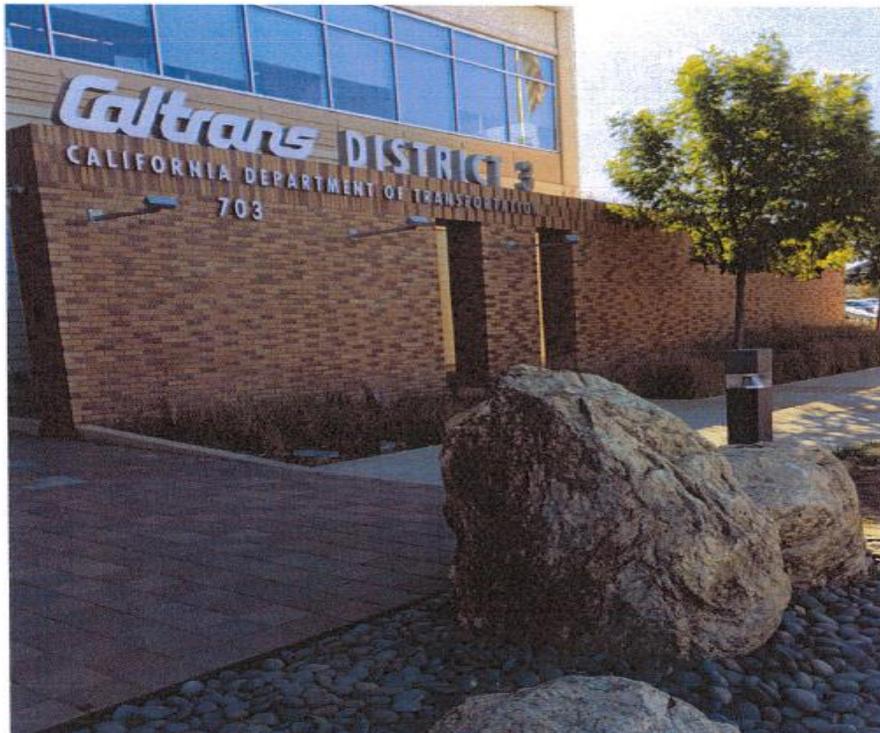


Caltrans District 3 Parking Lot Expansion

YUBA COUNTY, CALIFORNIA
03-YUB-20 (PM 1.29)
03-1600-0112
03-1H350

Initial Study with Proposed Negative Declaration



Prepared by the
State of California Department of Transportation



February 2016

General Information about This Document

What's in this document:

The California Department of Transportation (Caltrans) has prepared this Initial Study, which examines the potential environmental impacts of the proposed project located in Yuba County, California. The document tells you why the project is being proposed, how the existing environment could be affected by the proposed project, and the proposed avoidance, minimization, and/or mitigation measures.

What you should do:

- Please read this document
- Additional copies of this document and the related technical studies are available for review at the Caltrans District 3 Office of Environmental Management located at 703 B St., Marysville, CA 95901, M-F from 8am-4pm. Copies of the document are also available at the Yuba County Library, 303 2nd St., Marysville, CA 95901. This document may also be downloaded at the following website:

<http://www.dot.ca.gov/dist3/departments/envinternet/yuba.htm>

- We welcome your comments. If you have any comments regarding the proposed project, send your written comments to Caltrans by the deadline.
- Submit comments via postal mail to: Mr. Chris Carroll, Office of Environmental Management (M-1), California Department of Transportation, 703 B St., Marysville, CA 95901
- Send comments via e-mail to: Chris.Carroll@dot.ca.gov
- Be sure to send comments by the deadline: March 20, 2016

What happens next:

After comments are received from the public and reviewing agencies, Caltrans may 1) give environmental approval to the proposed project, 2) do additional environmental studies, or 3) abandon the project. If the project is given environmental approval and funding is appropriated, Caltrans could design and construct all or part of the project.

For individuals with sensory disabilities, this document can be made available in Braille, large print, on audiocassette, or computer disk. To obtain a copy in one of these alternate formats, please call or write to Caltrans, Attn: Gilbert Mohtes-Chan, Public Information Office, California Department of Transportation, 703 B St., Marysville, CA 95901; (530) 741-4571. Voice, or use the California Relay Service TTY number, 711

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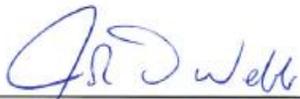
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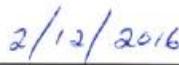
INITIAL STUDY with Proposed Negative Declaration

Submitted Pursuant to: (State) Division 13, California Resources Code

THE STATE OF CALIFORNIA
Department of Transportation



JOHN D. WEBB, Office Chief
North Region Environmental Services



Date

Proposed Negative Declaration

Pursuant to: Division 13, Public Resources Code

Project Description

The California Department of Transportation (Caltrans) proposes to expand the existing parking lot on the north side of the District 3 Office Building onto property recently acquired by Caltrans. The project is located at the intersection of State Route (SR)-20 (9th Street) and B Street in the City of Marysville in Yuba County. The scope of work will include the creation of a new parking lot with similar features and attributes as the existing parking lot on the south side of the District 3 Office Building, new pedestrian sidewalks and perimeter landscaping along 9th Street and B Street, new parking lot landscaping and overhead pedestrian lighting, closure of two existing driveways along B Street that service the existing parking lot, and the demolition of the existing building currently occupying the recently acquired property.

Determination

The proposed Negative Declaration is included to give notice to interested agencies and the public that it is Caltrans' intent to adopt a Negative Declaration for this project. This does not mean that Caltrans' decision regarding the project is final. This Negative Declaration is subject to modification based on comments received by interested agencies and the public.

Caltrans has prepared an Initial Study for this project and, pending public review, has determined from this study that the proposed project would not have a significant effect on the environment for the following reasons:

The proposed project would have **no effect** on land use, air quality, the coastal zone, wild & scenic rivers, park and recreational facilities, growth, farmland/timberlands, community character and cohesion, environmental justice, noise levels, utilities/emergency services, traffic and transportation/pedestrian and bicycle facilities, hydrology and floodplain, water quality and stormwater runoff, geology/soils/seismic/topography, paleontology, natural communities, wetland and other waters, plant species, animal species, and threatened and endangered species;

The proposed project would have **less than significant effect** on visual/aesthetics, cultural resources, and hazardous waste/materials.

