City of Wheatland

111 C Street– Wheatland, California 95692
Tel (530) 633-2761 – Fax (530) 633-9102

DATE: November 2, 2021

TO: California State Clearinghouse
Responsible and Trustee Agencies
Interested Parties and Organizations

SUBJECT: **NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT AND SCOPING MEETING FOR THE WHEATLAND REGIONAL SEWER PIPELINE PROJECT**

REVIEW PERIOD: November 2, 2021 through December 1, 2021

The City of Wheatland, Community Development Department, is the lead agency for the preparation of an Environmental Impact Report (EIR) for the development of the Wheatland Regional Sewer Pipeline Project (proposed project). The scope of the EIR has been proposed based on a determination by the City of Wheatland. The City of Wheatland has directed the preparation of this EIR in compliance with the California Environmental Quality Act (CEQA).

Once a decision is made to prepare an EIR, the lead agency must prepare a Notice of Preparation (NOP) to inform all responsible and trustee agencies that an EIR will be prepared (CEQA Guidelines, Section 15082). The purpose of the NOP is to provide agencies with sufficient information describing both the proposed project and the potential environmental effects to enable the agencies to make a meaningful response as to the scope and content of the information to be included in the EIR. The City of Wheatland is also soliciting comments on the scope of the EIR from interested parties and organizations.

NOP COMMENT PERIOD: Written comments should be submitted at the earliest possible date, but not later than 5:00 PM on December 1, 2021, to Kevin Valente, Senior Planner, Wheatland Community Development Department, 111 C Street, Wheatland, CA 95692, (916) 372-6100, fax (916) 419-6108, or kvalente@raneymanagement.com.

SCOPING MEETING: A public scoping meeting will be held by the City to inform agencies and interested parties regarding the EIR for the proposed project, and to provide agencies and the public with an opportunity to provide comments on the scope of the EIR. Because of current COVID-19 health emergency, the scoping meeting will be conducted as a teleconference meeting (no physical location) on Tuesday, November 16, 2021 at 6:00 PM.

Enter the link below into your web browser to join the webinar:
https://us06web.zoom.us/j/85333951593?pwd=dXdXNEVuTEViQklGbWNjNWMyME0rdz09

Or Telephone:
1+ (669) 900 6833

Webinar ID: 853 3395 1593

INITIAL STUDY: An Initial Study has been prepared for the proposed project and is attached to this document for public review. The EIR will address the CEQA-required environmental topics identified in Initial Study as having the potential to result in a significant impact.

PROJECT DESCRIPTION

Project Location and Setting

The project site consists of an approximately eight-mile long sewer pipeline alignment extending from an existing pump station near the City of Wheatland's existing wastewater treatment plant (WWTP) north to a point of connection with Olivehurst Public Utility District's (OPUD) wastewater system. The proposed pipeline alignment generally extends north/northeast along roadways within the City of Wheatland, and then along roadways and farmland in unincorporated Yuba County (see Figure 1, Regional Project Location).

Pipeline Alignment

More specifically, the eight-mile pipeline alignment would begin at the existing pump station on Malone Avenue and head due east from the pump station, across a largely vacant parcel (Assessor's Parcel Number [APN] 015-490-024), then under State Route (SR) 65 and the Union Pacific Railroad (UPRR) mainline track, to proceed east along Sixth Street to Spenceville Road (see Figure 2). The proposed alignment would generally follow Spenceville Road for approximately one-mile to its intersection with Jasper Lane (see Figure 3), then connect to Pump Station 2, at which point the pipeline alignment would head due north along Jasper Lane for approximately 2.3 miles (see Figure 4). From the northmost end of Jasper Lane, the pipeline would head due west through private farmland property and would be routed along existing dirt roads to the maximum extent feasible to avoid sensitive habitats and active agricultural lands (see Figure 5). Shortly after crossing under Best Slough, the pipeline alignment would head north and cross under two UPPR spur tracks after which it would head west on a short segment of South Beale Road, where it would turn north toward a proposed undercrossing at the UPRR mainline, near the intersection of SR 65 and Rancho Road to the point of connection with OPUD's sewer system (see Figure 6 and Figure 7).

It should be noted that the red dashed lines on either side of the pipeline alignment shown in Figure 2 through Figure **7** represent the full limits of disturbance that will be evaluated in the EIR. These limits include alternate pump station locations and any further refinements to the pipeline alignment based upon additional study and design work.

