within Sutter County shall be required to analyze and fully mitigate their impacts to local roadways within other jurisdictions through construction of improvements and/or fair share payments as negotiated with neighboring jurisdictions. As written, Sutter County would not require new development within Sutter County to identify and fully mitigate all impacts within neighboring jurisdictions.

2. Section 6.14 Transportation and Circulation

Under Standards of Significance, Placer County Roadways (page 6.14-36) it lists three bullet points of which only the first is correct. The second bullet point states an increase in the volume to capacity ratio of one percent which is neither correct, nor a current or proposed standard. The Dry Creek area currently has two different standards. For the area covered by the Placer Vineyards Specific Plan, the increase is 0.05 in the volume to capacity ratio. For the remaining area covered by the existing Dry Creek West Placer Community Plan, any change is considered an impact. Placer County is currently processing an update to the Community Plan Transportation Element which contains the provision for the threshold of the 0.05 increase in the volume to capacity ratio to apply over the entire community plan area, but this policy has not yet been adopted.

The third bullet point states that "cause or exacerbate LOS E or worse conditions on roadways within or on the boundary of the Placer Vineyards Specific Plan ..." which is incorrect. The Placer Vineyards Specific Plan calls for roadways within the project and on it's boundaries to maintain a LOS of D or better (Placer Vineyards Specific Plan Policy 5.1). Placer County is currently not proposing to change this Policy. The standard within the remaining area in the Dry Creek Community Plan area is LOS C.

Sutter County should rerun the traffic analysis utilizing the proper Standards of Significance for roadways within Placer County to determine impacts and appropriate mitigations.

3. Placer Parkway

The DEIR shows a very schematic location for the Placer Parkway on Figures 6.14-1 and -2, but neither Legend includes a specific designation for the roadway, nor does the

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7 0

Memo to Maywan Krach

Re: DEIR: Sutter County 2030 General Plan Update

October 25, 2010

Page 2 of 2

document contain any specifics about the roadway, such as under Regional Roadway System on page 6.14-2 or within Table 6.14-1, Proposed Functional Roadway Classifications. The documents should include the Parkway in all appropriate Figures and Tables, show the proposed development setbacks from the roadway and the proposed interchanges at State Hwy 99 and within the Sutter Pointe Specific Plan.

7-4 (cont.)

The documents do not contain an adequate description of how Sutter County intends to preserve the ROW for the Parkway nor how they intend to ensure that it is constructed within Sutter County.

7-5

cc: Andrew Gaber, DPW ~ Transportation Division

Ref: sutter county deir sutter county 2030 general plan update.doc

LETTER 7: PHILLIP A. FRANTZ, ESD, COUNTY OF PLACER COMMUNITY DEVELOPMENT RESOURCE AGENCY

Response to Comment 7-1

This is a comment on the draft Sutter County General Plan and not on the adequacy of the analysis in the Draft EIR. There is no requirement under California planning law that requires responses be provided to public comments on a draft General Plan document. However, County staff is reviewing all comments received on the draft General Plan and will make the appropriate corrections, as necessary. In general, the County has the following response to the concerns raised.

It should be noted that under Policy M 2.7 in the Mobility Element of the draft General Plan, new development within Sutter County would be required to analyze traffic impacts and provide their fair share contribution to regional transportation improvements, which could include roadways in neighboring jurisdictions.

Response to Comment 7-2

The comment is noting that the Standards of Significance used to assess potential impacts to Placer County roadways is incorrect. To address the concern the Standards of Significance for Placer County roadways on page 6.14-36 of the Draft EIR is revised as follows:

Placer County Roadways

- cause the existing or cumulative no project LOS for study locations not within one-half mile of a state highway to deteriorate from LOS C (or better) to LOS D (or worse) or for study locations within one-half mile of a state highway to deteriorate from LOS D (or better) to LOS E (or worse);
- exacerbate the existing or cumulative no project LOS D (or worse) conditions such that the project would cause an increase in the volume to capacity ratio of one percent or greater for study locations not within one-half mile of a state highway or LOS E (or worse) conditions for study locations within onehalf mile of a state highway; or
- cause or exacerbate LOS E or worse conditions on roadways within or on the boundary of the Placer Vineyards Specific Plan Area plan area, which includes roadway segments on Baseline Road (Pleasant Grove Road (South) to Walerga Road) and Watt Avenue (Baseline Road to Dyer Lane).

The Dry Creek Area currently has two different standards:

- For the area covered by the Placer Vineyards Specific Plan, an increase of 0.05 in the volume to capacity ratio;
- For the remaining area covered by the existing Dry Creek West Placer Community Plan, any change is considered an impact.

<u>Placer County is currently processing an update to the Community Plan Transportation Element which contains the provision for the threshold of the 0.05 increase in the volume to capacity ratio to apply over the entire community plan area, but this policy has not yet been adopted.</u>

<u>The Placer Vineyards Specific Plan calls for roadways within the plan area and on its boundaries to maintain a LOS of D or better (Placer Vineyards Specific Plan Policy 5.1). Placer County is currently not proposing to change this policy. The standard within the remaining area in the Dry Creek Community Plan area is LOS C.</u>

The new standards of significance do not change any of the findings contained in the Draft FIR.

Response to Comment 7-3

As stated on page 6.14-1 of the Draft EIR, comments on the NOP were received by Placer County, including a request that the analysis include impacts to Placer County roads from vehicles traveling from Sutter County to roadways within Placer County. The Draft EIR traffic analysis includes a discussion regarding potential impacts to the requested roadways based on the traffic model, which generated a traffic volume difference plot that shows the increase in traffic volumes attributable to the proposed project. However, project specific impacts to roadways within Placer County were not analyzed as part of this program level analysis. Impact 6.14-2 on page 6.14-42 addresses potential impacts to roadways outside of Sutter County.

Response to Comment 7-4

As shown in Figures 6.14-1 and 6.14-2 in the Draft EIR, Placer Parkway was assumed in all cumulative traffic forecasts. All year 2030 level of service calculations and volume forecasts are based on inclusion of the Placer Parkway facility in the future model network.

Please see also responses to Comment Letter 9.

Response to Comment 7-5

The comment notes a concern that the EIR does not contain an adequate description of how the County intends to preserve an adequate right-of-way for Placer Parkway. As noted on page 6.14-1 of the Draft EIR, Placer Parkway is designed to connect SR 99 at Sankey Road to SR 65 at Whitney Ranch Parkway. The proposed roadway network included within the General Plan and the Draft EIR assumes Placer Parkway. Placer Parkway was also assumed in both the No Project and Plus Project scenarios. The proposed project does not alter the assumptions of the parkway being an access-controlled facility. The draft General Plan includes Streets and Highway Policy M 2.12 (Major Highway Projects), which requires that the County continue to participate in planning and preservation of right-of-way for the Placer Parkway Project, and, as appropriate, other major highway projects to improve traffic flows and safety within Sutter County.

cramento Area nuncil of overnments 1415 L Street, Suite 300 Sacramento, CA 95814 tel: 916.321.9000 fax: 916.321.9551 tdd: 916.321.9550 www.sacog.org



October 19, 2010

Steve Geiger Sutter Co. Community Services Department Planning Division 1130 Civic Center Blvd., Suite A Yuba City, CA 95993

Dear Mr. Geiger:

On behalf of the Sacramento Area Council of Governments (SACOG), I am submitting the following comments on the draft General Plan and draft Environmental Impact Report.

In 2005, the SACOG Board of Directors adopted the 2050 Blueprint Preferred Alternative land use map and principles. Since its adoption, we have encouraged the cities and counties in the region to use those principles in their planning processes, including in General Plan Updates. Compact development and housing choice are an important Blueprint Principle. With draft policies that limit estate residential and ranchettes, allow for second units, and promote more housing choice and diversity, the draft plan clearly supports this principle. Additionally, by limiting new housing development to existing communities and the new adopted Sutter Pointe area, the draft plan reaffirms the County's commitment to promoting and protecting natural resources, in particular agriculture, which is another important Blueprint Principle. Transportation choice and mixed use developments (locating services and jobs near homes) are two key Blueprint Principles. The draft land use policies that locate higher density housing in locations that will maximize access to multi-modal transportation and services and provide for a mix of uses in growth areas to allow for walking and biking to services (draft policies LU 4.14 and LU 4.15), strongly supports these principles. We encourage you to add mixed-use buildings as an allowable use in the "High Density Residential" land use category to give you greater flexibility in achieving these goals.

8-1

Earlier this year we adopted a new growth forecast for the region for use in our Metropolitan Transportation Plan (MTP) update. Due to the current economic downturn, our new growth forecast is significantly lower than what is in our currently adopted plan. Although the new forecast we've adopted is a regional total, we do have preliminary estimates of how that translates to individual jurisdiction growth projections for 2035. The table below shows our draft projections for Sutter County.

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Jurisdiction	SACOG MTP Update Draft 2035 Employee Total	SACOG MTP Update Draft 2035 Housing Unit Total
Live Oak*	2,100 - 2,200	3,900 - 4,700
Yuba City*	34,600 - 36,800	31,800 - 32,800
Sutter County	6,600 - 7,400	7,500 - 8,200

^{*}Includes growth assumed within the current Sphere of Influence (SOI) boundaries.

Marysville Macer County Placerville Rancho Cordova Rocklin Roseville Sacramento Sucramento County Sutter County West Sacramento Wheatland Winters Woodland Yolo County Yuba City Yuba County

Auburn

Lalfax

Davis

Llk Grove

Tolsom

Lincoln

Live Oak

Laomis

wilt

Citrus Heights

FI Dorado County

Steve Geiger October 19, 2010 Page 2

We understand that the draft General Plan plans for total development capacity in housing and employment, whereas our projections are for a horizon year of 2035 and we update our projections and assumptions with every four years as part of the MTP update. With this MTP update, we are encouraging all of our member jurisdictions to identify and focus on high priority areas. Because the capacity in the General Plan Update is greater than the growth that is expected in our forecast, identifying these high priority areas will be particularly helpful for transportation planning and an important component for us to be able to help the county with future public infrastructure funds.

8-2 (cont.)

Thank you for your consideration.

Sincerely,

Mike McKeever Execute Director

MM:JH:pm

S:\Projects 10-11\0501 Sac Reg BP Implementation\Geiger Draft EIR 10-20-10

LETTER 8: MIKE MCKEEVER, EXECUTIVE DIRECTOR, SACRAMENTO AREA COUNCIL OF GOVERNMENTS

Response to Comment 8-1

Mixed use development projects within unincorporated Sutter County would primarily occur within the recently approved Sutter Pointe Specific Plan area. The Sutter Pointe Specific Plan has separate land use designations for Mixed Use and High Density Residential. Sutter County's draft General Plan has a High Density Residential land use designation that allows for a mix of uses such as residential, office, day care, churches, and bed and breakfasts, while encouraging mixed-use buildings within this designation.

Response to Comment 8-2

This is a comment on the draft Sutter County General Plan and not on the adequacy of the analysis in the Draft EIR.

The comment encourages Sutter County to consider new growth forecasts that recently became available. The new forecasts result in significantly lower growth totals due to the current economic downturn; however, the Sutter County General Plan analysis is based on growth forecasts that were finalized before the new growth projections became available and provide a worst case analysis for the EIR.

City of Lincoln . City of Rocklin . City of Roseville . Placer County

Via email - sgeiger@co.sutter.ca.us and U.S. Postal Service

October 25, 2010

Steve Geiger
Sutter County Community Services – Planning Division
1130 Civic Center Blvd., Suite A
Yuba City, CA 95993

Re: Sutter County Public Draft General Plan & Draft General Plan Environmental Impact Report

Dear Mr. Geiger:

Thank you for the opportunity to review the Public Draft General Plan and its Draft Environmental Impact Report (DEIR). Our April 15, 2010 Notice of Preparation (NOP) comment letter provided highlights of the proposed Placer Parkway and its corridor selection via the Final Tier 1 Environmental Impact Statement/Program Environmental Impact Report. That letter requested the proposed General Plan Update and its DEIR identify the selected Placer Parkway corridor via map and policies.

The Draft General Plan schematically illustrates the future Placer Parkway on several figures such as the Countywide Land Use Diagram (Figure A1-1). This figure's legend depicts it as a 'Highway', which runs east, from State Route (SR) 99, and crosses the Sutter Pointe Specific Plan (SPSP) area and land designated AG-80 – Agriculture (80-acre minimum).

The Draft General Plan's Streets and Highways -- Policy M2.12 – Major Highway Projects – promotes continuing participation in planning and preservation of the Placer Parkway Project, and as appropriate, other major highway projects to improve traffic flows and safety within Sutter County.

The DEIR includes these same figures. It acknowledges the NOP letter and states the Draft General Plan's proposed roadway network assumes the Parkway (Section 6.14 – Transportation & Circulation – page 6.14-1).

Public Draft General Plan and DEIR Comments

 We are very concerned that the Draft General Plan and its DEIR do not adequately reflect the Placer Parkway as a high priority regional transportation project, which will connect State Route (SR) 99 at Sankey Road and SR 65 at Whitney Ranch Parkway. 9-1

Steve Geiger, Sutter Co. Community Services – Planning Division October 25, 2010 Page 2

For example, there are no references to the Placer Parkway's:

- Importance as regional connector in the Sacramento Council of Area Governments (SACOG) Metropolitan Transportation Plan (MTP) and its supporting Metropolitan Transportation Improvement Program (MTIP).
- Consistency with the SPSP and its critical role in development of this Draft General Plan Growth Area.
- Limited access and no-development buffer provisions, which will help to limit impacts on Agriculture-designated land – east of the SPSP.
- Concurrence by the U.S. Army Corps of Engineers and the U.S. Environmental Protection Agency on what is likely to be the LEDPA (Least Environmentally Damaging Practicable Alternative) once the Tier 2 is complete and a permit issued for the project.
- Relationship to the Planned Roadway Improvements (Draft General Plan Table 6-2) and the Proposed Functional Classification Description (Draft General Plan – Table 6-3 & Figure 6-2 and DEIR Table 6.14-1 and Figure 6.14-2).
- Specific location, to identify the corridor's precise alignment for vicinity property owners, the public, developers, and Sutter County decision-makers/staff.
- Regional coordination particularly Sutter County's role, since the late 1990s, as a planning partner for the Placer Parkway.
- Extensive public participation program including Pleasant Grove community meetings and Yuba City public hearings for input on planning, conceptual engineering, and environmental review.
- 2. The Draft General Plan and its DEIR need to expand treatment of the Placer Parkway by:
 - a. Including the attached map of the Selected Placer Parkway Corridor with No-Access Buffer (December 3, 2009). Doing this will eliminate the need to complete a future General Plan Amendment simply to illustrate the precise Placer Parkway alignment.
 - b. Revising Land Use, Agriculture Lands, SPSP, and/or Mobility (text and policy) sections with highlights on the Placer Parkway Corridor, circulation system tabular data, future Tier 2 (project-specific) work, and ways to facilitate its implementation through SPSP and Agricultural-designated areas.
 - c. Adding the following references to each document:
 - South Placer Regional Transportation Authority (SPRTA), California Department of Transportation (Caltrans), and Federal Highway Administration (FHWA) Placer Parkway Corridor Preservation Final Tier 1 Environmental Impact Statement/Program Environmental Impact Report, prepared by URS, November 16, 2009.

9-2 (cont.)

9-5

Steve Geiger, Sutter Co. Community Services – Planning Division October 25, 2010 Page 3

> South Placer Regional Transportation Authority (SPRTA), California Department of Transportation (Caltrans), and Federal Highway Administration (FHWA) Placer Parkway Corridor Preservation Final Engineering Summary Report, prepared by URS, February 2010.

9-5 (cont.)

The schematic arrow on several figures depicting the Placer Parkway and the one policy reference in the Draft General Plan and DEIR are not adequate. Augmenting this information with the Placer Parkway Corridor map and supporting documentation will reflect the Placer Parkway's role as a major infrastructure component for future local/regional growth and to facilitate its implementation. We would be happy to work with you to prepare this information. For example, we can provide GIS/CAD data to insure corridor alignment accuracy.

9-6

Once again, SPRTA appreciates Sutter County's cooperation and participation in the Placer Parkway planning and environmental process. If you have any questions, please contact me at 530.823.4030.