*JOHN D. WEBB, Environmental Manager - South
North Region Environmental Services*

Date

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Chapter 1 – Proposed Project

Introduction

The California Department of Transportation (Caltrans) proposes to expand the existing parking lot on the north side of the District 3 Office building onto property recently acquired by Caltrans. The project is located at the intersection of State Route (SR)-20 (9th Street) and B Street in the City of Marysville in Yuba County. (See Figure 1-1)

The scope of work will include the creation of a new parking lot with similar features and attributes as the existing parking lot on the south side of the District Office building, new pedestrian sidewalks and perimeter landscaping along 9th Street and B Street, new parking lot landscaping and overhead pedestrian lighting, closure of two existing driveways along B Street that service the existing parking lot, and the demolition of the existing building currently occupying the recently acquired property.

Figure 1-1 – Project Location



Purpose and Need

The purpose of the project is to increase the number of parking spaces at the Caltrans District 3 Office. This project is needed because there currently are an insufficient number of off-street parking spaces available at the Caltrans District 3 Office to accommodate the existing employees. Employees and visitors to the district office often must park on neighboring side streets, which takes away parking from the surrounding local businesses and residents. The proposed project will help alleviate some of the parking issues that currently exist on the surrounding streets.

Project Funding

The project is being funded over two Fiscal Years (FY) in the District 3 Minor Program under the 353 Facilities Program code. In the 15/16 FY, the project is funded for demolition of the existing building in the amount of \$55,000. In the 16/17 FY, the project is funded for construction of the parking lot in the amount of \$281,000.

Project Description

The California Department of Transportation (Caltrans) proposes to expand the existing parking lot on the north side of the District 3 Office building onto property recently acquired by Caltrans. (See Figure 1-2) The project is located at the intersection of State Route (SR)-20 (9th Street) and B Street in the City of Marysville in Yuba County. The scope of work will include;

- The creation of a new parking lot on the north side of the District 3 Office building with similar features and attributes as the existing parking lot.
- New pedestrian sidewalks and perimeter landscaping along 9th street and B Street. New parking lot landscaping and overhead pedestrian lighting.
- Closure of two existing driveways along B Street that service the existing parking lot.
- Demolition of the existing building currently occupying the recently acquired property.

Alternatives

PROJECT ALTERNATIVES

Action Alternative

Under the Action Alternative, Caltrans proposes to expand the existing parking lot on the north side of the District 3 Office building onto property recently acquired by Caltrans. This would provide an opportunity for Caltrans to construct additional parking spaces and improve access to/from the existing parking lot.

No-Action Alternative

With the No-Action Alternative, Caltrans would not expand the existing parking lot on the north side of the District 3 Office building onto property recently acquired by Caltrans. This would result in a lost opportunity to construct additional parking spaces and improve access to/from the existing parking lot.

This alternative would not meet the purpose of the current project, which is to expand the existing parking lot on the north side of the District 3 Office building onto property recently acquired by Caltrans.

ALTERNATIVES CONSIDERED BUT ELIMINATED FROM FURTHER DISCUSSION

None

Permits and Approvals Needed

No permits and other agency approvals are required.

Chapter 2 – Affected Environment, Environmental Consequences, and Avoidance, Minimization, and/or Mitigation Measures

As part of the scoping and environmental analysis conducted for the project, the following environmental issues were considered but no adverse impacts were identified. Consequently, there is no further discussion regarding these issues in this document.

- **Land Use** – The project is not in conflict with any local land use plans.
- **Coastal Zone** – The project is not in a coastal zone.
- **Wild and Scenic Rivers** – The project is not in or adjacent to a designated Wild and Scenic River.
- **Parks and Recreational Facilities** – The project is not in or adjacent to any parks or recreational facilities.
- **Growth** – The project is a parking lot expansion project, which will not result in any adverse impacts to growth.
- **Farmlands/Timberlands** – The project is not adjacent to any farmlands and/or timberlands.
- **Community Character and Cohesion** –The project does not have the potential for adverse impacts to community character or cohesion.
- **Relocation and Real Property Acquisition** – The project will not require any relocations or real property acquisition, therefore, there is no potential for any adverse impacts.
- **Environmental Justice** – The project is in an urbanized area. The expansion of an existing parking lot will not result in disproportional impacts to low income or minority populations. All considerations under Title VI of the Civil Rights Act of 1964 and related statutes have been incorporated throughout the development of the project.
- **Utilities/Emergency Services** – Utility relocation is not anticipated with this project and emergency service vehicles will be able to pass through the work area during construction. There is no potential for adverse impacts.

- **Traffic and Transportation/Pedestrian and Bicycle Facilities** – This project includes the removal of two driveways along B Street. Upon completion of the project, the parking lot operations and access will be improved. Also as part of the project, new sidewalks will be constructed along B Street and 9th Street, which will improve access for pedestrians and bicyclists.
- **Hydrology and Floodplain** – The proposed project would not encroach into a FEMA designated floodplain and would not increase drainage/runoff issues in the City of Marysville.
- **Water Quality and Storm Water Runoff** – The Water Quality Study for the proposed project shows that there is no potential for adverse impacts to water quality and storm water runoff.
- **Geology/Soils/Seismic/Topography** – The parking lot expansion would not result in adverse impacts to the geology, soils, and topography of the project area.
- **Paleontology** – Based on previous environmental studies and construction projects in the area, there is no potential for adverse impacts to paleontological resources.
- **Air Quality** – The Air Quality Analysis shows there is no potential for adverse impacts to air quality, however, temporary impacts to air quality is discussed in the Construction Impacts section.
- **Noise** – The Noise Analysis shows there is no potential for adverse impacts to noise, however, temporary impacts from noise is discussed in the Construction Impacts section.
- **Natural Communities** – The Natural Environmental Study (NES) shows there is no potential for adverse impacts to any natural communities.
- **Wetlands and Other Waters** – The Natural Environmental Study (NES) shows there is no potential for adverse impacts to any wetlands and other waters.
- **Plant Species** – The Natural Environmental Study (NES) shows there is no potential for adverse impacts to any plant species.
- **Animal Species** – The Natural Environmental Study (NES) shows there is no potential for adverse impacts to any animal species.