Pump Stations

The proposed project also includes three sewer pump stations spaced along the pipeline alignment to convey all flows from existing and proposed development within the City to OPUD's point of connection. Pump Station 1 would be on City-owned property, adjacent to the existing Malone Pump Station and south of South Grasshopper Slough. Pump Station 1 would be adjacent to existing utilities and nearby residences, which represent design and construction constraints. Thus, the City is considering an alternate pump station location to the south, at the north end of the former Heritage Oaks Estates project site.

Figure 1
Regional Project Location

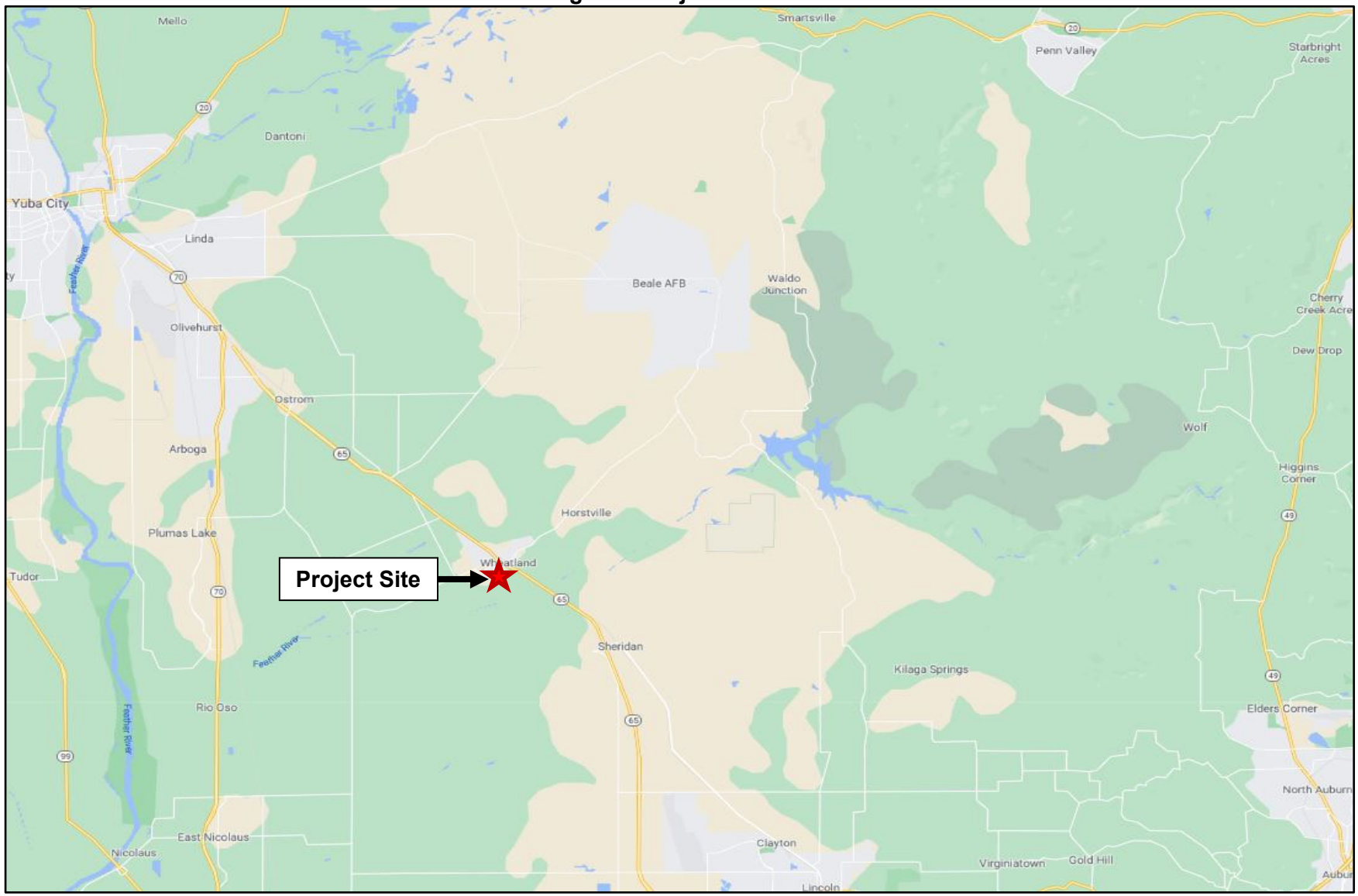
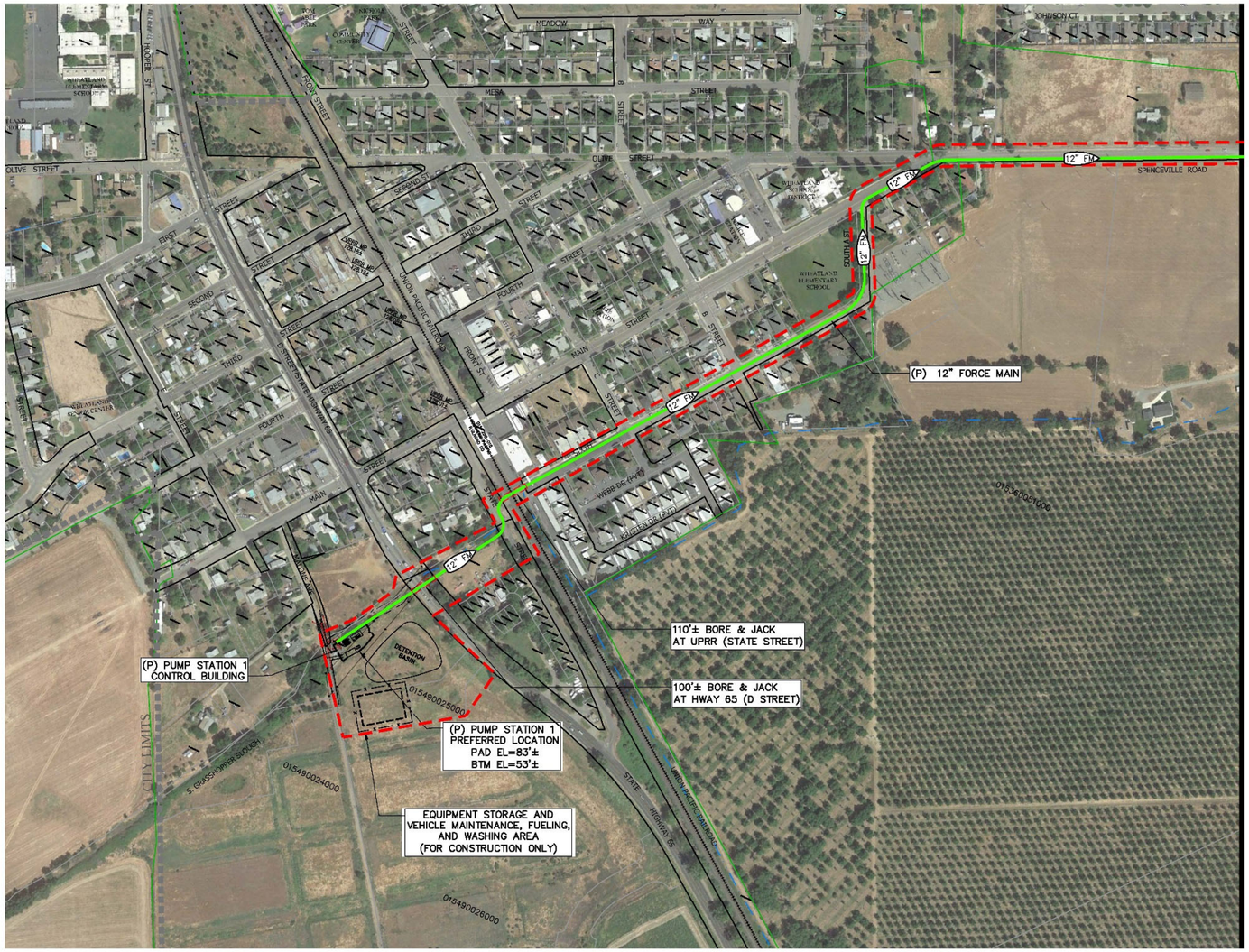