Sincerely,

Celia McAdam, AICP Executive Director

Enclosure – Selected Placer parkway Corridor with No-Access Buffer

Copies: Larry Bagley, Director, Sutter Co. Community Services

Lisa Wilson, Planning Div. Chief, Sutter Co. Community Services

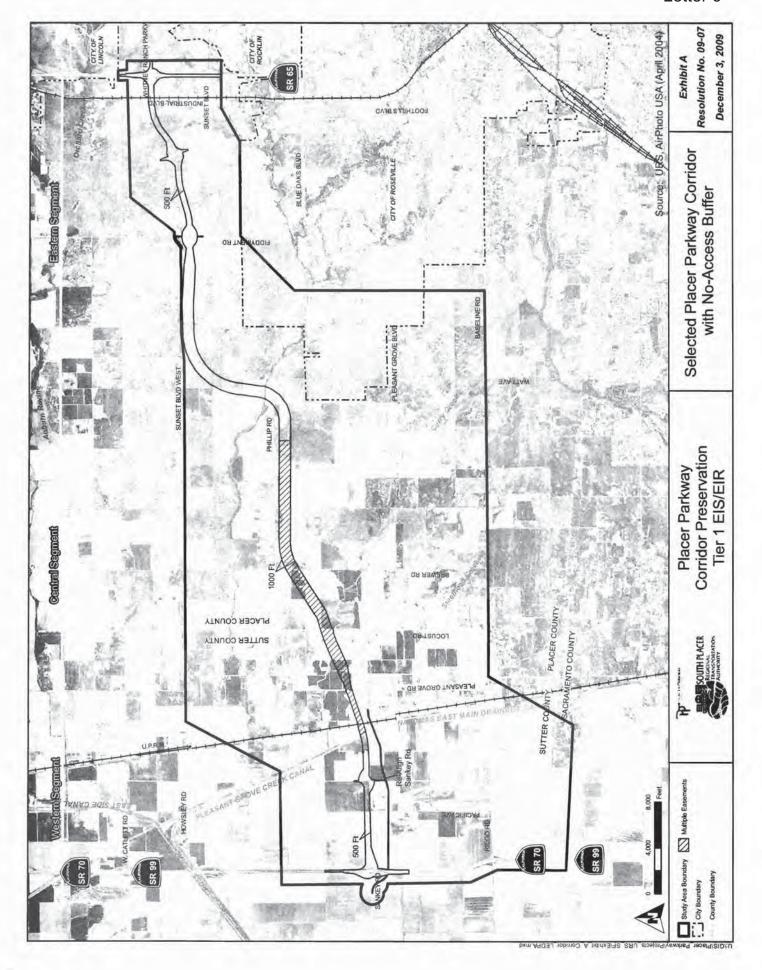
George M. Carpenter, Jr. - Measure M Owners Group

Loren Clark, Deputy Planning Director, Placer Co. Planning Dept. Rich Moorehead, Sr. Civil Engineer, Placer Co. Public Works

Paul Thompson, Deputy Planning Director, Placer Co. Planning Dept.

Gary Sweeten, Federal Highway Administration

Laura Walsh, Environmental Coordinator, Caltrans - District 3



Resolution 09-07 -- Exhibit B

Terms of a No-Access Easement for the Buffer Area Adjacent to Placer Parkway (August 5, 2009)

The following briefly outlines the attributes of an easement that could be used as a vehicle to preclude interchanges along proposed alternative 5 for the proposed Placer Parkway from 3,250 feet west of the western boundary of the Reason Farms Retention Basin panhandle to the Natomas East Main Drainage Canal, as shown on the attached figure.

- The easement will be in the form of a conservation easement created pursuant to California Civil Code Section 815.
- The easement will be perpetual in duration. The no-access provision will be binding on successive owners for the purpose of retaining the land predominantly in its natural, scenic, historical, agricultural, forested or open-space condition. (Cal. Civ. Code §§815.1, 815.2.)
- Instrument creating the conservation easement will be recorded in the county where the land is located. (Cal. Civ. Code §815.5.)
- The easement will be held by a tax-exempt nonprofit organization qualified under Section 501(c)(3) of the Internal Revenue Code and qualified to do business in California which has as its primary purpose the preservation, protection, or enhancement of land in its natural, scenic, historical, agricultural, forested, or open-space condition or use.
- o If the easement will not be accepted by such non-profit organization, or if the organization is no longer able to hold the easement, the first priority shall be to convey it to a federal agency or to a state government entity such as the California Department of Fish and Game. Failing that, the NEPA/404 agencies will work together through the NEPA/404 process to identify and to concur on an acceptable conservation easement holder.
- The terms of the easement may be enforced in court, and violation of the easement may result in damages, including the cost of restoration.
- Under Subdivision Map Act, city or county must generally deny approval of a tentative map if the land is subject to an open-space easement, agricultural conservation easement, or conservation easement.
- Easement will include Grantor's covenant not to allow access to right of way from adjacent land, and not to participate in planning or construction of interchange(s) between highway project and any surface streets from 3,250 feet west of the western boundary of the Reason Farms Retention Basin panhandle to the Natomas East Main Drainage Canal. Easement to expressly provide that covenant is specifically enforceable. May also identify certain third party beneficiaries with right to enforce covenant.
- The covenant not to allow access will include a specific prohibition regarding interchange structures in the airspace over the property.

LETTER 9: CELIA MCADAM, EXECUTIVE DIRECTOR, SOUTH PLACER REGIONAL TRANSPORTATION AUTHORITY

Response to Comment 9-1

The letter submitted by the South Placer Regional Transportation Authority was received during the comment period on the Notice of Preparation (see Draft EIR Appendix B). The letter noted that Placer Parkway is designed to connect SR 99 at Sankey Road to SR 65 at Whitney Ranch Parkway. As stated on page 6.14-1 of the draft EIR, the proposed roadway network included within the General Plan assumes Placer Parkway. Based on a review of the information provided regarding the alignment for Placer Parkway, the General Plan circulation diagram and land use diagram include the same alignment.

Please see also responses to Comment Letter 7 that also address concerns regarding Placer Parkway.

Response to Comment 9-2

Sutter County has had representation (Planning and Public Works) for the entire Placer Parkway process to date. It is the County's position to participate fully in the continued steps, culminating with construction of the Parkway.

Response to Comment 9-3

The future alignment of Placer Parkway provided by the comment is consistent with the same alignment for Placer Parkway assumed in the General Plan and Draft EIR.

Response to Comment 9-4

This is a comment on the draft Sutter County General Plan and not on the adequacy of the Draft EIR. There is no requirement under California planning law that requires responses be provided to public comments on a draft General Plan document. However, the County is reviewing all comments received on the draft General Plan and will make the appropriate corrections, as necessary.

Response to Comment 9-5

Preparation of the traffic analysis included review of the *Placer Parkway Corridor Preservation Final Tier 1 Environmental Impact Statement/Program Environmental Impact Report*, URS, November 16, 2009. The references for the traffic section have been revised to include this information. Please see Chapter 2, Summary of Changes to the Draft EIR, for the revised text.

Response to Comment 9-6

Please see Response to Comment 9-5, above.

CITY OF



YUBA CITY COMMUNITY DEVELOPMENT DEPARTMENT

1201 Civic Center Blvd. • Yuba City, California 95993

October 25, 2010

Mr. Steve Geiger, Principal Planner Sutter County Community Services Department 1130 Civic Center Boulevard, Suite A Yuba City, CA 95993

Subject: Comments on the *Draft Environmental Impact Report (EIR)* for the Sutter County General Plan Update

Dear Mr. Geiger,

Thank you for the opportunity to review and comment on the Draft Environmental Impact Report (EIR) for the Sutter County General Plan Update. City of Yuba City staff has reviewed the Draft EIR for the proposed project and would like to offer the following comments for your consideration.

Land Use

The multiple references to the anticipated growth expected as part of the new General Plan Update, especially in Chapters 3 (Project Description); 4 (Land Use and Planning); and, 6 (Environmental Analysis) does not include the planned growth identified in Yuba City's 2004 General Plan Update. Although the Draft EIR does reference new growth in the City's Sphere Of Influence (SOI), including the recently adopted Lincoln East Specific Plan (LESP), the level of development accounted for in the Sutter County General Plan Update does not accurately reflect the planned growth of the Yuba City General Plan.

10-1

On page 4-13, the following statement is made: "The Draft Sutter County General Plan designates the SOI areas for the same mixture of land use that is consistent with the City's General Plan." However, according to the County's *Preferred Land Use Map* shown in Figure 3-3, the area that comprises the City's SOI is predominantly occupied by land designated for agricultural and low-density residential uses which does not match Yuba City's approved General Plan map. As a result, there is concern that the Draft EIR does not adequately address all of the potential impacts associated with the reasonably foreseeable development within the affected area of the General Plan Update. This is especially the case with the Transportation and Circulation section as noted below.

10-2

Transportation/Circulation

Section 6.14 Transportation and Circulation:

The analysis does not appear to take into account or match the Circulation element of the City's
adopted General Plan. In order to properly evaluate the potential transportation and circulation
impacts associated with the proposed General Plan Update, the Draft EIR analysis should incorporate
the approved circulation system for Yuba City.

10-3

2. Figure 6.14-2 and Table 6.14-1 - The proposed functional roadway classifications for roadways within the City's Sphere do not match Yuba City's General Plan functional class designations.

10-4

- 3. Table 6.14-6
 - a. The Roadway classes do not match the functional classes.
 - b. Clarify how were the thresholds determined? The urban ADT's seem high.
 - c. Are thresholds provided for collector streets?
 - d. On the Urban 3-lane and 5-lane classes, do these include a center left-turn lane?

- 4. Table 6.14-7
 - a. SR 20 George Washington to Yuba City Limits The Yuba City Limit is located west of George Washington Boulevard.
 - b. SR 99 Bridge Street to Junction Route 20 In looking at the Caltrans website, the traffic counts for this segment seem to be more in the range of 30,000 vehicles per day.

5. Page 6.14-20 - Yuba City's General Plan policies are not included. To properly address the potential impacts of the General Plan Update, those policies should be addressed.

- 6. Table 6.14-8 The Existing Vehicle Trip Generation Rate for commercial land uses, 22.11 trips/ksf, is much lower than ITE trip generation rates (approximately 40 trips/ksf) for commercial uses. Please explain why the lower trip generation rate is being used.
- 7. Table 6.14-12
 - a. South Walton Avenue Lincoln Road to Bogue Road The volume of traffic (80,800 vehicles in 2009 to 84,600 in the General Plan Adjusted Buildout) appears to be wrong. Perhaps this is a typo? It's unclear how Walton Avenue would have more vehicles per day than SR 20 or SR 99. Also, Walton Avenue does not currently operate at LOS F. This impacts the discussion in Section 6.14-2 on page 6.14-42.

b. Some of the data in this table does not make sense. Bridge Street from SR 99 to Gray Avenue is showing little growth with 22,300 vehicles per day for General Plan Adjusted Buildout. Yet, the traffic volumes for the 5th Street Bridge are increasing significantly showing 74,800 vehicles per day for General Plan Adjusted Growth. Where is the traffic from the 5th Street Bridge going on the Yuba City side, because the Bridge Street numbers do not reflect that the traffic is using Bridge Street to access SR 99?

10-9

Hydrology

Section 6.10 Hydrology, Flooding, and Water Quality:

1. Status of 100-Year Flood Hazard Maps - page 6.10-12 - The second sentence of the second paragraph has a typo. It looks like the date should reflect February 2011.

Noise

Section 6.11 should be updated to incorporate the recommended changes suggested in the comments regarding traffic and circulation to more accurately reflect the potential noise levels associated with increased traffic volumes on the local roadway system.

Thank you for your consideration of the above comments. If you have any questions please contact me at (530) 822-5135.

Sincerely,

Aaron Busch

Community Development Director

LETTER 10: AARON BUSCH, COMMUNITY DEVELOPMENT DIRECTOR, CITY OF YUBA CITY

Response to Comment 10-1

The EIR analyzes development anticipated to occur within the unincorporated County as the 'project'. The Draft EIR appropriately and adequately considers future development within the cities of Live Oak and Yuba City in the project's cumulative analysis. In each technical section of the EIR, the appropriate cumulative context is established based on the particular resource evaluated. For example, in the cumulative analysis the resource-based issue areas (i.e., agricultural resources, biological resources, hydrology, geology, cultural) define a cumulative context that encompasses a much larger area. development within the northern central valley is defined as the cumulative context for assessing the project's contribution to the cumulative impact on biological resources, while the greater Sacramento Valley is the cumulative context for evaluating impacts on cultural resources. The planned development within the cities of Yuba City and Live Oak are captured within these cumulative analyses. For the more population-driven issue areas including air quality, transportation, noise, public services, public utilities and hazards, the cumulative context is determined based on if the issue area being evaluated includes development within a specific district (i.e., fire, schools), region (Sacramento Valley Air Basin for air quality) or is limited to development within the policy area (i.e., hazards and wastewater). The cumulative traffic analysis is based on SACOG land use assumptions for surrounding areas, including the cities of Live Oak and Yuba City. In some instances it is appropriate that the cumulative context would only encompass the policy area and not a larger area.

Response to Comment 10-2

Land located within Yuba City's Sphere of Influence is under the County's jurisdiction, and County land use designations do not have to be consistent with the City's General Plan. The new Sutter County General Plan land use designations within the City's SOI is generally consistent with the County's currently adopted general plan, and is reflective of existing conditions.

To address the concern that the Draft EIR did not adequately address all of the potential impacts associated with the reasonably foreseeable development within the Yuba City SOI, additional traffic modeling was conducted factoring in assumptions for the City's recently approved Lincoln East Specific Plan (LESP) project. The LESP totals approximately 1,040 acres and includes an additional 2,167 low density units, 1,206 medium density units, 1,247 high density units, and 355,450 square feet of commercial uses. Including the LESP project in the traffic model increased traffic volumes on several roadway segments. Roadway

segments where LOS degraded with the LESP project include: Bogue Road between George Washington Boulevard and Railroad Avenue (LOS A to LOS B), Garden Highway between O'Banion Road and Tudor Road-SR 99 (LOS B to C), George Washington from Oswald Road to Tudor Road-SR 113 (LOS A to B), and Township Road between Franklin Road and Lincoln Road (LOS A to B). The change in LOS along these roadways within the unincorporated county does not change the Draft EIR finding of less than significant because the LOS does not go below LOS D. There is one roadway segment, Franklin Road between EI Margarita Road and Walton Avenue that degraded from LOS C to LOS F with the LESP assuming Adjusted Buildout of the County's General Plan. However, according to the LESP Draft EIR (April 2009), the City of Yuba City recently updated its traffic impact fee program to collect funding toward major roadway improvements, including widening Franklin Road from two to four lanes between Township Road and Clark Avenue, which includes the portion from El Margarita Road to Walton Avenue. Assuming this programmed improvement, widening Franklin Road between El Margarita Road and Walton Avenue.

The proposed General Plan includes policy M 2.7, which requires new development projects to analyze traffic impacts on the regional transportation system (i.e., facilities that provide regional connectivity to new development) and require a fair share contribution to regional transportation improvements. Therefore, future development within the county would be required to conduct a traffic analysis to determine impacts to the regional transportation network and to pay a fair share contribution to regional transportation improvements, if necessary.

Response to Comment 10-3

As noted on page 6.14-1 of the Draft EIR, while a request was received from the City of Yuba City for the EIR to identify impacts and mitigation measures to existing and planned roadways and state highways within Yuba City, the focus of the analysis was on facilities within the unincorporated portions of the county. The traffic analysis used SACOG's roadway network and land use assumptions for areas outside unincorporated Sutter County.

Response to Comment 10-4

The differences between Sutter County's list of proposed functional roadway classifications for roadways and the Federal Highway Administration (FHWA) California Road System maps, and likely, the City of Yuba City's General Plan is because Sutter County Public Works has applied to FHWA to have the Functional Classifications changed, including the following roadways: Acacia Avenue, George Washington Boulevard, Broadway, Clark, Franklin, Larkin, Nuestro, Tierra Buena and Township. SACOG has offered its concurrence and a package has been submitted to Caltrans for their concurrence which will then go to

FHWA for final review and acceptance. Please see also Response to Comment 3-4 regarding roadway classifications.

Response to Comment 10-5

The roadway classes in Table 6.14-6 (page 6.14-11) are based on the 2000 Highway Capacity Manual, which defines levels of service for facilities including freeways, expressways (multi-lane highways), rural two-lane roadways and urban roadways. The Federal Highway Administration (FHWA) identifies functional classifications for streets and highways according to the service they provide. There are more FHWA functional classifications than roadway classes provided in Table 6.14-6:

- The "Rural Two Lane" roadway class in Table 6.14-6 with a capacity of 16,400 was assumed for two-lane rural local, two-lane rural minor collector, two-lane rural major collector and two-lane urban collector classifications.
- The "Urban Three Lane" roadway class in Table 6.14-6 with a capacity of 19,700
 was assumed for two-lane urban collector and two-lane urban minor arterial
 classifications.
- The "Urban Five Lane" roadway class in Table 6.14-6 with a capacity of 39,420 was assumed for four-lane urban minor arterial classifications. This consisted of Pleasant Grove Road from the Yuba County line to the Sacramento County limit.

"Urban – Three Lane" and "Urban – Five Lane" roadway classes in Table 6.14-6 refer to 2-lane roads and 4-lane roadways with center two-way left turn lanes.

Daily volume level of service thresholds were applied to urban and rural collector streets. Two-lane urban collectors used the 19,700 daily capacity of the roadway titled "Urban – Three Lane" in Table 6.14-6, while two-lane rural collectors used the 16,400 daily capacity of the roadway titled "Rural – Two Lane."