- **Threatened & Endangered Species** – The Natural Environmental Study (NES) shows there is no potential for adverse impacts to any threatened and endangered species.

Human Environment

2.1 VISUAL/AESTHETICS

Regulatory Setting

The California Environmental Quality Act (CEQA) establishes that it is the policy of the state to take all action necessary to provide the people of the state “with...enjoyment of *aesthetic*, natural, scenic and historic environmental qualities” (CA Public Resources Code [PRC] Section 21001[b]).

Affected Environment

A Visual Impact Assessment (VIA) was completed in January 2016.

Visual Setting

The project site is located on SR-20 in the City of Marysville in Yuba County. The project corridor is a mix of roadway facility, residential, and commercial spaces. There are surrounding views of the foothills and the Yuba and Feather Rivers are close by, but not visible from the project site. The view shed within the project limits from the driver and pedestrian’s perspective includes small businesses and residential dwellings. Ellis Lake is visible from the roadway near the project sight. Railroad tracks are located to the east of the project.

Viewer Sensitivity

Viewer sensitivity and overall resource changes at the project is considered moderate to low with regards to the addition of the Caltrans District 3 Office’s parking lot expansion. Although the proposed project will remove an existing building as well as expand an existing parking lot, the visual character and quality of the proposed project will be compatible with the visual character and quality of the existing roadway corridor.

Environmental Consequences

Project Impacts

The work will be within the limits of the Caltrans District 3 Office property. The most noticeable aspect of the completed project will be the addition of a new wall and plantings that partially surround the parking lot; however, it is expected the viewers of these proposed element would not consider these to appear out of place in this environment. The aesthetics on the purposed wall will match the wall currently in front of the Caltrans District 3 Office.

In addition:

- The new expanded parking lot will not adversely impact the scenic quality of the project location.
- The new expanded parking lot will not substantially damage scenic resources, and it will not degrade the existing visual character or quality of the site and its surrounding community.
- This highway corridor is not eligible for designation as a State Scenic Highway.
- New lights will illuminate the parking lot, but are not anticipated to have an adverse impact on day or nighttime views.

Avoidance, Minimization, and/or Mitigation Measures

- A planting plan similar to what was completed at the existing Caltrans District 3 Office property is recommended.
- A plan to match the new wall aesthetics to the existing walls, along with any other significant design features that the existing building/parking lot contains, is recommended.
- Pervious pavement and temporary bio swales used during construction should be considered in the design phase as a way to handle any storm water runoff.

2.2 CULTURAL RESOURCES

Regulatory Setting

The term “cultural resources” as used in this document refers to all “built environment” resources (structures, bridges, railroads, water conveyance systems, etc.), culturally important resources, and archaeological resources (both prehistoric and historic), regardless of significance. Laws and regulations dealing with cultural resources include:

The National Historic Preservation Act (NHPA) of 1966, as amended, sets forth national policy and procedures for historic properties, defined as districts, sites, buildings, structures, and objects included in or eligible for listing in the National Register of Historic Places. Section 106 of the NHPA requires federal agencies to take into account the effects of their undertakings on historic properties and to allow the Advisory Council on Historic Preservation the opportunity to comment on those undertakings, following regulations issued by the Advisory Council on Historic Preservation [36 Code of Federal Regulations (CFR) 800]. On January 1, 2004, a Section 106 Programmatic Agreement (PA) between the Advisory Council, the Federal Highway Administration (FHWA), State Historic Preservation Officer (SHPO), and the Department went into effect for Department projects, both state and local, with FHWA involvement. The PA implements the Advisory Council’s regulations, 36 CFR 800, streamlining the Section 106 process and delegating certain responsibilities to the Department. The FHWA’s responsibilities under the PA have been assigned to the Department as part of the Surface Transportation Project Delivery Program (23 United States Code [USC] 327).

Historical resources are considered under the California Environmental Quality Act (CEQA), as well as CA Public Resources Code (PRC) Section 5024.1, which established the California Register of Historical Resources. PRC Section 5024 requires state agencies to identify and protect state-owned resources that meet the National Register of Historic Places listing criteria. It further specifically requires the Department to inventory state-owned structures in its rights-of-way.

Affected Environment

An Archaeological Survey Report (ASR) and a Historic Resources Compliance Report (HRCR) were completed in February 2016.

Caltrans cultural resources staff established the Project Area Limits (PAL) for the proposed project, which encompasses the maximum limits of potential ground disturbing construction activities as currently understood, including, but not limited to,

all existing and proposed new rights-of-way, temporary construction easements, utility relocations, and equipment staging areas.

An archaeological inventory of the project's PAL was conducted between December 15, 2015 and February 2, 2016. The inventory effort consisted of: (1) literature and records research; (2) consultation with the Native American Heritage Commission, as well as with local Indian tribes/individuals; (3) consultation with local historic societies; and (4) examination of local historic maps and plans.

Environmental Consequences

The cultural resource inventory for the proposed project did not result in the identification, or the likelihood for archaeological resources that have the potential for historic significance to be located within the project's PAL. One built environment resource is located in the PAL, the Eagles Nest building, which was previously determined not eligible for the National Register of Historic Places nor the California Register of Historical Resources.

Avoidance, Minimization, and/or Mitigation Measures

- If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area will be diverted until a qualified archaeologist can assess the nature and significance of the find.
- If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities shall stop in any area or nearby area suspected to overlie remains, and the County Coroner contacted. Pursuant to CA Public Resources Code (PRC) Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission (NAHC), which will then notify the Most Likely Descendent (MLD). At this time, the person who discovered the remains will contact the Environmental Senior and Professionally Qualified Staff so that they may work with the MLD on the respectful treatment and disposition of the remains. Further provisions of PRC 5097.98 are to be followed as applicable.

Physical Environment

2.3 HAZARDOUS WASTE/MATERIALS

Regulatory Setting

Hazardous materials, including hazardous substances and wastes are regulated by many state and federal laws. Statutes govern the generation, treatment, storage and disposal of hazardous materials, substances, and waste, and also the investigation and mitigation of waste releases, air and water quality, human health and land use.

The primary federal laws regulating hazardous wastes/materials are the Comprehensive Environmental Response, Compensation and Liability Act of 1980 (CERCLA) and the Resource Conservation and Recovery Act of 1976 (RCRA). The purpose of CERCLA, often referred to as “Superfund,” is to identify and clean up abandoned contaminated sites so that public health and welfare are not compromised. RCRA provides for “cradle to grave” regulation of hazardous waste generated by operating entities. Other federal laws include:

- Community Environmental Response Facilitation Act (CERFA) of 1992
- Clean Water Act
- Clean Air Act
- Safe Drinking Water Act
- Occupational Safety and Health Act (OSHA)
- Atomic Energy Act
- Toxic Substances Control Act (TSCA)
- Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA)

In addition to the acts listed above, Executive Order (EO) 12088, *Federal Compliance with Pollution Control Standards*, mandates that necessary actions be taken to prevent and control environmental pollution when federal activities or federal facilities are involved.

California regulates hazardous materials, waste, and substances under the authority of the CA Health and Safety Code California Health and Safety Code and is also authorized by the federal government to implement RCRA in the state. California law also addresses specific handling, storage, transportation, disposal, treatment, reduction, cleanup and emergency planning of hazardous waste. The Porter-Cologne

Water Quality Control Act also restricts disposal of wastes and requires clean-up of wastes that are below hazardous waste concentrations but could impact ground and surface water quality. California regulations that address waste management and prevention and clean up contamination include Title 22 Division 4.5 Environmental Health Standards for the Management of Hazardous Waste, Title 23 Waters, and Title 27 Environmental Protection.

Worker and public health and safety are key issues when addressing hazardous materials that may affect human health and the environment. Proper management and disposal of hazardous material is vital if it is encountered, disturbed during, or generated during project construction.

Affected Environment

Business operations on the site over the years have been a restaurant, auto repair facilities and a gas station from the 1940s through at least the 1960s. Fire Insurance maps indicated that the site was utilized for auto repair, which included an oil house and a grease rack area, both of which used various hazardous materials.

A Phase I Environmental Site Assessment (ESA) was conducted on the parcels for the former property owners by a consultant in October 2013 in accordance with the specifications of the American Society for Testing and Materials (ASTM) E 1527-05, titled Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process (ASTM Standard Practice).

A Geophysical Investigation was conducted by a Caltrans consultant in March 2015.

In September 2015 a structure survey was executed to evaluate asbestos and/or lead-based paint materials presence and quantity prior to future demolition activities for waste profiling, determining Cal/OSHA applicability, and coordinating asbestos and LCP disturbance activities.

Underground Storage Tanks

The Phase 1 ESA and Geotracker database indicated that four Underground Storage Tanks (USTs) were removed in 1987 in the vicinity of the former onsite gas station with potentially gasoline-impacted soil remaining in place just adjacent to and within B Street. All impacted soil was removed in the vicinity of the former UST's. A report was submitted to the state Regional Water Quality Control Board (RWQCB) and the site case was closed based on site conditions at that time. A No Further Action letter was issued by Yuba County in November 1994.

Railroad Spurs

A railroad spur was located on the site from at least 1895 to the late 1970's. The railroad spur operated for roughly 75 years. Remains of creosote treated wooden railroad ties on a bedrock of ballast, released oils, acids from lead acid batteries, and various other hazardous substances that were on the rail cars at the time may remain on the site. The Geophysical Investigation identified an anomaly likely associated with buried railroad tracks and possible buried metal debris that was identified south of the current restaurant building. Other onsite anomalies were identified and interpreted as buried utilities and reinforced concrete.

Asbestos Containing Materials (ACMs) and Lead based Paints (LBPs)

The restaurant building presently on the site was constructed between about 1935 and 1955 and contains asbestos containing materials (ACMs) and lead based paints (LBPs).

Environmental Consequences

Underground Storage Tanks

The project will have no impact to underground storage tanks.

Railroad Spurs

The project will have no impact to the buried railroad spurs.

Asbestos Containing Materials (ACMs) and Lead based Paints (LBPs)

The project will have no impact to asbestos containing materials and lead based paints with the inclusion of minimization measures in the construction contract.

Avoidance, Minimization, and/or Mitigation Measures

The following provisions will be included in the construction contract:

2010 Standard Special Provisions (SSP)

- SSP 14-11.09 for Treated Wood Waste is required.
- SSP 15-1.03B for Residue Containing Lead from Paint and Thermoplastic with the inclusion of a Lead Compliance Plan (LCP) is required.
- SSP 14-11.07 for Removal of Yellow Traffic Stripe and Pavement Markings with Hazardous Waste Residue.

- Standard Spec 19-1.03D for Buried Man-Made Objects is required.
- Standard Spec 14-11.02F(2) for Hazardous Waste Storage is required. Used to specify a hazardous waste storage location and to require the use of the transport consolidation exemption when necessary.
- Non-Standard Special Provision (NSSP) 14-11.06 for Caltrans Generated Contaminated Soil. Used for excavation, transportation or disposal of material contaminated with petroleum, metals, railroad ballast material, or contaminants other than Aerially Deposited Lead (ADL).

Building Demolition Only

- NSSP 14-11.13 for Removal of Lead Paint is required.
- NSSP 4-9.02 for Air Quality – NESHAP Notification is required. Used for structural demolition.
- NSSP 14-11.11 for Sampling and Removal of Asbestos Containing Materials – Asbestos Pipes is required.

2.4 CONSTRUCTION IMPACTS

Temporary Impacts During Construction

The construction of roadway improvements could generate temporary air quality impacts (e.g., increase in diesel fumes and dust) and noise from heavy equipment operations. From a human environment perspective, the impacts would be most pronounced in the parts of the project area where developed land uses are adjacent or near the project site.