The comment notes that volume thresholds may be higher than those selected by other jurisdictions. The procedures and resulting level of service thresholds are described on page 6.14-12 in the Draft EIR and on pages 23 to 25 of Appendix C to the September 2009 Land Use Alternatives Analysis. The urban ADT's indicate a maximum LOS E volume of 21,900 vehicles for a two lane road ("Urban – Three Lane" in Table 6.14-6) and 43,800 vehicles for a four lane road ("Urban – Five Lane" in Table 6.14-6).

Response to Comment 10-6

The City of Yuba City limit is located west of George Washington Boulevard. Because the city limits actually extend west of George Washington Boulevard, this row was deleted from Tables 6.14-7 and 6.14-11. Please see Chapter 2, Summary of Text Changes to the Draft EIR, for revisions to the Draft EIR traffic section.

Since completion of the TBR, traffic volumes have increased on the segment of SR 99 from Bridge Street to Junction Route 20; however, the level of service remains in the B to C range, consistent with the EIR.

Response to Comment 10-7

As noted on page 6.14-1 of the Draft EIR, while a request was received from the City of Yuba City for the EIR to identify impacts and mitigation measures to existing and planned roadways and state roadways within Yuba City, the focus of the traffic analysis was on facilities within the unincorporated portion of the county, therefore, Yuba City's General Plan goals and policies were not included. An analysis of potential impacts to roadways outside of Sutter County's jurisdiction is included under Impact 6.14-2 on page 6.14-42 of the Draft EIR.

Response to Comment 10-8

Regarding the existing vehicle trip generation rate for commercial land uses, the 22.11 trips per 1,000 square feet (ksf) trip rate was back-calculated from the number of trips assumed in the traffic model for commercial uses and assumptions regarding the number of square feet per employee. The ITE trip generation rates are typically higher than the model calculated rates because they are based on nationally collected data, generally in suburban settings, with little non-auto accessibility. Therefore, the 22.11 trip rate was used for the analysis because it better reflects the likely development scenario contemplated under the proposed General Plan

Response to Comment 10-9

The traffic volume for South Walton Avenue in Table 6.14-12 on page 6.14-29 is an error. The 80,800 should have been 8,080. This row was deleted from the table because the volume increase on this segment was not significant. The impact analysis under Impact 6.14-2 has also been revised to address this change. Please see Chapter 2, Summary of Changes to the Draft EIR for the correct table.

In response to the comment that the traffic volumes on Bridge Street do not make sense, the traffic model network plots were reviewed which shows traffic volumes over the bridge dissipates to other north/south streets before reaching SR 99.

Response to Comment 10-10

The comment is correct. There is a typographical error in the second sentence of the second full paragraph on page 6.10-12. The sentence is revised as follows:

...New FIRMs for all of Sutter County will go into effect six months later (February 2010 2012). ...

A similar reference appears on page 6.10-30 in the Draft EIR. However, it correctly indicates the date of February 2012.

Response to Comment 10-11

The comment is requesting that the noise analysis be updated to reflect the new traffic volumes. As noted above, the change in traffic volumes were minor and would not significantly change the analysis contained in the EIR; therefore, no revisions to the noise analysis included in the Draft EIR is warranted at this time.



1007 Live Oak Blvd. Suite B-3 Yuba City, CA 95991 (530) 634-7659 FAX (530) 634-7660 www.fraqmd.org

David A. Valler, Jr.
Air Pollution Control Officer

October 25, 2010

Planning Department 1130 Civic Center Blvd. Suite A Yuba City, CA 95993 Fax: 822-7109 sgeiger@co.sutter.ca.us

Re: Sutter County Draft General Plan and Draft General Plan Environmental Impact Report (DEIR)

Dear Mr. Geiger,

Feather River Air Quality Management District (District) appreciates the opportunity to review and comment on the Sutter County Draft General Plan and Draft EIR. The District has reviewed the documents and would like to submit the following comments on both documents in regards to air quality.

The air quality analysis in Appendix C and in table 6.4-2 of the DEIR provides emissions estimates for summer only. This results in zero emissions from hearths which are a significant portion of the PM_{10} and $PM_{2.5}$ emissions in Sutter County. Sutter County has been designated as a nonattainment area for the 2006 $PM_{2.5}$ National Ambient Air Quality Standard (NAAQS). The District recommends that the County include emissions from winter in the environmental analysis and evaluate the impact of the General Plan on the County's ability to meet the $PM_{2.5}$ NAAQS.

Table 6.4-1 incorrectly states the Federal 8-hour ozone standard as 0.08 ppm. The standard was revised in 2008 to 0.075 ppm. The District recommends updating the table to reflect the current standard.

The last paragraph on page 6.4-6 of the DEIR refers to "Table 4.4-6 in Section 4.4, Air Quality in the TBR," as a source of information on facilities that emit significant amounts of air pollutants in the District. However, the District was unable to find Section 4.4 or Table 4.4-6 to verify the information. The District recommends including this information in Chapter 6.4 Air Quality.

On page 6.4-11 the DEIR references the 2003 Northern Sacramento Valley Air Basin Air Quality Attainment Plan. The District updated the Plan in 2006 and 2009. The District recommends that the DEIR reference the most recent Plan. Also, please note on this page that District Rule

11-1

11-3

11-4

11-2

4.3 was amended in December, 2008, to remove exemptions for agricultural sources to obtain permits.

**** 11-4 (cont.)

Rule 3.17-Wood Heating Devices was amended on October 5, 2009. A copy of the rule has been attached to these comments. The District has removed the exemption for fireplaces to meet EPA standards and has modified the advisory to recommend actions based on forecasted conditions. The District recommends that page 6.4-13 in the DEIR be amended to reflect the current regulation. A copy of Rule 3.17 is attached.

11-5

The DEIR states that the General Plan would exceed current SACOG projections for the county and is therefore not consistent with the Metropolitan Transportation Plan (MTP) (page 6.4-23). The land use and transportation assumptions adopted in the current MTP are the land use and transportation foundations for the Sacramento Federal Nonattainment Area's (SFNA) recently adopted State Implementation Plan (SIP) for the 8-hour ozone NAAQS. The SIP is required by the Federal Clean Air Act and demonstrates how the SFNA will meet the NAAQS. Sutter County is part of the SFNA and has been designated as a severe nonattainment area for the 8hour ozone NAAQS. The District recommends that the County evaluate the impact to the SIP in addition to the impact to the NSVPA AQAP by exceeding the MTP projections.

11-6

Impact 6.4-2 in the DEIR "Implementation of the proposed General Plan would result in operational emissions that would contribute substantially to an existing or projected air quality violation" (page 6.4-24) refers to the thresholds of significance recommended by the District in the Indirect Source Review Guidelines. The District's Guidelines provide thresholds for indirect sources only; emissions from permitted sources such as boilers and generators are evaluated under the District's New Source Review Program (Rule 10.1). The District recommends removing "boilers" and "generators" from the paragraph.

11-7

Impact 6.4-6 in the DEIR evaluates the impact of the General Plan in creating objectionable odors (page 6.4-28). Some additional sources of odors that are not mentioned are agricultural sources and landfills. The implementation of Policy ER 9.9 in the General Plan would "require for uses other than permitted agricultural operations, that adequate buffer distances be provided between odor sources and sensitive receptors." The District recommends that the DEIR reference Policy ER 9.9 under this impact. The District also recommends that the DEIR use the Recommended Odor Screening Distances in Table 7.1 of the Indirect Source Review Guidelines (attached).

11-8

The Policy M 3.2, Transit In New Development, requires "new, large-scale developments to facilitate the provision of adequate transit service for users and to coordinate with local transit agencies to situate transit service and stops at locations that are convenient and accessible to users." The District supports this policy to ensure transit access to new development, however would encourage the County to define "large-scale" to make this policy enforceable.

11-9

The District appreciates the opportunity to review this project. Please contact me at the number below regarding any questions.

Sincerely,

Sendia Spaeth Sondra Andersson Spaethe

Air Quality Planner (530) 634-7659 ext 210

Enclosures: Rule 3.17

Chapter 7 Indirect Source Review Guidelines

RULE 3.17 WOOD HEATING DEVICES (Adopted 6/96, Amended 10/05/09)

A. PURPOSE

A.1 The purpose of this rule is to reduce particulate matter pollution from wood burning appliances.

B. APPLICABILITY

B.1 The provisions of this rule shall apply at all elevations within the Feather River Air Quality Management District.

C. SEVERABILITY

C.1 If any section, subsection, sentence, clause, phrase, or portion of this rule is, for any reason, held invalid, unconstitutional, or unenforceable by any court of competent jurisdiction, such portion shall be deemed as a separate, distinct, and independent provision, and such holding shall not affect the validity of the remaining portions thereof.

D. EFFECTIVE DATE

D.1 The provisions of this rule shall be effective on the date of adoption.

E. DEFINITIONS

- E.1 **EPA** means the United States Environmental Protection Agency.
- E.2 EPA certified wood heating device means any wood or other solid-fuel-burning appliance primarily utilized for space or water heating or aesthetic purposes that is certified by the EPA as meeting the performance and emission standards as set forth in Title 40 CFR Section 60 Subpart AAA.
- E.3 Fireplace means any permanently installed masonry or factory built device designed to be used with an airto-fuel ratio greater than or equal to 35-to-1. Fireplaces installed with a dedicated natural gas or propane connection under the California Code of Regulations Title 24 Part 2, Volume 2, Section 2111A, and not convertible to solid fuel appliances are exempt from the requirements of this Rule.

- E.4 **Masonry Heater** means any permanently installed device that meets the definition of a masonry heater in ASTM E 1602-03.
- E.5 **Pellet-Fueled Heater** means any heater that operates on pellet fuel and is either EPA certified or is exempt under EPA requirements as set forth in Title 40 CFR Part 60 Subpart AAA Section 530.
- E.6 **Permanently Inoperable** means modified in such a way that a device can no longer operate as a wood heating device.
- E.7 **Person** means any person, firm, association, organization, partnership, business trust, corporation, company contractor, supplier, installer, user, owner, state or local governmental agency or public district, or any officer or employee thereof.
- E.8 Unseasoned Wood means wood of any species that has not been sufficiently dried or contains 20 percent or more moisture by weight. Percent moisture content of wood shall be determined by ASTM test method D4442-92, or other method approved by the Air Pollution Control Officer.
- E.9 **Solid Fuel** means wood, coal, or any other nongaseous or nonliquid fuels.
- E.10 **Used Wood Heating Device** means any wood heating device that has been used at least once, except wood heaters that have been used by retailers for the purpose of demonstration.
- E.11 Wood Cook Stove means any wood-burning appliance designed primarily for cooking food as described in the Code of Federal Regulations (CFR) Section 60.531.
- E.12 Wood-Heating Device means any fireplace, wood-burning heater, or pellet-fueled heater, or similar enclosed, permanently installed appliance capable of burning wood or other solid fuel and intended for space heating or aesthetic purposes or domestic water heating, which has a heat input less than one million British thermal units per hour.

F. REQUIREMENTS

F.1 All new and used wood heating devices used for the first time in existing buildings and those used in all new building projects constructed after the adoption date of this rule within the boundaries of Feather River Air Quality Management District shall meet emission and performance requirements in section F.2.

- F.2 No person shall sell, offer for sale, supply, install, or transfer a new or used wood heating device unless it meets one of the following criteria:
 - a. It is an EPA certified wood heating device.
 - b. It is a masonry heater.
 - c. It is a pellet-fueled heater.
 - d. It has been rendered permanently inoperable as determined by the Air Pollution Control Officer.
 - e. It has been determined to meet the particulatematter emission standard of no more than 4.1 grams per hour particulate-matter emission for catalytic and 7.5 grams per hour for noncatalytic appliances, and is approved in writing by the Air Pollution Control Officer.
- F.3 Section F.2 parts a through e shall not apply to an existing wood heating device which is permanently installed in a structure which is being offered for sale.
- F.4 The Air Pollution Control Officer may issue an advisory through local communications media to recommend actions for the use of wood heating devices whenever conditions within the District are projected to cause an exceedence of a State or National Ambient Air Quality Standard.
 - a. Recommended actions can include but are not limited to: allow, reduce, curtail, limits on specific areas, or request to cease.

G. PROHIBITIONS

- G.1 No person shall cause or allow materials to be burned in a fireplace or wood heating device such that the discharge of air contaminants would cause a public nuisance, pursuant to Section 41700 of the California Health and Safety Code.
- G.2 No person shall cause or allow any of the following materials to be burned in a wood heating device:
 - a. Prohibited Materials as described in District Rule 2.0 Section E.15.
 - b. Unseasoned wood.
 - c. Any other material not intended by a manufacturer for use as a solid fuel in a wood heating device.

7. Odors

The evaluation of potential odor impacts pertains directly to the following questions regarding air quality impacts from the Environmental Checklist Form (Appendix G) of the State CEQA Guidelines:

III.e. Would the project create objectionable odors affecting a substantial number of people?

Lead agencies should consider the impacts from two different situations:

- 1. The proposed project would locate receptors near an existing source of odor.
- 2. The proposed project would locate a source of odor near existing receptors.

The District has prepared a screening table for Lead Agencies use in determining whether an impact may occur. If the project is within the distances listed in Table 7-1, the Lead Agency should consult with the District.

Sources of odor are subject to the Prohibited Discharges regulations in HSC 41700. However, agricultural operations and some composting operations are exempt from these regulations. The agricultural industry is prevalent throughout Yuba and Sutter Counties, and as such the District recommends Lead Agencies consider the potential odor impacts of agricultural operations when locating a residential neighborhood, or other sensitive receptor, near existing agricultural areas.

Table 7-1: Recommended Odor Screening Distances

Land Use/Type of Operations	Project Screening Distance
Wastewater Treatment Plant	2 miles
Wastewater Pumping Facilities	1 mile
Sanitary Landfill	1 mile
Transfer Station	1 mile
Composting Facility	2 miles
Asphalt Batch Plant	2 miles
Chemical Manufacturing	1 mile
Fiberglass Manufacturing	1 mile
Painting/Coating Operations	1 mile
Rendering Plant	5 miles
Coffee Roaster	1 mile
Food Processing Facility	1 mile
Feed lot/Dairy	1 mile
Green Waste & Recycling Operations	2 miles
Metal Smelting Plants	1 mile

Note: Odor screening distances should not be used as absolute threshold of significance for an odor significance determination. Depending on topography, meteorology, and other factors, impacts may occur at distances greater than on the screening table. If the Lead Agency has any questions, please contact the District.

LETTER 11: SONDRA ANDERSSON SPAETHE, AIR QUALITY PLANNER, FEATHER RIVER AIR QUALITY MANAGEMENT DISTRICT

Response to Comment 11-1

As noted in Table 6.4-2 of the Draft EIR, the FRAQMD has yet to establish a standard of significance with respect to PM_{2.5}. Furthermore, although these standards have been applied to buildout of the General Plan, they are much more suited to a project-by-project analysis of specific development projects.

With respect to winter emissions associated with land uses in the county, the commenter is correct that winter emissions would show a higher level of particulate matter attributed to hearth use. However, inclusion of this information was not considered necessary to conclude that implementation of the proposed General Plan would result in a significant and unavoidable criteria pollutant impact. ROG, NO_x, and PM₁₀ emissions would exceed FRAQMD thresholds under both summer and winter conditions. Nonetheless, Appendix C has been amended to include winter emissions associated with implementation of the proposed General Plan. A copy of the revised Appendix C is included in the Appendices at the end of this document.

The ability for the County to meet established air quality standards, including $PM_{2.5}$, is handled as part of the consistency analysis with regional air quality management plans (Impact 6.4-1). As stated in Impact 6.4-1, the proposed General Plan would conflict with implementation of regional air plans, which directs methods to attain and maintain ambient air quality standards, including $PM_{2.5}$, may be achieved.

Response to Comment 11-2

Table 6.4-1 on page 6.4-6 has been amended to reflect the 2008 Federal 8-hour ozone standard of 0.075 ppm and is shown below.

TABLE 6.4-1

EXCEEDANCES OF FEDERAL AND STATE AIR POLLUTION STANDARDS IN SUTTER COUNTY^{1,2}

Pollutant	Standard ²	2006	2007	2008	
Ozone (1-hour) ³					
Highest 1-hour measurement	-	0.102 ppm	0.095 ppm	0.092 ppm	
# days over State standard	0.09 ppm	1	1	0	
Ozone (8-hour)					
Highest 8-hour measurement	-	0.081 ppm	0.082 ppm	0.080 ppm	
# days over Federal standard	0.0 8 <u>75</u> ppm	4	3	1	
# days over State standard	0.07 ppm	13	6	2	
Carbon Monoxide (CO 8-hour)					
Highest 8-hour measurement	-	2.29 ppm	N/A	N/A	
# days over Federal standard	9.0 ppm	0	0	0	
# days over State standard	9.0 ppm	0	0	0	
Particulate Matter (PM ₁₀)					
Highest 24-hour concentration	-	66.0 µg/m ³	54.0 µg/m ³	66.9 µg/m ³	
# days over Federal standard	150.0 µg/m ³	N/A	0	0	
# days over State standard	50.0 µg/m ³	N/A	N/A	N/A	
Particulate Matter (PM _{2.5})					
Highest 24-hour concentration	-	51.6 µg/m ³	55.8 µg/m ³	147.1 µg/m³	
# days over Federal standard	35.0 µg/m ³	16.2	8.1	9.7	
Annual Mean	-	11.1 µg/m³	N/A	14.6 µg/m³	
Annual Mean over State standard	12.0 µg/m ³	No	N/A	No	
Nitrogen Dioxide (NO ₂)					
Highest 1-hour measurement	-	0.070 ppm	0.054 ppm	0.061 ppm	
# days over State standard	0.25 ppm	0	0	0	
Annual Mean	=	0.012 ppm	0.012 ppm	0.012 ppm	
Annual Mean over Federal standard	0.053 ppm	N/A	N/A	N/A	

Notes:

Source: California Air Resources Board, Air Quality Data Statistics, <www.arb.ca.gov/adam/welcome.html>, accessed June 3, 2010.

Response to Comment 11-3

As noted on page 6.4-1 of the Draft EIR, the TBR is available on the County's website http://www.co.sutter.ca.us and on the CD included in the back cover of the Draft EIR. The data in question was not included within the air quality section EIR because it was already presented as part of the setting information included in the TBR. Its exclusion from Chapter 6.4 (Air Quality) does not materially affect the analysis of air quality impacts.

^{1.} Data is derived from the Yuba City-Almond Street station due to the limited data collection capabilities of the Sutter Buttes-S Butte station. The Sutter Buttes station only collects data about ozone, while the Yuba City station collects data for all the pollutants listed above.

^{2.} It should be noted that according to the California Air Resources Board, an exceedance is not necessarily a violation of federal or state standards

^{3.} The federal 1-hour standard for ozone was revoked in June 2005 and is no longer in effect.

Response to Comment 11-4

The information on page 6.4-11of the Draft EIR identified in the comment refers to an example of how FRAQMD updates its plan for achieving attainment every three years. Page 6.4-13 of the Draft EIR describes the 2006 NSVPAAQAP, which was the currently adopted plan at the time the Draft EIR was published. To address the concerns raised by the commenter, the following updated information will be included in the Final EIR.

The second and third sentences in the third paragraph on page 6.4-11 have been modified as follows:

FRAQMD also collaborates with other air districts in the northern Sacramento valley air basin (NSVAB) to address the non-attainment status for O_3 and PM_{10} in the greater Sacramento region. For example, FRAQMD prepared the 20032 NSVAB Air Quality Attainment Plan to discuss the progress made in implementing the previous 20006 plan and proposed modifications to the strategies necessary to attain the California ambient air quality standards at the earliest practicable date. The 20032 Plan also identified the air pollution problems to be cooperatively addressed on as many fronts as possible with the cooperation of other air districts.

The last paragraph on page 6.4-11 has been deleted in response to the updated information provided by the district as follows:

Currently FRAQMD is proposing to adopt new and amend existing regulations regarding agricultural source emissions in accordance with passage of SB 700. As discussed above, SB 700 requires that major agricultural sources of air pollution and certain non major agricultural sources of air pollution obtain stationary source permits from local districts. Existing FRAQMD Rule 4.3 exempts all agricultural sources from obtaining district permits. The proposed amendments to Rule 4.3 would remove those exemptions for these sources and will update FRAQMD rules and regulations to be consistent with state and federal law. The exemption will be such that FRAQMD rules will be equally, but not more stringent than state law requires.⁵

5. Feather River Air Quality Management District, Staff Report, Proposed Rule Amendment: Regulation IV Rule 4.3 Exemptions From Permit, <www.fraqmd.org/Rules/Rule4-3_staffreport (draft).pdf>, accessed August 31, 2007.

In addition, the text regarding the NSVPAAQAP, beginning at the bottom of page 6.4-13, has been clarified as follows to reflect the current update of the NSVPAAQAP:

Northern Sacramento Valley Planning Area 20069 Air Quality Attainment Plan

As specified in the California Clean Air Act of 1988 (CCAA), Chapters 1568-1588, it is the responsibility of each air district in California to attain and maintain the state's ambient air quality standards. The CCAA requires that an Attainment Plan be developed by all nonattainment districts for O₃, CO, SO_x, and NO_x that are either receptors or contributors of transported air pollutants. The purpose of the *Northern Sacramento Valley Planning Area 20062 Air Quality Attainment Plan* (NSVPAAQAP) is to comply with the requirements of the CCAA as implemented through the California Health and Safety Code. Districts in the NSVPA are required to update the Plan every three years. The NSVPAAQAP is formatted to reflect the 1990 baseline emissions year with a planning horizon of 2010. The Health and Safety Code, sections 40910 and 40913, require the Districts to achieve state standards by the earliest practicable date to protect the public health, particularly that of children, the elderly, and people with respiratory illness. It should be noted that the NSVPAAQAP is in the process of reviewing its 2009 update to the Plan, which, if approved, would replace the currently adopted plan (2006).

Response to Comment 11-5

To address the new information provided by the commenter, the text on page 6.4-13 has been amended. The text regarding rule 3.17 – Wood Stove Heating is revised as follows:

- All wood-heating devices used for the first time in existing buildings and those
 used in all new residential and commercial building projects constructed after
 the <u>effective adoption</u> date of this rule within the boundaries of the FRAQMD
 shall meet emission and performance requirements equivalent to EPA Phase II
 devices as set forth in Part 60, Title 40, Subpart AAA Code of Federal
 Regulations, February 26, 1988.
- No person shall cause or allow materials to be burned in a fireplace or woodheating device such that the discharge of air contaminants would cause a public nuisance, pursuant to Section 41700 of the California Health and Safety Code.
- No person shall sell, offer for sale, supply, install, or transfer a used wood heating device unless it meets one of the following criteria:
 - It is certified by EPA as meeting the performance and emission standards as set forth in Part 60, Title 40, Subpart AAA Code of Federal Regulations, February 26, 1988. It is an EPA-certified wood heating device.
 - It is exempted from certification by the EPA. It is a masonry heater.

- It is a pellet-fueled wood heater.
- It has been rendered permanently inoperable as determined by the APCD.
- It has been determined to meet the particulate-matter emission standard of no more than 4.1 grams per hour particulate-matter emissions for catalytic and 7.5 grams per hour for noncatalytic appliances, and is approved in writing by the APCO.
- The above bullets shall not apply to an existing wood heating device that is permanently installed in a structure that is being offered for sale.
- The APCO may issue an advisory through local communications media to voluntarily curtail the use of uncertified solid fuel appliances whenever conditions within the FRAQMD are projected to cause ambient air quality concentrations of PM₁₀ that exceed 60 micrograms per cubic meter (µg/m³). The purpose of this rule is to reasonably regulate operations which periodically may cause fugitive dust emissions into the atmosphere. A person shall take every reasonable precaution not to cause or allow the emissions of fugitive dust recommend actions for the use of wood heating devices whenever conditions within the District are projected to cause an exceedance of a State or National Ambient Air Quality Standards. Recommended actions can include but are not limited to: reduce, curtail, limits on specific areas, or request to cease.

Response to Comment 11-6

As stated by the commenter, the land use and transportation assumptions of the current MTP, which were used during the development of the NSVAAQAP, were also used during the development of the SIP. On page 6.4-23, the Draft EIR explains that exceedance of these assumptions would be considered inconsistent with the goals of air quality planning efforts. This would extend to the SIP and would be consistent with the EIR's determination that implementation of the proposed General Plan would conflict with applicable air quality management planning efforts. The MTP and the County's General Plan are independently prepared and are updated at differing timeframes, and for differing goals. The County will be adopting the Climate Action Plan along with the General Plan.

Response to Comment 11-7

To address the updated information provided by the commenter, the first paragraph of Impact 6.4-2 on page 6.4-24 of the Draft EIR has been amended as follows.

Air emissions associated with the proposed General Plan would occur as a result of operation of new land uses. The thresholds of significance recommended by the FRAQMD for these new emissions were developed for individual development

projects and are based on the FRAQMD's *Indirect Source Review Guidelines* emissions standards for individual sources of new emissions such as boilers, generators and mobile sources. Operational emissions based on future conditions were calculated using URBEMIS2007 for area (heating, landscaping, etc.) and mobile (vehicular) emissions, as provided by the transportation consultant, DKS Associates (see Appendix C for the URBEMIS outputs). Table 6.4-2 (Operational Emissions Associated with Implementation of the General Plan) shows the anticipated operational emissions under the proposed General Plan.

Response to Comment 11-8

The proposed General Plan does not project an increase in agricultural or landfill uses in the county. Therefore, implementation of the proposed General Plan would not be expected to create odors associated with an increase in such uses. During project-specific review of development within the County, FRAQMD's Indirect Source Review Guidelines, including Table 7.1 (Recommended Odor Screening Distances) will be used to determine potential impacts and siting concerns. If in the event that uses are proposed within the screening distances identified in Table 7.1, the County may require a project-specific odor analysis, consistent with Policy ER 9.9.

The text under Impact 6.4-6 starting on page 6.4-29 is revised as follows:

Potential operational airborne odors could result from cooking activities associated with residential and restaurant uses within the county as well as continued agricultural activities. These odors would be similar to existing agricultural activities as well as housing and food service uses throughout the county and would be confined to the immediate vicinity of new buildings. Restaurants are also typically required to have ventilation systems that avoid substantial adverse odor impacts. The other potential source of odors would be new trash receptacles within the community associated with new commercial and industrial uses. Receptacles would be stored in areas and in containers as required by County Code and emptied on a regular basis, before odors have a chance to develop. Future development would be required to comply with General Plan Policy ER 9.9 that requires adequate buffer distances be provided between odor sources and sensitive receptors (i.e., residences, hospitals, etc). Permitted agricultural operations would not be required to comply with this policy. Consequently, implementation of the proposed General Plan would not require any new uses that could create objectionable odors to ensure adequate buffers are provided to protect sensitive receptors from being adversely affected. affecting a substantial number of people within the county, and Therefore, there would be *no impact*.

Response to Comment 11-9

A definition for "Large-Scale Development" is included in the Glossary (Chapter 13) of the draft General Plan, page 13-7.



Enterprise Rancheria

Estom Yumeka Maidu Tribe



Ph: (530) 532-9214

Fax: (530) 532-1768

Email:renr@enterpriserancheria.org

2133 Monte Vista Ave Oroville, CA 95966

September 21, 2010

RE: GENERAL PLAN

This is part of our Homeland, and all sites that are in the General Plan area are surely not being mentioned by our Cultural Department.

It is a fact that several sites have already been found.

We will still use our protocol concerning SB 18 and follow those guide lines! Thank you for the information!

EPA DEPARTMENT

SITE MONITOR

12-1

When developers and public agencies assess the environmental impact of their projects, they must consider "historical resources" as an aspect of the environment in accordance with California Environmental Quality Act (CEQA) Guidelines section 15064.5. These cultural features can include Native American graves and artifacts; traditional cultural landscapes; natural resources used for food, ceremonies or traditional crafts; and places that have special significance because of the spiritual power associated with them. When projects are proposed in areas where Native American cultural features are likely to be affected, one way to avoid damaging them is to have a Native American monitor/consultant present during ground disturbing work. In sensitive areas, it may also be appropriate to have a monitor/consultant on site during construction work.

A knowledgeable, well-trained Native American monitor/consultant can identify an area that has been used as a village site, gathering area, burial site, etc. and estimate how extensive the site might be. A monitor/consultant can prevent damage to a site by being able to communicate well with others involved in the project, which might involve:

- 1. Requesting excavation work to stop so that new discoveries can be evaluated;
- 2. Sharing information so that others will understand the cultural importance of the features involved:
- 3. Ensuring excavation or disturbance of the site is halted and the appropriate State laws are followed when human remains are discovered:
- 4. Helping to ensure that Native American human remains and any associated grave items are treated with culturally appropriate dignity, as is intended by State law.

LETTER 12: REN REYNOLDS, SITE MONITOR, ENTERPRISE RANCHERIA

Response to Comment 12-1

The Cultural Resources section of the Draft EIR is based on a records search of the Northeast Information Center, and a variety of cultural resources inventories, ethnographies, and archaeological surveys. The County recognizes that not all cultural resources in the county have been documented and, accordingly, has included policies and implementation programs in the General Plan that require professional archaeological surveys for future development projects subject to discretionary approval, and implementation of protection measures for significant cultural resources and human remains. In addition, the County is pursuing protection of traditional tribal cultural places through its extensive efforts at local and tribal intergovernmental consultation, as required by Senate Bill 18. Please also see Response to Comment 4-1.

From: Walt Seifert [mailto:bikesaba@gmail.com] Sent: Friday, October 22, 2010 12:29 PM

To: Steve Geiger

Subject: Sutter County Draft General Plan Environmental Impact Report (EIR)

Sutter County Community Services Department, Planning Division Attn: Steve Geiger 1130 Civic Center Blvd., Suite A Yuba City, CA 95993 sgeiger@co.sutter.ca.us

Subject: Sutter County Draft General Plan Environmental Impact Report (EIR)

Dear Mr. Geiger:

Thank you for the opportunity to comment on the General Plan Draft EIR.

The Draft EIR concludes that there will be a significant impact (6.14-2) related to Level of Service (LOS) on roadway segments in adjacent jurisdictions. The EIR says no mitigations are available for this impact.

We strongly disagree with the assertion that no mitigations are available. The California Attorney General's office has prepared a long list of mitigations that reduce the impacts of greenhouse gases. This list is available at http://ag.ca.gov/globalwarming/pdf/GW_mitigation_measures.pdf. Many of the mitigations on this list would reduce other impacts as well, such as those related to land use and circulation. We recommend that this list be consulted, mitigations selected and plans made to apply the mitigations. We believe many, many other mitigations are possible besides the examples on the Attorney General's list.

The Draft EIR says that bicycle and pedestrian impacts (6.14-5) are less than significant because the proposed General Plan would not disrupt or interfere with planned bicycle or pedestrian facilities. However, this standard of significance is no longer adequate. We recommend additional work be done-to determine the level of significance of the anticipated bicycle impacts.

A demonstration of the current standard's lack of adequacy is provided by Table 6.14-10. The table shows that the bicycle and pedestrian mode share will decline with implementation of the General Plan and, in fact, would decline further under the proposed General Plan than with the no project alternative. This is the case despite General Plan goals to have a balanced transportation system, provide viable alternatives to automobile use and reduce Vehicle Miles Travelled. Those goals would all best be achieved by increasing the rate of bicycle and pedestrian trips rather than decreasing it. The fact that bicycling and pedestrian mode share is project to decrease shows results that are internally inconsistent with General Plan goals and probable conflict with other plans as well.

We recommend that the standards for significance for bicycle and pedestrian impacts be updated in accordance with new CEQA guidelines. The revised CEQA guidelines adopted in December 2009 call for the evaluation of impacts to bicycle performance or "level of service" and bicycle safety for all project alternatives.

The guidelines ask, "Would the project:

Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?"

13-1

13-2

13-3

12 /

"Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?"

There must be an analysis to see if the performance of bicycling as a mode of transportation is affected (and not just whether bicycling facilities are disrupted) *and* whether the safety of bicycling is affected. Measures of effectiveness for bicycling need to be clear. We believe bicyclists of all ages and abilities should feel safe and comfortable using a street or bikeway and this should be confirmed by a "level of service" measurement. This is similar to the long standing practice of measuring LOS for vehicle drivers.

13-4 (cont.)

We find the discussion of mitigations for greenhouse gases very difficult to comprehend. It appears the proposed "mitigations" for greenhouse gas emissions are a set of assumptions based on speculative improvements in energy efficiency and compliance with various programs. We suggest that assumptions are not mitigations. We recommend creating a new set of mitigations that represent practical, concrete actions on how to achieve the increases in efficiency or compliance.

13-5

SABA is an award-winning, nonprofit organization with more than 1,400 members. We represent bicyclists. Our aim is more and safer trips by bike. We are working for a future in which bicycling for everyday transportation is common because it is safe, convenient and desirable. Bicycling is the healthiest, cleanest, cheapest, quietest, most energy efficient and least congesting form of transportation. Thank you for considering our comments.

Yours truly,

Walt Seifert
Executive Director
Sacramento Area Bicycle Advocates (SABA)
(916) 444-6600
saba@sacbike.org
www.sacbike.org

[&]quot;SABA represents bicyclists. Our aim is more and safer trips by bike."

LETTER 13: WALT SEIFERT, EXECUTIVE DIRECTOR, SACRAMENTO AREA BICYCLE ADVOCATES

Response to Comment 13-1

The commenter disagrees with the conclusion that no mitigation measures are available to reduce climate change impacts and suggests that mitigation measures prepared by the Attorney General's office should be used to mitigate the impacts of greenhouse gases and the significant and unavoidable impacts to the Level of Service (LOS) for two roadway segments in adjacent jurisdictions.