Air Quality

The proposed project may result in the generation of short-term construction-related air emissions, including fugitive dust and exhaust emissions from construction equipment. Fugitive dust, sometimes referred to as windblown dust or PM₁₀, would be the primary short-term construction impact, which may be generated during excavation, grading and hauling activities. However, both fugitive dust and construction equipment exhaust emissions would be temporary and transitory in nature.

- Caltrans Standard Specifications, a required part of all construction contracts, should effectively reduce and control emission impacts during construction under the provisions of Section 7-1.02C “Emission Reduction” and Section 14-9.03 “Dust Control”. Provision 14-9.02 “Air Pollution Control” requires the contractor to comply with all pertinent rules, regulations, ordinances, and statutes of the local air district.

Noise

During construction noise may be generated from the contractors’ equipment and vehicles. Caltrans requires the Contractor to conform to the provisions of Standard Specification, Section 14-8.02 “Noise Control”:

- Do not exceed 86 dBA LMax at 50 feet from the job site activities from 9 p.m. to 6 a.m.
- Equip an internal combustion engine with manufacturer-recommended muffler.
- Do not operate an internal combustion engine on the job site without the appropriate muffler.

Bicycle and Pedestrian Facilities

The construction of the proposed project could temporarily block pedestrian and bicyclist access to the sidewalks along B Street and 9th Street. Efforts will be made to assist the pedestrians and bicyclists through the project area during construction. Upon completion of the project, pedestrian and bicyclist access will be improved.

Yuba-Sutter Transit has a bus stop along B Street in front of the Caltrans District 3 Office building south of the proposed project. The proposed project is not expected to have any impacts to the transit stop in front of the District 3 Office building. Buses will still be able to access the facility during construction. Upon completion of the project, pedestrian access to the facility will be improved.

- Pedestrian and bicycle access must be maintained during construction.
- The Contractor will be required to minimize any access delays to driveways or public roadways within or near the work zones.

2.5 CLIMATE CHANGE (CEQA)

Climate change refers to long-term changes in temperature, precipitation, wind patterns, and other elements of the earth's climate system. An ever-increasing body of scientific research attributes these climatological changes to greenhouse gas (GHG) emissions, particularly those generated from the production and use of fossil fuels. Research from such establishments as the Intergovernmental Panel on Climate Change (IPCC) are primarily concerned with the emissions of GHGs generated by human activity including carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), tetrafluoromethane, hexafluoroethane, sulfur hexafluoride (SF₆), HFC-23 (fluoroform), HFC-134a (s, s, s, 2-tetrafluoroethane), and HFC-152a (difluoroethane).

In the U.S., the main source of GHG emissions is electricity generation, followed by transportation. In California, however, transportation sources (including passenger cars, light duty trucks, other trucks, buses, and motorcycles make up the largest source (second to electricity generation) of GHG emitting sources. The dominant GHG emitted is CO₂, mostly from fossil fuel combustion.

There are four primary strategies for reducing GHG emissions from transportation sources: 1) improving the transportation system and operational efficiencies, 2) reducing growth of vehicle miles traveled (VMT), 3) transitioning to lower GHG emitting fuels, and 4) improving vehicle technologies. To be most effective all four strategies should be pursued collectively. The following Regulatory Setting section outlines state and federal efforts to comprehensively reduce GHG emissions from transportation sources.

Regulatory Setting

State

With the passage of several pieces of legislation including State Senate and Assembly bills and Executive Orders, California launched an innovative and pro-active approach to dealing with GHG emissions and climate change. Relevant legislation include the following policies:

- Assembly Bill 1493 (AB 1493), Pavley.
- Executive Order (EO) S-3-05: (signed on June 1, 2005, by former Governor Arnold Schwarzenegger)
- AB 32, the Global Warming Solutions Act of 2006, Núñez and Pavley
- Executive Order S-20-06: (signed on October 18, 2006 by former Governor Arnold Schwarzenegger)

- Executive Order S-01-07: (signed on January 18, 2007 by former Governor Arnold Schwarzenegger)
- Senate Bill 97 (SB 97) Chapter 185, 2007
- Caltrans Director's Policy 30 (DP-30) Climate Change (approved June 22, 2012): is intended to establish a Department policy that will ensure coordinated efforts to incorporate climate change into Departmental decisions and activities. This policy contributes to the Department's stewardship goal to preserve and enhance California's resources and assets.

Federal

Although climate change and GHG reduction is a concern at the federal level; currently there are no regulations or legislation that have been enacted specifically addressing GHG emissions reductions and climate change at the project level. Neither the United States Environmental Protection Agency (U.S. EPA) nor the Federal Highway Administration (FHWA) has promulgated explicit guidance or methodology to conduct project-level GHG analysis. As stated on FHWA's climate change website (<http://www.fhwa.dot.gov/hep/climate/index.htm>), climate change considerations should be integrated throughout the transportation decision-making process—from planning through project development and delivery. Despite the lack of Federal GHG regulations and legislation, FHWA as well as the National Highway Traffic Safety Administration (NHTSA) and U.S. EPA are taking steps to lessen climate change impacts by improving transportation system efficiency, creating cleaner fuels, reducing the growth of vehicle hours travelled, and enabling the production of a new generation of clean vehicles with reduced GHG emissions and improved fuel efficiency from on-road vehicles and engines.

Project Analysis

An individual project does not generate enough GHG emissions to significantly influence global climate change. Rather, global climate change is a cumulative impact. This means that a project may contribute to a potential impact through its *incremental* change in emissions when combined with the contributions of all other sources of GHG.¹ In assessing cumulative impacts, it must be determined if a project's incremental effect is "cumulatively considerable" (CEQA Guidelines Sections 15064(h)(1) and 15130). To make this determination, the incremental impacts of the

¹ This approach is supported by the AEP: *Recommendations by the Association of Environmental Professionals on How to Analyze GHG Emissions and Global Climate Change in CEQA Documents* (March 5, 2007), as well as the South Coast Air Quality Management District (Chapter 6: The CEQA Guide, April 2011) and the U.S. Forest Service (Climate Change Considerations in Project Level NEPA Analysis, July 13, 2009).

project must be compared with the effects of past, current, and probable future projects. To gather sufficient information on a global scale of all past, current, and future projects to make this determination is a difficult, if not impossible, task.

The AB 32 Scoping Plan mandated by AB 32 includes the main strategies California will use to reduce GHG emissions. As part of its supporting documentation for the Draft Scoping Plan, the ARB released the GHG inventory for California (forecast last updated: October 28, 2010). The forecast is an estimate of the emissions expected to occur in 2020 if none of the foreseeable measures included in the Scoping Plan were implemented. The base year used for forecasting emissions is the average of statewide emissions in the GHG inventory for 2006, 2007, and 2008.

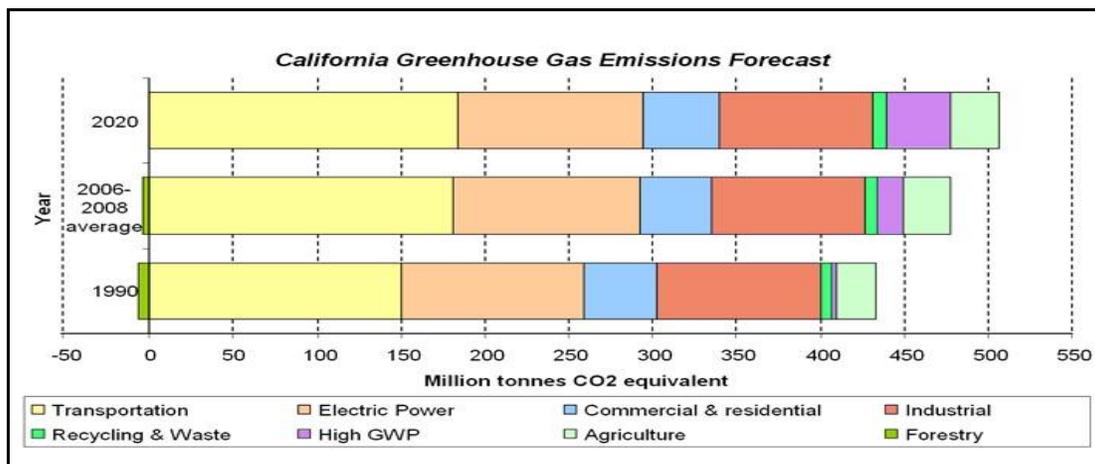


FIGURE 2-1 CALIFORNIA GREENHOUSE GAS FORECAST

Taken from : <http://www.arb.ca.gov/cc/inventory/data/forecast.htm>

Caltrans and its parent agency, the California State Transportation Agency, have taken an active role in addressing GHG emission reduction and climate change. Recognizing that 98 percent of California’s GHG emissions are from the burning of fossil fuels and 40 percent of all human made GHG emissions are from transportation, Caltrans has created and is implementing the Climate Action Program at Caltrans that was published in December 2006.²

The purpose of the project is to convert the parcel to parking and will not result in an increase in operational emissions. There may be minimal construction emissions, as there will be demolition and landscaping activities.

² Caltrans Climate Action Program is located at the following web address: [http://www.dot.ca.gov/hq/tpp/offices/ogm/key reports files/State Wide Strategy/Caltrans Climate Action Program.pdf](http://www.dot.ca.gov/hq/tpp/offices/ogm/key%20reports%20files/State%20Wide%20Strategy/Caltrans%20Climate%20Action%20Program.pdf)

Construction Emissions

Greenhouse gas emissions for transportation projects can be divided into those produced during construction and those produced during operations. Construction GHG emissions include emissions produced as a result of material processing, emissions produced by on-site construction equipment, and emissions arising from traffic delays due to construction. These emissions will be produced at different levels throughout the construction phase; their frequency and occurrence can be reduced through innovations in plans and specifications and by implementing better traffic management during construction phases.

In addition, with innovations such as longer pavement lives, improved traffic management plans, and changes in materials, the GHG emissions produced during construction can be mitigated to some degree by longer intervals between maintenance and rehabilitation events.

CEQA Conclusion

It is anticipated that this parking lot expansion project will not result in any increase in operational or construction GHG emissions, however, it may result in a temporary increase in construction emissions. While it is Caltrans determination that in the absence of further regulatory or scientific information related to GHG emissions and CEQA significance, it is too speculative to make a significance determination regarding the project's direct impact and its contribution on the cumulative scale to climate change, Caltrans is firmly committed to implementing measures to help reduce GHG emissions. These measures are outlined in the following section.

Greenhouse Gas Reduction Strategies

There are typically two terms used when discussing the impacts of climate change. "Greenhouse Gas Mitigation" is a term for reducing GHG emissions in order to reduce or "mitigate" the impacts of climate change. "Adaptation," refers to the effort of planning for and adapting to impacts resulting from climate change (such as adjusting transportation design standards to withstand more intense storms and higher sea levels)³.

The following measure will also be included, as necessary, in the project to reduce the GHG emissions and potential climate impacts from the project:

- Caltrans Standard Specifications, a required part of all construction contracts, should effectively reduce and control emission impacts during construction under the provisions of Section 7-1.02C "Emission Reduction". Provision 14-

9.02 “Air Pollution Control” requires the contractor to comply with all pertinent rules, regulations, ordinances, and statutes of the local air district.

Adaptation Strategies

“Adaptation strategies” refer to how Caltrans and others can plan for the effects of climate change on the state’s transportation infrastructure and strengthen or protect the facilities from damage. Climate change is expected to produce increased variability in precipitation, rising temperatures, rising sea levels, variability in storm surges and intensity, and the frequency and intensity of wildfires. These changes may affect the transportation infrastructure in various ways, such as damage to roadbeds from longer periods of intense heat; increasing storm damage from flooding and erosion; and inundation from rising sea levels. These effects will vary by location and may, in the most extreme cases, require that a facility be relocated or redesigned. There may also be economic and strategic ramifications as a result of these types of impacts to the transportation infrastructure.