As indicated in the Draft EIR (pages 6.14-30 thru 6.14-34), the draft General Plan includes a number of goals and policies designed to reduce the volume of traffic and improve circulation throughout the county. Implementation of these goals and policies will help to reduce traffic within Sutter County as well as traffic within adjacent jurisdictions. Specifically, Policy M 3.4 requires implementation, as appropriate, of reduction measures in the Climate Action Plan designed to reduce vehicle miles traveled. Reduction measures in the Climate Action Plan (CAP) include measure R3-T1, which promotes the development and use of transit between Sutter County and neighboring jurisdictions to reduce vehicle miles traveled. The implementation of a coordinated effort to facilitate transportation smoothly between jurisdictions will provide a reduction in vehicle miles traveled, however, without knowing the extent to which this coordinated effort will occur, a specific reduction in vehicles cannot be quantified.

As shown in Section 6.6, Climate Change, the incorporation of reduction measures included in the proposed CAP as well as Mitigation Measure 6.6-1 would reduce emissions in the county by 2030 to meet AB 32's current requirement to meet 1990 levels.

In addition, the mitigation measures suggested by the Attorney General's office (specifically land use and circulation reductions), as well as those included in the Draft EIR (pages 6.14-30 thru 6.14-34) can only be implemented by the entity with jurisdictional authority.

Unincorporated Sutter County does not have jurisdictional control within the adjacent jurisdictions where the LOS impacts are reported. Some of the reduction measures prepared by the Attorney General's office as well as the General Plan goals and policies described in the Draft EIR require jurisdictional control to be implemented and, therefore, while having the potential to reduce LOS impacts, cannot be implemented by Sutter County. Thus the impacts are significant and unavoidable. Please see also Response to Comment 14-6.

Response to Comment 13-2

The Draft EIR uses the County's Standard of Significance to determine potential impacts to bicyclists and pedestrians. A significant impact would occur if the project were to physically impact existing bikeway or pedestrian facilities, as stated. The project does not physically impact any existing bikeway or pedestrian facilities. Therefore, there is no impact. The proposed General Plan includes a number of goals and policies designed to encourage new bicycle and pedestrian facilities within the county and to implement the 'complete streets' legislation. Please see also Response to Comment 13-4.

Response to Comment 13-3

The commenter refers to the beneficial impacts associated with bicycle and pedestrian facilities and notes that with implementation of the General Plan, bicycle and pedestrian usage will decline. While the mode share may not show the increase in bike and pedestrian activity proportional to the increase in traffic volumes, a portion of which is travel through the county, bike and pedestrian usage does increase over existing conditions, as shown in Table 6.14-10. Table 6.14-10 on page 6.14-25 shows a comparison of general plan mode share, including 'Walk/Bike'. As shown in the table, Walk/Bike increases from 4,649 person trips in 2009 to 9,616 person trips under the General Plan Adjusted Buildout scenario, an increase over the 9,137 person trips under the 2030 No Project conditions.

The General Plan includes goals and policies designed to encourage all modes of transportation. As noted above, pedestrian and bicycle usage will increase relative to existing conditions with implementation of new general plan goals and policies. The General Plan is designed to balance new growth employing smart growth principles that encourage compact development that allows and supports a wider network of transportation options for residents and employees. The General Plan provides an internally consistent document that meets current planning law requirements for general plans.

Response to Comment 13-4

The County's thresholds of significance used in the analysis for impacts to the bicycle and pedestrian systems, as noted on page 6.14-37, would occur if the project would (a) disrupt existing or interfere with planned bicycle or pedestrian facilities that would discourage their use; and/or (b) create an inconsistency with the bikeway or pedestrian policies or standards of plans adopted by the jurisdictions within the study area.

The comment is correct that Appendix G of the CEQA Guidelines was updated in 2009 and contains revised and expanded language concerning issues that should be considered for evaluating impacts relating to non-motorized travel, such as bicycles. However, the County has not adopted a level of service standard for bicycle modes of travel that could be used

to determine whether there would be adverse effects related to performance or safety of such facilities.

Table 6.14-10 on page 6.14-25 shows a comparison of general plan mode share, including 'Walk/Bike'. As shown in the table, Walk/Bike increases from 4,649 person trips in 2009 to 9,616 person trips under the General Plan Adjusted Buildout scenario, an increase over the 9,137 person trips under the 2030 No Project conditions.

The Mobility Element of the General Plan includes policies for "complete streets". The Complete Streets Act, recently signed into law (AB 1358), makes California the first state in the nation to ensure that all local streets and roads accommodate the needs of bicyclists, pedestrians and transit riders, as well as motorists. These policies, which include M 1.1, M 1.2, M 1.4 and Implementation Program M 1-A, are intended to ensure the performance of the County's circulation system takes into account all modes of transportation, including non-motorized travel (i.e., pedestrians, bicycles) and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths. These policies are also intended to provide a balanced, multimodal transportation network that meets the needs of all users (e.g., includes bicyclists, children, motorists, pedestrians, public transportation, etc.) for safe and convenient travel in a manner that is suitable to the rural context of the county. Therefore, adoption of the proposed General Plan is not anticipated to impact pedestrian or bicycle facilities within the county.

Response to Comment 13-5

The commenter indicates that the discussion of mitigation measures to address the impact on climate change was hard to understand and that the mitigation measures appeared to be assumptions and plan compliance. The commenter recommends that new mitigation measures be provided that represent practical, concrete actions on how to achieve the increases in efficiency or compliance.

AB 32 is the current regulatory standard by which greenhouse gas emissions (GHG) inventories are required to be established and quantified. AB 32 sets a GHG reduction threshold of meeting 1990 emission levels by 2020. Although Executive Order S-3-05 has a target of reducing emissions by 80 percent below 1990 levels by 2050, this emissions goal is impossible to achieve at the current level of technology. Because of this, the Kyoto Protocol has a tiered reduction strategy of reducing emissions down to 1990 emissions by 2020.

To address compliance with AB 32, the county's proposed Climate Action Plan (CAP) has been structured based on the knowledge that over the next several years technological advances will lead to additional methods in which emission reductions can be achieved. It is also understood that as 2020 approaches revised emission reduction thresholds will be

established for future years such that continued reduction efforts will reflect the new technology that is available. Therefore, the CAP will have to be updated by 2020 in order to address these new regulatory requirements and at the same time would provide for the opportunity to incorporate new technologies and reduction strategies that may be equally or more effective at reducing emissions than those available today. The CAP includes a range of reduction measures that include state-mandated energy efficiency requirements targeted to go into effect between now and 2020 along with other types of energy-efficient construction techniques, such as installation of energy-efficient lighting, windows, water heaters, light-colored paving, planting trees, solar applications, etc. The reduction measures included in the CAP are realistic, practical, economically feasible, and consistent with state law.

The mitigation measure or assumptions were required to reduce the county's contribution of GHG emissions between 2020 (horizon year for the CAP) and 2030 (horizon year for the General Plan) as described in the Draft EIR (see Impact 6.6-1 on page 6.6-29). As discussed under Impact 6.6-1, emissions associated with implementation of the General Plan through 2020 are essentially mitigated through compliance with the reduction measures set forth in the CAP. Under AB 32 the horizon year for meeting state-mandated goals reducing greenhouse gas emissions is through year 2020. Therefore, the CAP only applies to development through 2020. However, the General Plan includes development through 2030; therefore, in order to ensure development after 2020 in the county continues to reduce emissions, the CAP will need to be updated to include additional reduction measures. These measures will need to meet whatever requirements are in place at that time. For the purposes of the EIR analysis it is assumed that new technologies and reduction strategies available between 2020 and 2030 will provide equally or more effective emission reductions. However, there is no way to predict the specific strategies and technologies or overall effectiveness that will be available by 2020; therefore, the assumptions in the mitigation measure were included to provide the minimum effectiveness that must be achieved without new technologies in order to maintain emissions below the current requirement of meeting 1990 levels. These assumptions are practical based on the current regulations and project build-out assumptions provided for in the analysis.

The County will be adopting the CAP along with the General Plan and future development will be required to comply with the reduction measures set forth in the CAP to ensure the county is doing its part to reduce emissions associated with new development.

October 25, 2010

Mr. Steve Geiger Sutter County Community Services Department, Planning Division 1130 Civic Center Blvd., Suite A Yuba City, CA 95993 sgeiger@co.sutter.ca.us

Dear Mr. Geiger:

I appreciate the opportunity to comment on the Sutter County GPU DEIR. I live at 1735 Wingfoot Drive, Yuba City – and I work in Sacramento. I am very concerned with air quality issues, especially as they relate our region's ability to attain the air quality standards for ozone and particulates as well as mitigate greenhouse gas emissions to extent feasible.

As you may know, a portion of Sutter County lies within the Sacramento Federal Ozone Nonattainment Area (SFNA), an area that has not yet met the federal health-based standard for dangerous ground-level ozone concentrations. The SFNA is comprised of all of Sacramento and Yolo Counties, and portions of El Dorado, Placer, Sutter and Solano Counties. Sacramento and Sutter Counties are also in nonattainment for state and federal particulate matter (PM_{10}) standards, as well as the state's fine particulate matter ($PM_{2.5}$) standard.

14-1

My overall comment is that the DEIR finds the following impacts significant, but claims there are <u>no</u> available (or feasible) mitigation measures.

- 1. Conflict with or obstruct implementation of applicable AQ management plan.
- 2. Operational emissions would contribute substantially to existing or projected AQ violation.

14-2

- 3. Construction emissions would potentially contribute substantially to existing or projected AQ violation.
- 4. Cumulative growth is not consistent with current growth projections [surplus of planned growth-pop, housing, employment] and would result in inconsistencies with local AQ management plans (NSPAAQAP). Says the only way to meet the AQ goals would be to reduce growth (which clearly they are unwilling to consider- they don't even consider the possibility), so, significant and unavoidable.
- 5. Cumulative operational emissions are above FRAQMD's thresholds.
- 6. Cumulative construction emissions are above FRAQMD's thresholds.
- 7. Conversion of important farmland.
- 8. Could result in LOS deterioration in adjacent jurisdictions.
- 9. Could result in increased traffic volumes on Caltrans roads in unincorporated County

Many other General Plan Updates (Riverside, CA; City of Sacramento; draft County of Sacramento) have included mitigation for the afore-mentioned impacts – I'm hoping you'll consider appropriate mitigation as well. My specific comments follow:

Comment 1: The DEIR finds that implementing the GPU will result in many significant and unavoidable air quality impacts, two of which are very important on a regional basis: a) conflicting

with or obstructing the implementation of an applicable air quality management plan; and, b) cumulative inconsistencies with current growth projections resulting in inconsistencies with local air quality management plans. The DEIR Summary of Impacts and Mitigation Measures (Summary) plainly states that there are no available mitigation measures and does not cite any GPU policies aimed at ameliorating the air quality-related impacts that will hinder not only the SFNA's progress as a whole, but also each jurisdiction's progress within the SNFA including Sacramento County's.

14-3 (cont.)

Recommendation 1: The Summary should cite GPU policies that are beneficial to the region's air quality, and provide a meaningful discussion in the body of the DEIR. Examples of polices that will benefit the entire region's air quality that are contained in the Sutter County General Plan include ER 9.4 Automobile Dependence Reduction; LU 3.5 Infill Development and LU 9.6 New Development.

Comment 2: Many of the significant and unavoidable air quality impacts, including those discussed above, are a result of Sutter County's desire to grow in excess of the very projections¹ that are used in developing local and regional air quality management plans, including Sacramento County's.. The DEIR states that it is simply infeasible to keep growth in line with SACOG's projections because of Sutter County's goal to improve the jobs-housing balance, and then states that there are no available or feasible mitigation measures. Furthermore, the DEIR does not cite any GPU policies that, if implemented, will help reduce it's growth-related air quality impacts locally or regionally. Perhaps more than any other single factor within a GP, it is a jurisdiction's growth policies that ultimately help or hinder SFNA's progress in attaining the health based standards.

14-4

Recommendation 2:

In consideration of neighboring air districts that are collectively struggling to meet the health based air quality standards, I would recommend that Sutter County consider a growth-phasing plan to ensure that future development supports the underlying assumptions in local and regional air quality attainment plans, while providing flexibility to meet market demand. A metric based on County-wide vehicle miles travelled has the potential to achieve these goals. Sacramento County is considering a growth phasing plan in its GPU that you may wish to refer to for additional information.

Comment 3: The GPU DEIR finds that significant climate change impacts will be reduced to a less than significant level assuming full implementation of nine aggressive measures, or "equally effective measures", from its Climate Action Plan (CAP).

14-5

Recommendation 3: Please provide examples of "equally effective measures" and a meaningful discussion a "backstop" plan in case the CAP cannot be implemented.

Comment 4: The GPU DEIR finds that full buildout of the General Plan will lead to significant and unavoidable Level of Service (LOS) impacts on roadways within neighboring jurisdictions. It then offers automobile oriented roadway widening as the only potential mitigation measure, which is immediately dismissed as infeasible.

14-6

Recommendation 4: The Summary should cite the GPU policies that, if implemented, could reduce vehicle miles traveled and respective local and regional LOS impacts. An example includes ER9.4 Automobile Dependence Reduction. Additional measures, especially those that support bicycle and pedestrian use, should be considered, and a meaningful discussion of the issue should be included in the body of the DEIR. Local and regional bicycle and pedestrian advocacy groups can be of great help in this regard.

Sincerely,

Larry Robinson

LETTER 14: LARRY ROBINSON

Response to Comment 14-1

The comment provides additional detail regarding the nonattainment designations within Sutter County that are also discussed on page 6.4-5 of the Draft EIR.

Response to Comment 14-2

Please see Response to Comment 14-3, below.

Response to Comment 14-3

The commenter is questioning why Table 2-1 in Chapter 2, Summary of Environmental Effects in the Draft EIR does not include a list of applicable General Plan policies. The discussion of applicable General Plan policies is included in the impact analysis starting on page 6.4-22 through page 6.4-32. The general plan policies are not identified as mitigation because the general plan is designed to be 'self-mitigating". As indicated in the analysis, there are no county-wide mitigation measures available that could reduce impacts associated with development, beyond the policies of the Draft General Plan that are discussed in Section 6.4 (Air Quality), Section 6.6 (Climate Change), Section 6.14 (Transportation and Circulation). Future development projects would be required to comply with the General Plan goals and policies, as well as conduct additional environmental review, if required. At that time additional project-specific mitigation measures could be imposed to reduce emissions associated with specific development projects, however there are no feasible mitigation measures that could be enforced/implemented universally for county-wide development.

Specific policies discussed within Section 6.4 (Air Quality) of the Draft EIR that are referenced by the commenter include:

- Policy ER 9.4 Addressed in Impact 6.4-1 (Air Quality Management Plan Consistency) and Impact 6.4-2 (Operational Emissions)
- Policy LU 3.5 Addressed in Impact 6.4-1 (Air Quality Management Plan Consistency) and Impact 6.4-2 (Operational Emissions)
- Policy LU 9.6 Addressed in Impact 6.4-3 (Construction Emissions)

Please see Responses to Comment Letter 11.

Response to Comment 14-4

The commenter is mistaken that the Draft EIR does not discuss any General Plan policies that would affect operational emissions associated with the General Plan's anticipated growth.

On page 6.4-23 of the Draft EIR, ten of the proposed General Plan's policies are listed that would increase alternative transportation countywide and promote smart growth such that operational emissions on a per-household/per-square-foot basis would decrease. With respect to a growth-phasing plan, the County may implement such a plan to achieve proposed General Plan Goals LU 1, LU 3, and LU 4; however, the ability to implement such a plan has yet to be determined.

Response to Comment 14-5

The commenter requests that examples of the "equally effective measures" indicated in the Draft EIR be provided, as well as an alternative plan in case the County's proposed Climate Action Plan (CAP) cannot be implemented.

The analysis of climate change impacts in the Draft EIR is based on the existing technologies that are currently available in order to reduce greenhouse gas emissions. It is understood that the reduction technologies and strategies available today are adequate to meet AB 32 goals of reducing greenhouse gas (GHG) emissions to 1990 levels by 2020. The CAP includes an implementation section that explains how the CAP will need to be updated by 2020 in order to take into account newly established reduction thresholds beyond 2020 and at the same time provide the opportunity to incorporate new technologies and reduction strategies developed after the adoption of the CAP, assuming the CAP is adopted. The "equally effective measures" in Mitigation Measure 6.6-1 indicated on page 6.6-33 of the Draft EIR represent these new technologies and reduction strategies that have yet to be developed, but assuming either these measures or other equally effective measures are implemented, based on the reduction in emissions they would enable the county to meet the current AB 32 requirements.

The Draft EIR also provides the reduction goals that must be achieved under the proposed CAP reduction strategies in order to maintain the 1990 emissions levels through 2030 without the incorporation of additional strategies or new technologies. If the County adopts the proposed CAP, it will be implemented to reduce GHG emissions through the horizon year of the CAP 2020. Prior to 2020, the mitigation requires that the CAP be updated through 2030, at a minimum, to address buildout of the General Plan and to ensure GHG emissions are maintained at 1990 levels, assuming the current legislative requirements.