Interim guidance has been released by The Coastal Ocean Climate Action Team (CO-CAT) as well as Caltrans as a method to initiate action and discussion of potential risks to the states infrastructure due to projected sea level rise.

All projects that have filed a Notice of Preparation as of the date of [EO S-13-08](#), and/or are programmed for construction funding from 2008 through 2013, or are routine maintenance projects may, but are not required to, consider these planning guidelines. The proposed project is outside the coastal zone and direct impacts to transportation facilities due to projected sea level rise are not expected.

Executive Order S-13-08 also directed the Business, Transportation, and Housing Agency to prepare a report to assess vulnerability of transportation systems to sea level rise affecting safety, maintenance and operational improvements of the system, and economy of the state. Caltrans continues to work on assessing the transportation system vulnerability to climate change, including the effect of sea level rise.

Chapter 3 – Comments and Coordination

Early and continuing coordination with the general public and appropriate public agencies is an essential part of the environmental process. It helps planners determine the necessary scope of environmental documentation, the level of analysis required, and to identify potential impacts and mitigation measures and related environmental requirements. Agency consultation and public participation for this project have been accomplished through a variety of formal and informal methods, including project development team meetings and interagency coordination meetings. This chapter summarizes the results of Caltrans efforts to fully identify, address and resolve project-related issues through early and continuing coordination.

The Initial Study with Proposed Negative Declaration will be made available for public and agency review and comment for 30 days. Caltrans has ensured that the document will be made available to all appropriate parties and agencies, including the following: 1) Responsible agencies, 2) Trustee agencies that have resources affected by the project, 3) other state, federal and local agencies which have regulatory jurisdiction, or that exercise authority over resources which may be affected by the project, 4) the general public. Copies of the document will be made available at the Caltrans District 3 Office of Environmental Management (M-1) located at 703 B St., Marysville, CA 95901 and at the Yuba County Library, 303 2nd Street., Marysville, CA 95901 and via the Internet at:

<http://www.dot.ca.gov/dist3/departments/envinternet/yuba.htm>

Chapter 4 – List of Preparers

The following Caltrans District 3 staff contributed to the preparation of this Initial Study.

Chris Carroll, Associate Environmental Planner. Contribution: Environmental Coordinator and Document Writer

Susan D. Bauer, Senior Environmental Planner. Contribution: Environmental Branch Chief

Jennifer Osmondson, Associate Environmental Planner. (Natural Sciences) Contribution: Project Biologist, Natural Environmental Study (NES)

Erin Dwyer, Associate Environmental Planner (Archaeology). Contribution: Archaeological Survey Report (ASR), Historic Resources Compliance Report (HRCR)

Chris Kuzak, Associate Environmental Planner. (Architectural Historian) Contribution: Historic Resources Compliance Report (HRCR)

Alicia Beyer, Transportation Engineer. Contribution: Hazardous Waste – Geophysical Survey

Darrell Naruto, Transportation Engineer. Contribution: Water Quality Assessment Exemption (WQAE)

Jason Lee, Transportation Engineer. Contribution: Air Quality Study and Noise Study

Rex Hervey, Transportation Engineer. Contribution: Project Manager

Jennifer White, Landscape Architect. Contribution: Visual Impact Assessment

Appendix A - CEQA Checklist

CEQA Environmental Checklist
03-YUB-20

PM 1.29

03-1600-0112
1H350

Dist.-Co.-Rte.

P.M/P.M.

E.A.

This checklist identifies physical, biological, social and economic factors that might be affected by the proposed project. In many cases, background studies performed in connection with the projects indicate no impacts. A NO IMPACT answer in the last column reflects this determination. Where there is a need for clarifying discussion, the discussion is included either following the applicable section of the checklist or is within the body of the environmental document itself. The words "significant" and "significance" used throughout the following checklist are related to CEQA, not NEPA, impacts. The questions in this form are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

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

“No Impact” and “Less Than Significant” determinations in this section are based on the project scope, field reviews and the Visual Impact Assessment.

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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II. AGRICULTURE AND FOREST RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Result in the loss of forest land or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

"No Impact" determinations in this section are based on the project scope and field review

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

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Conflict with or obstruct implementation of the applicable air quality plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non- attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

“No Impact” determinations in this section are based on the air quality study, project scope, and field reviews

IV. BIOLOGICAL RESOURCES: Would the project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

“No Impact” determinations in this section are based on the project scope and the Natural Environmental Study report.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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V. CULTURAL RESOURCES: Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Disturb any human remains, including those interred outside of formal cemeteries? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

“No Impact” and “Less Than Significant Impact” determinations in this section are based on the project scope, Archaeological Survey Report and Historic Resources Compliance Report.

VI. GEOLOGY AND SOILS: Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| ii) Strong seismic ground shaking? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| iii) Seismic-related ground failure, including liquefaction? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| iv) Landslides? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Result in substantial soil erosion or the loss of topsoil? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

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

“No Impact” determinations in this section are based on field reviews and project scope

VII. GREENHOUSE GAS EMISSIONS: Would the project:

- a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?
- b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

An assessment of the greenhouse gas emissions and climate change is included in the body of environmental document. While Caltrans has included this good faith effort in order to provide the public and decision-makers as much information as possible about the project, it is Caltrans determination that in the absence of further regulatory or scientific information related to GHG emissions and CEQA significance, it is too speculative to make a significance determination regarding the project’s direct and indirect impact with respect to climate change. Caltrans does remain firmly committed to implementing measures to help reduce the potential effects of the project. These measures are outlined in the body of the environmental document.

VIII. HAZARDS AND HAZARDOUS MATERIALS: Would the project:

- a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?
- b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?
- c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?
- d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

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

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

“No Impact” and “Less Than Significant Impact” determinations in this section are based on project scope, field reviews, Phase I Environmental Assessment and the Geophysical Survey

IX. HYDROLOGY AND WATER QUALITY: Would the project:

a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

“No Impact” determinations in this section are based on project scope, field reviews and water quality report.

X. LAND USE AND PLANNING: Would the project:

a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

“No Impact” determinations in this section are based on the project scope and field reviews

XI. MINERAL RESOURCES: Would the project:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

“No Impact” determinations in this section are based on the project scope and field reviews

XII. NOISE: Would the project result in:

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

"No Impact" determinations in this section are based on the noise analysis, project scope and field reviews

XIII. POPULATION AND HOUSING: Would the project:

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

"No Impact" determinations in this section are based on the project scope and field reviews

XIV. PUBLIC SERVICES:

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

Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

"No Impact" determinations in this section are based on the project scope and field reviews

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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XV. RECREATION:

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

“No Impact” determinations in this section are based on the project scope and field reviews

XVI. TRANSPORTATION/TRAFFIC: Would the project:

a) 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?

b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

e) Result in inadequate emergency access?

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

“No Impact” determinations in this section are based on the project scope and field reviews

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
--------------------------------------	--	------------------------------------	--------------

XVII. UTILITIES AND SERVICE SYSTEMS: Would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) Comply with federal, state, and local statutes and regulations related to solid waste? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

"No Impact" determinations in this section are based on the project scope and field reviews

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Appendix B - Title VI Policy Statement

DEPARTMENT OF TRANSPORTATION

OFFICE OF THE DIRECTOR
P.O. BOX 942873, MS-49
SACRAMENTO, CA 94273-0001
PHONE (916) 654-5266
FAX (916) 654-6608
TTY 711
www.dot.ca.gov



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March 2013

NON-DISCRIMINATION POLICY STATEMENT

The California Department of Transportation, under Title VI of the Civil Rights Act of 1964 and related statutes, ensures that no person in the State of California shall, on the grounds of race, color, national origin, sex, disability, religion, sexual orientation, or age, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity it administers.

For information or guidance on how to file a complaint based on the grounds of race, color, national origin, sex, disability, religion, sexual orientation, or age, please visit the following web page: http://www.dot.ca.gov/hq/bep/title_vi/t6_violated.htm.

Additionally, if you need this information in an alternate format, such as in Braille or in a language other than English, please contact the California Department of Transportation, Office of Business and Economic Opportunity, 1823 14th Street, MS-79, Sacramento, CA 95811. Telephone: (916) 324-0449, TTY: 711, or via Fax: (916) 324-1949.

A handwritten signature in blue ink, appearing to read "Malcolm Dougherty".

MALCOLM DOUGHERTY
Director

"Caltrans improves mobility across California"

Appendix C - Avoidance, Minimization and/or Mitigation Summary

Avoidance/Minimization Measures

Bicycle and Pedestrian Facilities

- Pedestrian and bicycle access must be maintained during construction.
- The Contractor will be required to minimize any access delays to driveways or public roadways within or near the work zones.

Visual/Aesthetics

- A planting plan similar to what was completed at the existing Caltrans District 3 Office property is recommended.
- A plan to match the new wall aesthetics to the existing walls, along with any other significant design features that the existing building/parking lot contains, is recommended.
- Pervious pavement and temporary bio swales used during construction should be considered in the design phase as a way to handle any storm water runoff.

Cultural Resources

- If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area will be diverted until a qualified archaeologist can assess the nature and significance of the find.
- If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities shall stop in any area or nearby area suspected to overlie remains, and the County Coroner contacted. Pursuant to CA Public Resources Code (PRC) Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission (NAHC), which will then notify the Most Likely Descendent (MLD). At this time, the person who discovered the remains will contact the Environmental Senior and Professionally Qualified Staff so that they may work with the MLD on the respectful treatment and disposition of the remains. Further provisions of PRC 5097.98 are to be followed as applicable.

Hazardous Waste/Materials

The following provisions will be included in the construction contract:

2010 Standard Special Provisions (SSP)

- SSP 14-11.09 for Treated Wood Waste is required.
- SSP 15-1.03B for Residue Containing Lead from Paint and Thermoplastic is required. Requires a Lead Compliance Plan (LCP).
- SSP 14-11.07 for Removal of Yellow Traffic Stripe and Pavement Markings with Hazardous Waste Residue.
- Standard Spec 19-1.03D for Buried Man-Made Objects is required.
- Standard Spec 14-11.02F(2) for Hazardous Waste Storage is required. Used to specify a hazardous waste storage location and to require the use of the transport consolidation exemption when necessary.
- Non-Standard Special Provision (NSSP) 14-11.06 for Caltrans Generated Contaminated Soil. Used for excavation, transportation or disposal of material contaminated with petroleum, metals, railroad ballast material, or contaminants other than Aerially Deposited Lead (ADL).

Building Demolition Only

- NSSP 14-11.13 for Removal of Lead Paint is required.
- NSSP 4-9.02 for Air Quality – NESHAP Notification is required. Used for structural demolition.
- NSSP 14-11.11 for Sampling and Removal of Asbestos Containing Materials – Asbestos Pipes is required.

Air Quality

- Caltrans Standard Specifications, a required part of all construction contracts, should effectively reduce and control emission impacts during construction under the provisions of Section 7-1.02C “Emission Reduction” and Section 14-9.03 “Dust Control”. Provision 14-9.02 “Air Pollution Control” requires the contractor to comply with all pertinent rules, regulations, ordinances, and statutes of the local air district.

Noise

- Do not exceed 86 dBA LMax at 50 feet from the job site activities from 9 p.m. to 6 a.m.
- Equip an internal combustion engine with manufacturer-recommended muffler.
- Do not operate an internal combustion engine on the job site without the appropriate muffler.

Appendix D - List of Technical Studies

Phase I Environmental Site Assessment (ESA) (Non-Caltrans Consultant, 2015)

Geophysical Survey (Hazardous Waste, Caltrans 2015)

Natural Environmental Study – Minimal Impact (Biology, Caltrans 2016)

Architectural Study Report (ASR) and Historic Resources Compliance Report (Cultural Resources, Caltrans 2016)

Water Quality Assessment Exemption (NPDES, Caltrans 2016)

Air Quality Assessment (Air Quality Analysis, Caltrans 2016)

Noise Assessment (Noise Analysis, Caltrans 2016)

Visual Impact Assessment (VIA, Caltrans 2016)