Response to Comment 14-6

The traffic analysis evaluates potential impacts to the level of service on roadway segments located in adjacent jurisdictions under Impact 6.14-2 on page 6.14-42. As noted in the comment, there are numerous policies in the General Plan designed to reduce vehicle miles traveled. To provide a more comprehensive analysis, Impact 6.14-2 is revised to

elaborate more on those policies that would help to reduce auto dependency. The revised text is shown below.

The traffic analysis included preparation of a model generated traffic volume difference plot showing the increase in traffic volumes attributable to the proposed General Plan. Major routes with an increase in traffic volume in adjacent jurisdictions are shown in Table 6.14-12. Traffic generated under the adjusted buildout scenario would result in traffic impacts to the SR 70/E Street segment from 1st Street to North Beale Road and on South Walton from Lincoln Road to Bogue Road in Sutter County. The LOS along thisese roadways is currently LOS F and the project would contribute additional traffic volumes that would further exacerbate the LOS. The proposed General Plan includes Policy M 2.7, which requires new development projects to analyze traffic impacts on the regional transportation system (i.e., facilities that provide regional connectivity to new development) and require a fair share contribution to regional transportation improvements.

In addition, the General Plan includes a number of policies designed to help reduce vehicle miles traveled and to decrease auto dependency. Specifically, Policy M 1.1, Multi-Modal Roadways, requires the County to design roads to support multi-modal transportation. Policy M 2.8 requires the County to coordinate with neighboring jurisdictions to provide acceptable and compatible levels of service on roadways that cross City/County boundaries when establishing future road alignments within the SOI. The General Plan also includes specific policies to enhance transit opportunities, specifically policies M 3.2, M 3.3, and M 3.4. Policies M 5.2, M 5.3 and M 5.5 encourage the County to support and use bicycle and pedestrian facilities/ programs set forth in the Climate Action Plan; require new development to construct or fund bicycle and pedestrian facilities; and identify opportunities to ensure bicycle and pedestrian facilities are included on bridges in the county. Policy ER 9.4 sets forth a desire for the County to implement land use patterns that reduce automobile dependency and encourages the use of alternative modes of transportation. Policy ER 9.3 is designed for the County to implement, as appropriate, reduction measures included in the Climate Action Plan all designed to reduce emissions, specifically from vehicles. All of these policies are designed to work together to help the County develop more compact development patterns that will encourage less dependency on the automobile, reduce greenhouse gas emissions, and encourage more people to use alternative transportation. The approach will help reduce vehicle trips and potential impacts to roadways in adjacent jurisdictions.

Therefore, f<u>F</u>uture development within the county would be required to conduct a traffic analysis to determine impacts to the regional transportation network <u>as well as support more multi-modal transportation opportunities to help reduce overall vehicle</u>

<u>miles traveled</u>. However, the General Plan does not include any policies that <u>specifically</u> address impacts to roadways in adjacent jurisdictions. Even if the County requires payment of fees for improvements to roadways in other jurisdictions, the County cannot guarantee that the improvements would be constructed; therefore, this is considered a *significant impact*.

Even with compliance with the goals and policies set forth in the General Plan, the future level of development assumed under the General Plan would contribute vehicle trips on adjacent roadways that could adversely affect the existing level of service. Since the County does not have jurisdiction outside of the unincorporated county, the impacts identified cannot be further mitigated resulting in a significant and unavoidable impact.

LIBRARY

OF SUTTER COUNTY

Roxanna Parker Library Director

October 25, 2010

TO:

Steve Geiger, Principal Planner

Sutter County Community Services

FROM:

Roxanna Parker

RE:

Draft General Plan – Public Services Policy X.X-5.4 Co-Location under

Libraries

Sutter County Library does not recommend including "schools" in the General Plan – Public Services Policy XX-5.4 Co-Location under Libraries.

There are two reasons for this recommendation:

- Co-Location with schools increases county financial liability
- Co-Location with schools <u>decreases</u> library access/ service for the general public

Increased County Financial Liability

Libraries are not a mandated educational program. Understandably, schools support their own required educational programs first. Due to the increasingly tight financial environment, over time schools have been pressed to make decisions that under-fund, un-staff or completely eliminate their own library programs. It is not prudent fiscal policy for the County to co-locate a service, such as a public library, with a partner institution that has no legal requirement or mandate to support that service.

By law school funding must be used to support school programs. Sutter County cannot control state or federal educational requirements, level of state or federal educational funding, or the ultimate financial decisions made by a local Board of Education. While everyone supports the library, not everyone is able—or willing—to pay for the library.

A Co-Location library also increases cost due to its dual service role. A Co-Location library has extended hours to meet both school and public needs, curriculum support as well as popular materials to meet public interests, and enough computer resources to provide support for both student and public use.

15-1

A Co-Location library increases county financial liability due to extended hours and service requirements, with an institutional partner that is not mandated to support the library program.

Decreased Library Access/Service for the General Public

While the fiscal issues are very real – the matter of public access and public use of a Co-Location facility are equally important. Sutter County needs to provide libraries that welcome the public, are accessible to the public, and are actively used by the public – Sutter County public libraries need to be actively "inclusive". In contrast, schools need to address security issues in order to protect their students – and therefore school policies and procedures are protective and "exclude" individuals who are not students or school personnel. Requiring identification and "signing in" is not a welcoming atmosphere for the general public, and would be very intimidating to new immigrant families.

School hours overlap with high public use hours – morning story hours for families with pre-school children, elementary school visits, a variety of adults and seniors, and immigrant families in the Literacy Program. The Co-Location library serves children only at one school site. Ironically, a stand alone public library serves more families with young children, more schools and school children, more charter schools and home schools, in addition to many adults and seniors – because it is accessible to everyone.

The general public does not go to school campuses – and the general public does not actively use libraries that are on school campuses.

If Sutter County is going to pay for a public library, we need to insure that the general public has full access to it and uses it as much as possible. This is not going to happen by locating the library on a school campus.

Other Issues

Student behavior, language, dress

Student behavior, language and dress can be very intimidating to the general public – which includes families with young children, children alone on their bicycles, adults, seniors. The problems increase the larger the number of students. The public is not "required" to use the library – and will simply self select not to come to the library if they do not feel comfortable there.

Teen driving, after school traffic

Traffic patterns around schools can also be intimidating and unsafe during high library use hours – after school. In a prior year the Board of Supervisors heard public discussion regarding unsafe traffic conditions when parents were picking up students after school at Andros Karperos Middle School. More recently the Board heard Sutter residents discuss unsafe teen driving after school from the Sutter Union High School. Unsafe traffic

conditions are a real deterrent to coming to the library – particularly for families with children, children alone, and seniors.

Staffing issues

Any combination of county, city, school staff is problematic because the employees have different bargaining units, different pay scales, different work day hours, different official holidays and days off. The public library is open year round – not just the school year.

When the staff is combined and employed by the library jurisdiction, the county is put in the position of laying off employees if the partner school cuts funding for position(s). This puts the county in the position of being the "bad guy". It also does not allow the county to control when and where the cost reduction takes place.

Different hours, collections, services

School and public libraries have different functions and missions – that require different hours, collections and services – and this dual function requires additional space and funding support. Where there is an overlapping need for library services, such as during morning, afternoon and after school hours – public library services for families with young children and seniors do not work well in the atmosphere of a middle school or high school library. And limiting a facility to school use "during the day", and public use "during the evening" eliminates the opportunity for pre-school story hours, class visits by other schools, and use by senior residents who do not like to drive at night.

Policies and procedures

School policies and procedures address the needs of students and teachers. The general public is not familiar with school rules, and does not follow them. Operating a facility with two sets of policies and procedures – one for the public, and one for the school – is confusing and problematic at best.

Impact of the State Bond Act

While Co-Location is not a new concept, it gained particular prominence in California in this last decade, in response to the availability of state Bond Act funds that gave priority to "joint use" projects. The "joint use" priority was dropped by Round 2 of the awards cycle, but the pool of projects had already been developed to compete for initial Bond Act funding and "joint use" was a defining characteristic in order for the applications to be competitive. While the Bond Act has concluded, it is very expensive to develop projects, and so projects, or modified projects, that were unsuccessful in receiving Bond Act funding continue to be implemented as local alternative funding has been identified.

"Joint use' projects have been popular with schools, because the participating school gets a library at their location. Joint use or co-location libraries have also been popular with developers, because they get "two [a public library and a school library combination] for the price of one". The buildings are beautiful, and communities have a great deal of civic

pride regarding completion of a new facility. Projects that won Bond Act awards have an even greater sense of competitive accomplishment.

The public face of these projects looks good. Communities want to keep their civic pride and success stories alive.

Behind the scenes, however, joint use and co-location facilities have a different reality and tell a different tale:

- Joint use facilities have limited use by the general public, due to the issues already discussed public accessibility, school security policies and procedures, student behavior, other intimidation factors, traffic concerns. The general public does not frequent school campuses, and does not use libraries located on school campuses.
- Restrictions and cuts in school funding have resulted in <u>increased cuts</u> to the library operation, <u>or</u> the library jurisdiction has had to make up the difference for partner cuts in staffing, collections, computers, services in order to maintain the library. <u>In the current economy, increased cuts are the norm.</u>

In larger metropolitan areas such as Sacramento, the public has access to 27 branch libraries, and has alternatives to using a joint use facility. In other communities where there is just one main library—and that library is joint use—the public tend to use the nearest stand alone public library, even if it is located in the next civic jurisdiction.

Sutter County is not likely to have multiple public libraries available in any one community. It would be important for the library in these communities to be as accessible as possible to the public, and used by the public as much as possible. It does not make sense to use public funds to provide a library that the public will not use.

The Experience of Other Libraries in our Regional Mountain Valley Library System

Six other library jurisdictions within our regional Mountain Valley Library System and in our immediate geographic area, have joint use or co-location libraries. Most of these facilities are very new, or relatively new, library facilities. This is a snapshot of their experience:

<u>Placer County – Auburn Library</u>

- Student behavior problems
- Vandalism on library building & staff vehicles
- After school traffic problems the Library Director describes as "parking chaos"

The Auburn Public Library is located adjacent to a middle school. Student behavior and traffic problems have been persistent since the building opened in 1973. The problems

have been investigated by multiple grand juries, including the involvement of local law enforcement, with improvement, but no final resolution.

Nevada County – Bear River High School Library

• Under-utilization – Library is not used by the public

The Bear River High School Library is a joint use facility that is meant to serve both the high school and residents living in south Nevada County. The library is greatly underutilized by residents, who have preferred to use either the public library in Grass Valley, or cross the county line and use the Auburn Public Library in Placer County. The Auburn Library is very heavily used by south Nevada County residents. Faced with severe budget constraints in 2008-09 and 2009-10, the Nevada County Library recommended an end to the joint use part of the facility, since the public was not using the library anyway. County residents do not like to lose a library, and campaigned vigorously (and successfully) to keep the facility a joint use operation – even though the public still does not use the library.

City of Lincoln - Twelve Bridges Library

School partners have not met their funding commitments

Twelve Bridges Library was a successful state Bond Act project for Priority 1 "joint use", partnering the City of Lincoln with not only one – but two – school partners (Sierra Community College and the local school district) campaigning with the motto "Together Is Better". Neither school partner has met its financial obligations under the Bond Act to co-locate. The library is under severe budget cuts, because it has had to absorb not only its own city budget reduction, but also the additional lack of funding from both school partners. Staff layoffs include positions that were to be funded by the two schools. The Library Director is opening discussions with Placer County Library, to determine if the county system would be able to take over operation of the Twelve Bridges Library.

Yolo County Library - Davis Branch

Vandalism on library building

The Davis Branch of the Yolo County Library is located adjacent to the Davis High School on one side, and an elementary school on the other side. It is subject to more incidences of vandalism than other civic buildings in the same community.

Folsom Public Library – Norman R. Siefkin Branch

- Low visibility from the street; neighborhood location that is not a high traffic area used by the general public
- Very low public use

In 2007 the new Vista del Lago High School opened in Folsom. One year later in 2008 the Folsom Public Library opened a new 13,000 sq ft branch library at one end of the high school campus. The library is a separate building, with its own entrance and parking. Library use is so low, the building is currently staffed by only 2 people, and circulation is described as "equivalent to the circulation of a small, 1 room branch library". Primary use of the building is the computer lab for classes, which would not have required a library facility. Students use the library after school to do their homework, but are also not using the collection. Due to school budget cuts, school personnel have reduced their library assistance to 2 days/week; Folsom Library personnel staff the facility 3 days/week. Due to the City of Folsom's own budget constraints, and the very low use of the library, the Library Director was directed to inquire about not using the facility as a public library at all effective FY 2010-11. The school response was that even if the facility was not used as a public library, per contract the City of Folsom would still be required to pay their share of utilities, maintenance, other operating costs.

Sacramento Public Library - North Natomas

Popular facility – high school student union atmosphere

In contrast to the Folsom joint use library, the new North Natomas co-location facility is a bustling place, with an atmosphere described as a "high school student union". This is an environment that is not always appreciated by residents in other age groups. Residents who prefer a community library, continue to use the South Natomas Branch Library.

Sacramento Public Library – Franklin Branch Library (Elk Grove)

- Operates as school library 7:30 3:30, and public library after 3:30
- Separate but parallel school & library personnel staff the facility, with different salaries, negotiated union agreements, work hours (school library staff go home at 3:00), work years (school library staff are off during the summer, observe minimum school days and different school holidays)
- General public has to "sign in" to use the library
- Separate school and public policies and procedures
- Shared, but very unequal operating costs, e.g., library pays \$80,000 annually for collection development, school pays \$5,000 annually for collection support
- School computers were too old to run current software, so students took over the library computers; library ultimately has supplied and maintained all 58 computers for both the school and the public, so they have computers available for public use

Franklin Branch Library is a 20,000 sq ft joint use high school/ public library facility opened in 2002. The library has understandable problems with the parallel school/ library staffing arrangement, the multiple policies and procedures for school and public library use, and the division of fiscal responsibility.

The common themes of these joint use or co-location library projects are:

- Very low use by the general public even with brand new library facilities
- Failure of partner institutions to meet their fiscal responsibilities

Sutter County Branch Libraries

Even our small Sutter County branch libraries reflect the same use pattern seen in the larger branch libraries of other jurisdictions. Sutter County has four branch libraries located in the communities of Live Oak, Sutter, Rio Oso and Pleasant Grove. Barber Branch Library (Live Oak) and Sutter Branch Library are general community libraries; Browns Branch Library (Rio Oso) and Pleasant Grove Branch Library are joint use libraries located on elementary school sites. In both joint use libraries, the school provides the facility, and the library provides the staff and collection.

The community libraries in Live Oak and Sutter are regularly used by a wide range of residents — families with pre-school children, individual school children, scheduled class visits, teens, adults and senior citizens. The joint use libraries in Rio Oso and Pleasant Grove are also open and available to the public, but are used almost exclusively by the school site. Only a handful of residents come onto either of these school campuses and use the public library.

Sutter County is not likely to add additional small branch libraries in its unincorporated rural communities, and the focus of this response to the draft General Plan is not on our current small branch libraries – but rather on 1—optimum location for Sutter County public libraries that will serve the county population centers, and 2—avoiding co-location partnerships that will result in unstable funding for those libraries.

Optimum Model for Sutter County

Joint use or co-location libraries are less critical in large, metropolitan library systems that have many branches and alternative library locations available for public use. Sacramento Public Library has a variety of 27 branch libraries. Residents who do not like one library, can easily use another library within a convenient distance.

Sutter County is not apt to have multiple public libraries in any one population area. The more realistic model for Sutter County is one central library in each major population area, or incorporated community. Since Sutter County residents will not have the luxury or option of going to another library in the same community, it is very important that the public libraries we do provide be very accessible to the general public, and be libraries that the general public will want to use.

Location, location, location

The greatest library service for the general public can be produced by a stand alone, full service public library, located on a main thoroughfare for easy access, near other community facilities that are also used by the general public, such as civic centers, parks, restaurants, coffee shops and business districts. A central facility is accessible to everyone, and can be used by everyone. A centrally located library easily provides the

county "the most bang for its buck", without the problems and deterrents that have limited public library use at new library facilities in other locations.

Stable funding

Sutter County Library has enjoyed many years of tight, but stable funding, due to the high level of fiscal responsibility and decision making by the Board of Supervisors. This base platform of stable county funding has allowed the library to maintain its hours, collection and Integrated Library System (computer system with Sacramento Public Library) with county funding, while library staff have been largely responsible for providing program enhancements through grant funding and local donations, notably the Friends of the Sutter County Library.

As demonstrated by the recent experience of many Mountain Valley Library System joint use and co-location projects, schools have not been a stable funding partner. In the current economic climate, when both funding partners have their own financial challenges and fiscal constraints, the resulting cuts to the public library have increased – not decreased.

Sutter County is very fortunate in being able to look at the results of the many, recent joint use and co-location projects, before making a decision regarding library service in its own General Plan. My interest is continuing to provide stable, accessible library service to all residents of Sutter County. I do not recommend that joint use or co-location public libraries be included in the final Sutter County General Plan.

I would be happy to answer any questions, or provide additional information.

Respectfully submitted,

ROXANNA PARKER

Director of Library Services

Cc District 1 – L. Montna

District 2 - S. Cleveland

Rojanna Parker

District 3 - L. Munger

District 4 – J. Whiteaker

District 5 - J. Gallagher

S. Larsen, County Administrative Officer

M. Greve, Senior Analyst [Library]

LETTERS 15 AND 16 WERE RECEIVED DURING THE PUBLIC HEARING HELD ON OCTOBER 25, 2010.

LETTER 15: ROXANNA PARKER, COUNTY LIBRARY

Response to Comment 15-1

This is a comment on the draft Sutter County General Plan and not on the adequacy of the analysis presented in the Draft EIR. There is no requirement under California planning law that requires responses be provided to public comments on a draft General Plan document.

The County Board of Supervisors, after reviewing the letter provided by Ms. Parker and hearing her presentation at the October 25th hearing, determined that no changes to the language in Policy PS 5.4 regarding co-location of library facilities with other uses is necessary.

----Original Message-----

From: Joan Joaquin-Wood [mailto:joanwood@earthlink.net]

Sent: Monday, October 25, 2010 2:21 AM

To: Steve Geiger; Lisa Purvis Wilson

Subject: Board of Supervisors & Planning Commission Joint General Plan Study Session

October 25

Dear Ms. Wilson, Mr. Geiger, and Supervisors:

Once again I urge the Planners and the Supervisors to consider and re-consider the changes that are proposed in the new General Plan which will adversely affect agriculture in Sutter County. The ambitious plans for estate housing, Sutter Pointe in South Sutter County, and Planned Rural Communities in Robbins and Sutter are adverse to agricultural interests. In Sutter where my farms are located there is no demand whatsoever for housing except from developers. The majority of the population like the County the way it is! Sutter City's water is unreliable, coming from only two wells with a third one always being sought. There is no sewer system at all; we use leach lines. The recent acquiescence of the Board to a developers' request to put Measure V on the ballot is yet another example of the county heading away from agriculture, which remains our mainstay. The only conceivable purpose of Measure V is to support the future building of that Planned Rural Community; the General Plan should stay aloof from such speculation and instead support those of us whose taxes support you!

Unemployment will not be solved by land speculation.

Joan Joaquin, 6498 Butte House Road, Sutter

Joan Wood

16-1

LETTER 16: JOAN JOAQUIN-WOOD

Response to Comment 16-1

This is a comment on the draft Sutter County General Plan and not on the adequacy of the analysis presented in the Draft EIR. There is no requirement under California planning law that requires responses be provided to public comments on a draft General Plan document. However, the County is reviewing all comments received on the draft General Plan and will make the appropriate corrections, as necessary.



5.0 MITIGATION MONITORING PROGRAM

Introduction

The California Environmental Quality Act (CEQA) requires the adoption of feasible mitigation measures to reduce the severity and magnitude of significant environmental impacts associated with project development. The Environmental Impact Report (EIR) for the Sutter County General Plan (proposed project) includes mitigation measures to reduce the potential environmental effects of the project.

CEQA also requires reporting on and monitoring of mitigation measures adopted as part of the environmental review process (Public Resources Code section 21081.6). This Mitigation Monitoring Program (MMP) is designed to aid Sutter County in its implementation and monitoring of measures included in the Sutter County Draft EIR.

The mitigation measures in this MMP are taken directly from the Sutter County General Plan Draft EIR (as modified during the Final EIR process). Mitigation measures in this MMP are assigned the same number they had in the EIR. The MMP is presented in table format and describes the actions that must take place to implement each mitigation measure, the timing of those actions, the entities responsible for implementing and monitoring the actions, and verification of compliance. In this case, only one mitigation measure was identified in the EIR. The County is responsible for complying with the measure, and the County's Community Services Department must ensure that the identified requirements are addressed.

The following categories appear in the Mitigation Monitoring Program.

Impact: Each impact statement that requires mitigation is listed in the table in

the order in which the impact appears in the Draft EIR and with the corresponding number so that the reader can refer to the EIR for a

full understanding of the impact.

Mitigation Measure: Each mitigation measure that appears in the EIR is included in the

MMP table. Mitigation Measures are numbered to correspond to their associated impacts. In some cases, mitigation measures were revised in the Final EIR, so the wording of the measures in this MMP

may differ slightly from the Draft EIR.

Action: For each mitigation measure, the action by which the County will

ensure that the measure will be implemented is described.

Implementing Party: The individual, agency and/or organization that must implement the

mitigation measure is identified.

Timing: The time at which the Action must take place is indicated.

Monitoring Party: Ultimately, the County is responsible for monitoring implementation

of the mitigation measures.

MITIGATION MONITORING PROGRAM FOR THE SUTTER COUNTY GENERAL PLAN EIR						
Impact	Mitigation Measure	Action	Implementing Party	Timing	Monitoring Party	
	6.6 Climate	Change				
6.6-1 Implementation of the proposed General Plan could generate greenhouse gases that would either directly or indirectly have a significant impact on the environment.	 6.6-1 The following criteria, or equally effective measures, shall be added to the CAP as interim post 2020 reductions to account for the increased emissions due to growth between 2020 and 2030. R2-T8: The 2030 analysis assumes that the Sutter Point Specific Area's Conceptual Transit Plan is built-out. R2-E4: The 2030 analysis assumes an increase in electrical energy efficiency through the strengthening of Title 24 regulations. R2-E5: The 2030 analysis assumes an increase in natural gas energy efficiency through the strengthening of Title 24 regulations; R2-E3 and R2-E5: The 2030 analysis assumed that community participation in the retrofit programs would equal 30% by 2030. R2-E6 and R2-E7: The 2030 analysis assumes that the commercial and industrial retrofit programs will have a minimum of 35% participation from businesses within Sutter County. R2-E9: The 2030 analysis assumes that water efficiency is increased to 30%. R2-W1 and R2-W3: The 2030 analysis assumes that an 80% diversion rate for nonconstruction generated solid waste is achieved. R2-W2:The 2030 analysis assumes a 70% diversion rate for construction related solid waste is achieved. 	Prepare and submit an updated Climate Action Plan (CAP) to ensure emissions between 2020 (time horizon of the CAP) and 2030 (time horizon of the General Plan) are addressed.	CCSD	After 2015 and before 2020	CCSD and FRAQMD	

SUTTER COUNTY COMMUNITY SERVICES DEPARTMENT (CCSD)

FEATHER RIVER AIR QUALITY MANAGEMENT DISTRICT (FRAQMD)

REVISED APPENDIX C AIR QUALITY

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Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name:

Project Name: Sutter County - Existing Project Location: Feather River AQMD

On-Road Vehicle Emissions Based on: Version: Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

	ROG	<u>NOx</u>	<u>co</u>	<u>SO2</u>	<u>PM10</u>	PM2.5	<u>CO2</u>
TOTALS (lbs/day, unmitigated)	721.81	133.28	467.38	0.02	1.33	1.32	164,163.25
OPERATIONAL (VEHICLE) EMISSION ESTIMATES							
	ROG	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	PM2.5	<u>CO2</u>
TOTALS (lbs/day, unmitigated)	1,751.86	2,608.94	21,191.66	13.63	2,315.57	461.26	1,390,972.42
SUM OF AREA SOURCE AND OPERATIONAL EMISSIC	N ESTIMATES						
	ROG	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
TOTALS (lbs/day, unmitigated)	2,473.67	2,742.22	21,659.04	13.65	2,316.90	462.58	1,555,135.67

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AREA SOURCE EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

<u>Source</u>	ROG	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	PM2.5	<u>CO2</u>
Natural Gas	9.89	128.67	58.84	0.00	0.25	0.24	163,506.29
Hearth - No Summer Emissions							
Landscape	73.37	4.61	408.54	0.02	1.08	1.08	656.96
Consumer Products	477.88						
Architectural Coatings	160.67						
TOTALS (lbs/day, unmitigated)	721.81	133.28	467.38	0.02	1.33	1.32	164,163.25

Area Source Changes to Defaults

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

<u>Source</u>	ROG	NOX	CO	SO2	PM10	PM25	CO2
Single family housing	1,115.84	1,656.73	13,519.89	8.66	1,469.33	292.75	883,610.46
Condo/townhouse general	88.79	131.83	1,075.85	0.69	116.92	23.30	70,313.83
General office building	370.26	593.82	4,759.26	3.10	528.17	105.15	316,292.10
General light industry	176.97	226.56	1,836.66	1.18	201.15	40.06	120,756.03
TOTALS (lbs/day, unmitigated)	1,751.86	2,608.94	21,191.66	13.63	2,315.57	461.26	1,390,972.42

Operational Settings:

Does not include correction for passby trips

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Does not include double counting adjustment for internal trips

Analysis Year: 2010 Temperature (F): 85 Season: Summer

Emfac: Version: Emfac2007 V2.3 Nov 1 2006

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Single family housing	3,016.00	9.24	dwelling units	9,048.00	83,603.52	844,395.56
Condo/townhouse general	45.00	9.24	dwelling units	720.00	6,652.80	67,193.28
General office building		22.11	1000 sq ft	1,359.52	30,058.99	303,595.79
General light industry		3.49	1000 sq ft	3,279.68	11,446.08	115,605.44
					131,761.39	1,330,790.07

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	39.5	1.8	97.9	0.3
Light Truck < 3750 lbs	19.3	3.6	86.6	9.8
Light Truck 3751-5750 lbs	19.7	1.5	98.0	0.5
Med Truck 5751-8500 lbs	9.3	1.1	97.8	1.1
Lite-Heavy Truck 8501-10,000 lbs	2.5	0.0	64.0	36.0
Lite-Heavy Truck 10,001-14,000 lbs	0.9	0.0	44.4	55.6
Med-Heavy Truck 14,001-33,000 lbs	1.5	6.7	20.0	73.3
Heavy-Heavy Truck 33,001-60,000 lbs	1.9	0.0	5.3	94.7
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.0	0.0	0.0	0.0
Motorcycle	4.0	65.0	35.0	0.0

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General light industry

Vehicle Fleet Mix Vehicle Type Percent Type Catalyst Non-Catalyst Diesel School Bus 0.1 0.0 0.0 100.0 16.7 Motor Home 1.2 8.3 75.0 **Travel Conditions** Residential Commercial Home-Shop Commute Customer Home-Work Home-Other Non-Work 10.1 10.1 10.1 10.1 10.1 10.1 Urban Trip Length (miles) Rural Trip Length (miles) 10.1 10.1 10.1 10.1 10.1 10.1 Trip speeds (mph) 35.0 35.0 35.0 35.0 35.0 35.0 % of Trips - Residential 49.1 32.9 18.0 % of Trips - Commercial (by land use) General office building 17.5 35.0 47.5

25.0

25.0

50.0

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Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name: P:\Projects - All Employees\D50000+\51363.00 Sutter Co GPU\Phase 7 EIR\Staff Folders\Chris\Sutter County - Reduced.urb924

Project Name: Sutter County - Reduced Project Location: Feather River AQMD

On-Road Vehicle Emissions Based on: Version: Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

	ROG	<u>NOx</u>	<u>co</u>	<u>SO2</u>	<u>PM10</u>	PM2.5	<u>CO2</u>
TOTALS (lbs/day, unmitigated)	1,680.21	307.30	830.94	0.03	2.38	2.36	379,790.48
OPERATIONAL (VEHICLE) EMISSION ESTIMATES							
	ROG	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
TOTALS (lbs/day, unmitigated)	1,516.24	1,401.87	15,199.95	40.39	6,810.33	1,286.03	4,169,810.65
SUM OF AREA SOURCE AND OPERATIONAL EMISSION	ON ESTIMATES						
	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	PM2.5	<u>CO2</u>
TOTALS (lbs/day, unmitigated)	3,196.45	1,709.17	16,030.89	40.42	6,812.71	1,288.39	4,549,601.13

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AREA SOURCE EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

<u>Source</u>	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
Natural Gas	22.91	299.59	147.84	0.00	0.57	0.56	378,692.33
Hearth - No Summer Emissions							
Landscape	122.83	7.71	683.10	0.03	1.81	1.80	1,098.15
Consumer Products	1,134.18						
Architectural Coatings	400.29						
TOTALS (lbs/day, unmitigated)	1,680.21	307.30	830.94	0.03	2.38	2.36	379,790.48

Area Source Changes to Defaults

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

<u>Source</u>	ROG	NOX	СО	SO2	PM10	PM25	CO2
Single family housing	501.51	460.40	5,033.45	13.28	2,234.52	422.13	1,370,817.55
Apartments high rise	82.22	75.48	825.19	2.18	366.33	69.20	224,733.08
Condo/townhouse general	182.99	167.99	1,836.59	4.85	815.33	154.03	500,180.26
General office building	523.47	524.99	5,627.44	15.10	2,553.93	482.00	1,559,588.22
General light industry	226.05	173.01	1,877.28	4.98	840.22	158.67	514,491.54
TOTALS (lbs/day, unmitigated)	1,516.24	1,401.87	15,199.95	40.39	6,810.33	1,286.03	4,169,810.65

Operational Settings:

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Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2030 Temperature (F): 85 Season: Summer

Emfac: Version: Emfac2007 V2.3 Nov 1 2006

Summary	/ of Land	Uses
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Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Single family housing	5,054.67	9.24	dwelling units	15,164.00	140,115.36	1,303,072.84
Apartments high rise	40.10	9.24	dwelling units	2,486.00	22,970.64	213,626.95
Condo/townhouse general	345.81	9.24	dwelling units	5,533.00	51,124.92	475,461.75
General office building		22.11	1000 sq ft	7,244.85	160,183.64	1,489,707.88
General light industry		3.49	1000 sq ft	15,097.76	52,691.18	490,028.00
					427,085.74	3,971,897.42

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	39.9	0.0	100.0	0.0
Light Truck < 3750 lbs	19.1	0.0	99.0	1.0
Light Truck 3751-5750 lbs	19.7	0.0	100.0	0.0
Med Truck 5751-8500 lbs	9.3	0.0	100.0	0.0
Lite-Heavy Truck 8501-10,000 lbs	2.5	0.0	80.0	20.0
Lite-Heavy Truck 10,001-14,000 lbs	0.9	0.0	55.6	44.4
Med-Heavy Truck 14,001-33,000 lbs	1.6	0.0	18.8	81.2
Heavy-Heavy Truck 33,001-60,000 lbs	1.6	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0

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General office building

General light industry

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		Vehicle Flee	t Mix				
Vehicle Type		Percent Type	Non-Catalyst	C	Catalyst	Diesel	
Urban Bus		0.0	0.0		0.0	0.0	
Motorcycle		4.0	32.5		67.5	0.0	
School Bus		0.1	0.0		0.0	100.0	
Motor Home		1.2	0.0		91.7	8.3	
Travel Conditions							
	Residential			Commercial			
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer	
Urban Trip Length (miles)	9.3	9.3	9.3	9.3	9.3	9.3	
Rural Trip Length (miles)	9.3	9.3	9.3	9.3	9.3	9.3	
Trip speeds (mph)	35.0	35.0	35.0	35.0	35.0	35.0	
% of Trips - Residential	32.9	18.0	49.1				
% of Trips - Commercial (by land use)							

35.0

50.0

17.5

25.0

47.5

25.0

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Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name: P:\Projects - All Employees\D50000+\51363.00 Sutter Co GPU\Phase 7 EIR\Staff Folders\Chris\Sutter County - Buildout.urb924

Project Name: Sutter County - Buildout Project Location: Feather River AQMD

On-Road Vehicle Emissions Based on: Version: Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

	ROG	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>			
TOTALS (lbs/day, unmitigated)	2,563.91	418.91	940.69	0.03	2.72	2.69	519,148.27			
OPERATIONAL (VEHICLE) EMISSION ESTIMATES										
	ROG	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	PM2.5	<u>CO2</u>			
TOTALS (lbs/day, unmitigated)	2,937.20	2,622.47	28,421.40	75.56	12,740.14	2,405.73	7,799,533.68			
SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES										
	ROG	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>			
TOTALS (lbs/day, unmitigated)	5.501.11	3.041.38	29.362.09	75.59	12.742.86	2.408.42	8.318.681.95			

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AREA SOURCE EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

<u>Source</u>	ROG	<u>NOx</u>	<u>co</u>	<u>SO2</u>	<u>PM10</u>	PM2.5	<u>CO2</u>
Natural Gas	31.34	410.65	208.66	0.00	0.78	0.77	517,971.57
Hearth - No Summer Emissions							
Landscape	131.68	8.26	732.03	0.03	1.94	1.92	1,176.70
Consumer Products	1,606.88						
Architectural Coatings	794.01						
TOTALS (lbs/day, unmitigated)	2,563.91	418.91	940.69	0.03	2.72	2.69	519,148.27

Area Source Changes to Defaults

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

<u>Source</u>	ROG	NOX	CO	SO2	PM10	PM25	CO2
Single family housing	537.76	493.68	5,397.24	14.24	2,396.03	452.64	1,469,895.37
Apartments high rise	148.00	135.87	1,485.40	3.92	659.42	124.57	404,537.63
Condo/townhouse general	400.51	367.68	4,019.72	10.61	1,784.50	337.11	1,094,737.57
General office building	878.22	880.77	9,441.05	25.34	4,284.68	808.65	2,616,492.06
General light industry	972.71	744.47	8,077.99	21.45	3,615.51	682.76	2,213,871.05
TOTALS (lbs/day, unmitigated)	2,937.20	2,622.47	28,421.40	75.56	12,740.14	2,405.73	7,799,533.68

Operational Settings:

Page: 3 6/30/2010 2:57:32 PM

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2030 Temperature (F): 85 Season: Summer

Emfac: Version: Emfac2007 V2.3 Nov 1 2006

Summary	/ of Land	Uses
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Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT	
Single family housing	5,420.00	9.24	dwelling units	16,260.00	150,242.40	1,397,254.31	
Apartments high rise	72.18	9.24	dwelling units	4,475.00	41,349.00	384,545.70	
Condo/townhouse general	756.88	9.24	dwelling units	12,110.00	111,896.40	1,040,636.52	
General office building		22.11	1000 sq ft	12,154.55	268,737.10	2,499,255.11	
General light industry		3.49	1000 sq ft	64,966.07	226,731.59	2,108,603.79	
					798,956.49	7,430,295.43	

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	39.9	0.0	100.0	0.0
Light Truck < 3750 lbs	19.1	0.0	99.0	1.0
Light Truck 3751-5750 lbs	19.7	0.0	100.0	0.0
Med Truck 5751-8500 lbs	9.3	0.0	100.0	0.0
Lite-Heavy Truck 8501-10,000 lbs	2.5	0.0	80.0	20.0
Lite-Heavy Truck 10,001-14,000 lbs	0.9	0.0	55.6	44.4
Med-Heavy Truck 14,001-33,000 lbs	1.6	0.0	18.8	81.2
Heavy-Heavy Truck 33,001-60,000 lbs	1.6	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0

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Vehicle Fleet Mix								
Vehicle Type		Percent Type	Non-Catalyst	C	Catalyst	Diesel		
Urban Bus		0.0	0.0		0.0	0.0		
Motorcycle		4.0	32.5		67.5	0.0		
School Bus		0.1	0.0		0.0	100.0		
Motor Home		1.2	0.0		91.7	8.3		
<u>Travel Conditions</u>								
		Residential						
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer		
Urban Trip Length (miles)	9.3	9.3	9.3	9.3	9.3	9.3		
Rural Trip Length (miles)	9.3	9.3	9.3	9.3	9.3	9.3		
Trip speeds (mph)	35.0	35.0	35.0	35.0	35.0	35.0		
% of Trips - Residential	32.9	18.0	49.1					
% of Trips - Commercial (by land use)								
General office building				35.0	17.5	47.5		
General light industry				50.0	25.0	25.0		

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Urbemis 2007 Version 9.2.4

Combined Winter Emissions Reports (Pounds/Day)

File Name: P:\Projects - All Employees\D50000+\51363.00 Sutter Co GPU\Phase 7 EIR\Staff Folders\Chris\Sutter County - Existing.urb924

Project Name: Sutter County - Existing Project Location: Feather River AQMD

On-Road Vehicle Emissions Based on: Version: Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

	ROG	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	PM2.5	<u>CO2</u>		
TOTALS (lbs/day, unmitigated)	2,613.49	364.80	10,410.25	32.25	1,662.31	1,600.06	490,771.47		
OPERATIONAL (VEHICLE) EMISSION ESTIMATES									
	ROG	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>		
TOTALS (lbs/day, unmitigated)	1,934.91	3,775.30	23,047.36	12.28	2,315.57	461.26	1,228,029.20		
SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES									
	ROG	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>		
TOTALS (lbs/day, unmitigated)	4,548.40	4,140.10	33,457.61	44.53	3,977.88	2,061.32	1,718,800.67		

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AREA SOURCE EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

<u>Source</u>	ROG	<u>NOx</u>	<u>co</u>	<u>SO2</u>	<u>PM10</u>	PM2.5	<u>CO2</u>
Natural Gas	9.89	128.67	58.84	0.00	0.25	0.24	163,506.29
Hearth	1,965.05	236.13	10,351.41	32.25	1,662.06	1,599.82	327,265.18
Landscaping - No Winter Emissions							
Consumer Products	477.88						
Architectural Coatings	160.67						
TOTALS (lbs/day, unmitigated)	2,613.49	364.80	10,410.25	32.25	1,662.31	1,600.06	490,771.47

Area Source Changes to Defaults

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

<u>Source</u>	ROG	NOX	CO	SO2	PM10	PM25	CO2
Single family housing	1,233.08	2,397.52	14,705.78	7.80	1,469.33	292.75	780,221.85
Condo/townhouse general	98.12	190.78	1,170.22	0.62	116.92	23.30	62,086.62
General office building	436.81	859.11	5,182.69	2.79	528.17	105.15	279,119.54
General light industry	166.90	327.89	1,988.67	1.07	201.15	40.06	106,601.19
TOTALS (lbs/day, unmitigated)	1,934.91	3,775.30	23,047.36	12.28	2,315.57	461.26	1,228,029.20

Operational Settings:

Does not include correction for passby trips

Page: 3 11/18/2010 1:19:37 PM

Does not include double counting adjustment for internal trips

Analysis Year: 2010 Temperature (F): 40 Season: Winter

Emfac: Version: Emfac2007 V2.3 Nov 1 2006

Summary	<u>/ of</u>	<u>Land</u>	<u>Uses</u>

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Single family housing	3,016.00	9.24	dwelling units	9,048.00	83,603.52	844,395.56
Condo/townhouse general	45.00	9.24	dwelling units	720.00	6,652.80	67,193.28
General office building		22.11	1000 sq ft	1,359.52	30,058.99	303,595.79
General light industry		3.49	1000 sq ft	3,279.68	11,446.08	115,605.44
					131,761.39	1,330,790.07

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	39.5	1.8	97.9	0.3
Light Truck < 3750 lbs	19.3	3.6	86.6	9.8
Light Truck 3751-5750 lbs	19.7	1.5	98.0	0.5
Med Truck 5751-8500 lbs	9.3	1.1	97.8	1.1
Lite-Heavy Truck 8501-10,000 lbs	2.5	0.0	64.0	36.0
Lite-Heavy Truck 10,001-14,000 lbs	0.9	0.0	44.4	55.6
Med-Heavy Truck 14,001-33,000 lbs	1.5	6.7	20.0	73.3
Heavy-Heavy Truck 33,001-60,000 lbs	1.9	0.0	5.3	94.7
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.0	0.0	0.0	0.0
Motorcycle	4.0	65.0	35.0	0.0

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		Vehicle Flee	et Mix			
Vehicle Type	I	Percent Type	Non-Catalyst	С	atalyst	Diesel
School Bus		0.1	0.0		0.0	100.0
Motor Home		1.2	8.3		75.0	16.7
		Travel Conc	<u>litions</u>			
		Residential		(Commercial	
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	10.1	10.1	10.1	10.1	10.1	10.1
Rural Trip Length (miles)	10.1	10.1	10.1	10.1	10.1	10.1
Trip speeds (mph)	35.0	35.0	35.0	35.0	35.0	35.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
General office building				35.0	17.5	47.5
General light industry				50.0	25.0	25.0

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Urbemis 2007 Version 9.2.4

Combined Winter Emissions Reports (Pounds/Day)

File Name: P:\Projects - All Employees\D50000+\51363.00 Sutter Co GPU\Phase 7 EIR\Staff Folders\Chris\Sutter County - Reduced.urb924

Project Name: Sutter County - Reduced Project Location: Feather River AQMD

On-Road Vehicle Emissions Based on: Version: Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

	ROG	<u>NOx</u>	<u>co</u>	<u>SO2</u>	<u>PM10</u>	PM2.5	<u>CO2</u>
TOTALS (lbs/day, unmitigated)	6,220.59	850.41	24,711.40	76.48	3,944.47	3,796.74	1,143,161.90
OPERATIONAL (VEHICLE) EMISSION ESTIMATES							
	ROG	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
TOTALS (lbs/day, unmitigated)	1,571.18	2,048.08	15,858.78	36.13	6,810.33	1,286.03	3,635,473.47
SUM OF AREA SOURCE AND OPERATIONAL EMISSION	ON ESTIMATES						
	ROG	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	PM2.5	<u>CO2</u>
TOTALS (lbs/day, unmitigated)	7,791.77	2,898.49	40,570.18	112.61	10,754.80	5,082.77	4,778,635.37

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AREA SOURCE EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

<u>Source</u>	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
Natural Gas	22.91	299.59	147.84	0.00	0.57	0.56	378,692.33
Hearth	4,663.21	550.82	24,563.56	76.48	3,943.90	3,796.18	764,469.57
Landscaping - No Winter Emissions							
Consumer Products	1,134.18						
Architectural Coatings	400.29						
TOTALS (lbs/day, unmitigated)	6,220.59	850.41	24,711.40	76.48	3,944.47	3,796.74	1,143,161.90

Area Source Changes to Defaults

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

<u>Source</u>	ROG	NOX	CO	SO2	PM10	PM25	CO2
Single family housing	518.79	672.68	5,255.07	11.88	2,234.52	422.13	1,195,515.88
Apartments high rise	85.05	110.28	861.52	1.95	366.33	69.20	195,993.96
Condo/townhouse general	189.29	245.44	1,917.46	4.34	815.33	154.03	436,216.65
General office building	584.85	766.88	5,875.00	13.50	2,553.93	482.00	1,359,178.64
General light industry	193.20	252.80	1,949.73	4.46	840.22	158.67	448,568.34
TOTALS (lbs/day, unmitigated)	1,571.18	2,048.08	15,858.78	36.13	6,810.33	1,286.03	3,635,473.47

Operational Settings:

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Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2030 Temperature (F): 40 Season: Winter

Emfac: Version: Emfac2007 V2.3 Nov 1 2006

Summary	/ of Land	Uses
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Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Single family housing	5,054.67	9.24	dwelling units	15,164.00	140,115.36	1,303,072.84
Apartments high rise	40.10	9.24	dwelling units	2,486.00	22,970.64	213,626.95
Condo/townhouse general	345.81	9.24	dwelling units	5,533.00	51,124.92	475,461.75
General office building		22.11	1000 sq ft	7,244.85	160,183.64	1,489,707.88
General light industry		3.49	1000 sq ft	15,097.76	52,691.18	490,028.00
					427,085.74	3,971,897.42

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	39.9	0.0	100.0	0.0
Light Truck < 3750 lbs	19.1	0.0	99.0	1.0
Light Truck 3751-5750 lbs	19.7	0.0	100.0	0.0
Med Truck 5751-8500 lbs	9.3	0.0	100.0	0.0
Lite-Heavy Truck 8501-10,000 lbs	2.5	0.0	80.0	20.0
Lite-Heavy Truck 10,001-14,000 lbs	0.9	0.0	55.6	44.4
Med-Heavy Truck 14,001-33,000 lbs	1.6	0.0	18.8	81.2
Heavy-Heavy Truck 33,001-60,000 lbs	1.6	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0

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		Vehicle Flee	et Mix			
Vehicle Type		Percent Type	Non-Catalyst	C	Catalyst	Diesel
Urban Bus		0.0	0.0		0.0	0.0
Motorcycle		4.0	32.5		67.5	0.0
School Bus		0.1	0.0		0.0	100.0
Motor Home		1.2	0.0		91.7	8.3
		Travel Cond	<u>litions</u>			
		Residential			Commercial	
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	9.3	9.3	9.3	9.3	9.3	9.3
Rural Trip Length (miles)	9.3	9.3	9.3	9.3	9.3	9.3
Trip speeds (mph)	35.0	35.0	35.0	35.0	35.0	35.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
General office building				35.0	17.5	47.5
General light industry				50.0	25.0	25.0

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Urbemis 2007 Version 9.2.4

Combined Winter Emissions Reports (Pounds/Day)

File Name: P:\Projects - All Employees\D50000+\51363.00 Sutter Co GPU\Phase 7 EIR\Staff Folders\Chris\Sutter County - Buildout.urb924

Project Name: Sutter County - Buildout Project Location: Feather River AQMD

On-Road Vehicle Emissions Based on: Version: Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

	ROG	<u>NOx</u>	CO	<u>SO2</u>	<u>PM10</u>	PM2.5	<u>CO2</u>
TOTALS (lbs/day, unmitigated)	9,038.46	1,183.10	35,006.22	108.31	5,587.73	5,378.45	1,590,909.27
OPERATIONAL (VEHICLE) EMISSION ESTIMATES							
	ROG	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
TOTALS (lbs/day, unmitigated)	2,936.21	3,831.38	29,628.54	67.57	12,740.14	2,405.73	6,799,940.09
SUM OF AREA SOURCE AND OPERATIONAL EMISSION	ON ESTIMATES						
	ROG	<u>NOx</u>	CO	<u>SO2</u>	<u>PM10</u>	PM2.5	<u>CO2</u>
TOTALS (lbs/day, unmitigated)	11,974.67	5,014.48	64,634.76	175.88	18,327.87	7,784.18	8,390,849.36

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Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

<u>Source</u>	ROG	<u>NOx</u>	<u>co</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>	<u>CO2</u>
Natural Gas	31.34	410.65	208.66	0.00	0.78	0.77	517,971.57
Hearth	6,606.23	772.45	34,797.56	108.31	5,586.95	5,377.68	1,072,937.70
Landscaping - No Winter Emissions							
Consumer Products	1,606.88						
Architectural Coatings	794.01						
TOTALS (lbs/day, unmitigated)	9,038.46	1,183.10	35,006.22	108.31	5,587.73	5,378.45	1,590,909.27

Area Source Changes to Defaults

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

<u>Source</u>	ROG	NOX	СО	SO2	PM10	PM25	CO2
Single family housing	556.28	721.30	5,634.89	12.74	2,396.03	452.64	1,281,923.51
Apartments high rise	153.10	198.51	1,550.81	3.51	659.42	124.57	352,804.90
Condo/townhouse general	414.30	537.20	4,196.71	9.49	1,784.50	337.11	954,741.31
General office building	981.20	1,286.58	9,856.37	22.65	4,284.68	808.65	2,280,268.63
General light industry	831.33	1,087.79	8,389.76	19.18	3,615.51	682.76	1,930,201.74
TOTALS (lbs/day, unmitigated)	2,936.21	3,831.38	29,628.54	67.57	12,740.14	2,405.73	6,799,940.09

Operational Settings:

Page: 3 11/18/2010 1:21:55 PM

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2030 Temperature (F): 40 Season: Winter

Emfac: Version: Emfac2007 V2.3 Nov 1 2006

Summary	/ of Land	Uses
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Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Single family housing	5,420.00	9.24	dwelling units	16,260.00	150,242.40	1,397,254.31
Apartments high rise	72.18	9.24	dwelling units	4,475.00	41,349.00	384,545.70
Condo/townhouse general	756.88	9.24	dwelling units	12,110.00	111,896.40	1,040,636.52
General office building		22.11	1000 sq ft	12,154.55	268,737.10	2,499,255.11
General light industry		3.49	1000 sq ft	64,966.07	226,731.59	2,108,603.79
					798,956.49	7,430,295.43

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	39.9	0.0	100.0	0.0
Light Truck < 3750 lbs	19.1	0.0	99.0	1.0
Light Truck 3751-5750 lbs	19.7	0.0	100.0	0.0
Med Truck 5751-8500 lbs	9.3	0.0	100.0	0.0
Lite-Heavy Truck 8501-10,000 lbs	2.5	0.0	80.0	20.0
Lite-Heavy Truck 10,001-14,000 lbs	0.9	0.0	55.6	44.4
Med-Heavy Truck 14,001-33,000 lbs	1.6	0.0	18.8	81.2
Heavy-Heavy Truck 33,001-60,000 lbs	1.6	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0

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Vehicle Fleet Mix						
Vehicle Type		Percent Type	Non-Catalyst	C	Catalyst	Diesel
Urban Bus		0.0	0.0	0.0		0.0
Motorcycle		4.0	32.5	67.5		0.0
School Bus		0.1	0.0		0.0	100.0
Motor Home		1.2	0.0		91.7	8.3
		Travel Cond	litions			
		Residential				
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	9.3	9.3	9.3	9.3	9.3	9.3
Rural Trip Length (miles)	9.3	9.3	9.3	9.3	9.3	9.3
Trip speeds (mph)	35.0	35.0	35.0	35.0	35.0	35.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
General office building				35.0	17.5	47.5
General light industry				50.0	25.0	25.0



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