Figure 2
Wheatland Regional Sewer Pipeline Project - Study Area (1 of 6)



LEGEND

PROPOSED FORCE MAIN — 12" FM

PROPOSED STAGING AREA

ENVIRONMENTAL BOUNDARY

MATCHLINE - SEE SHEET 3

GRAPHIC SCALE
0 100 200 400
(IN FEET)
1 inch = 200 ft.

FOR REDUCED PLANS, THE ORIGINAL SCALE IS IN INCHES
0 1 2 3

ORIGINAL PLOT DATE:

PREPARED UNDER THE DIRECTION OF

DESIGNED BY	DRAWN BY	REVIEWED BY	DATE
DHS	PGC	HEU	

Coastland Civil Engineering, Inc.
11641 Blocker Dr, Ste 170, Auburn, CA 95603
530.888.9979 Fax
530.888.8929

CITY OF WHEATLAND
PRELIMINARY SEWER DESIGN
CITY OF WHEATLAND CALIFORNIA

REGIONAL SEWER PIPELINE PROJECT
PIPELINE ROUTE OVERVIEW 1

PROJECT NUMBER

DRAWING DATE
OCT 2021

Figure 3
Wheatland Regional Sewer Pipeline Project - Study Area (2 of 6)

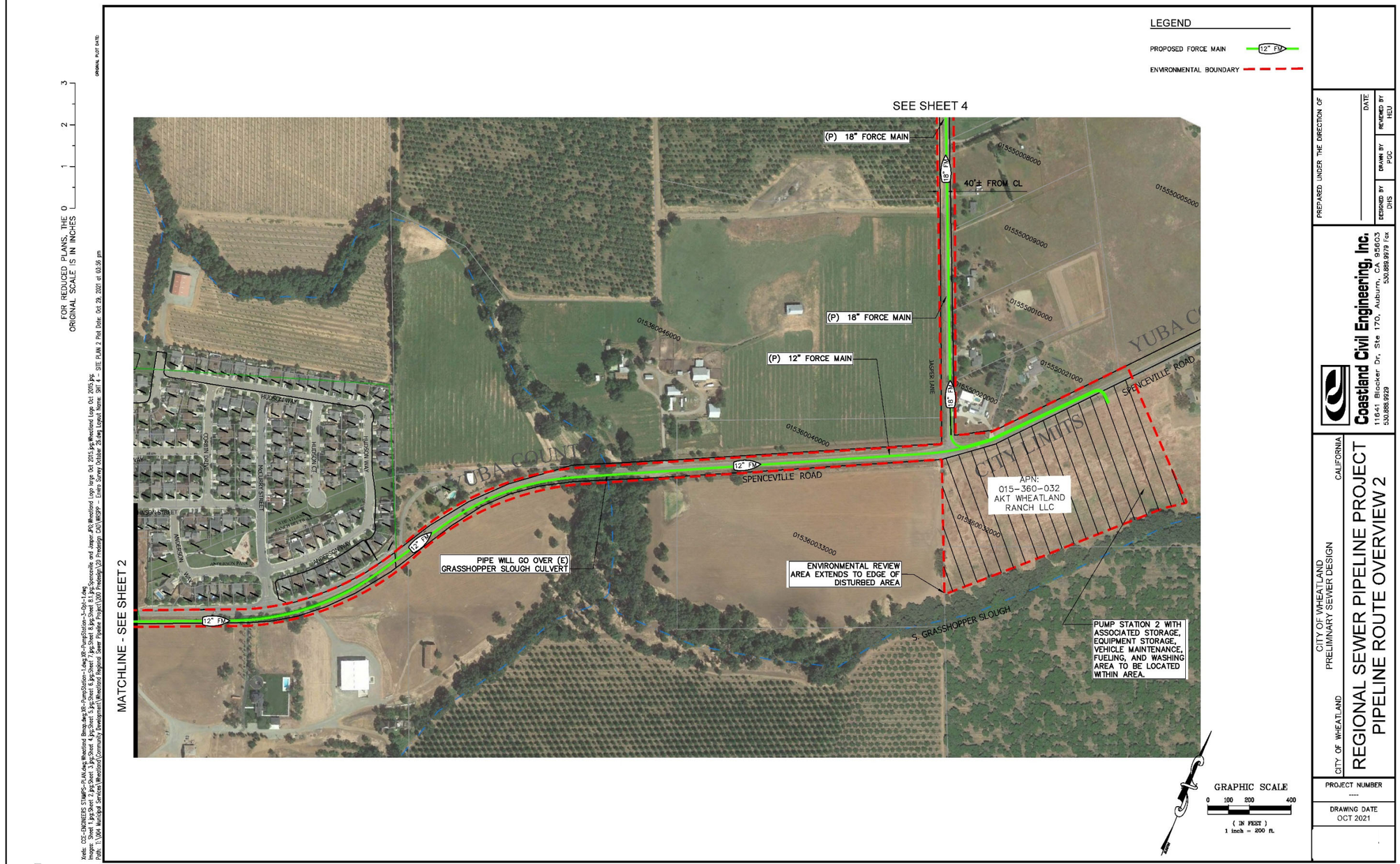


Figure 4
Wheatland Regional Sewer Pipeline Project - Study Area (3 of 6)

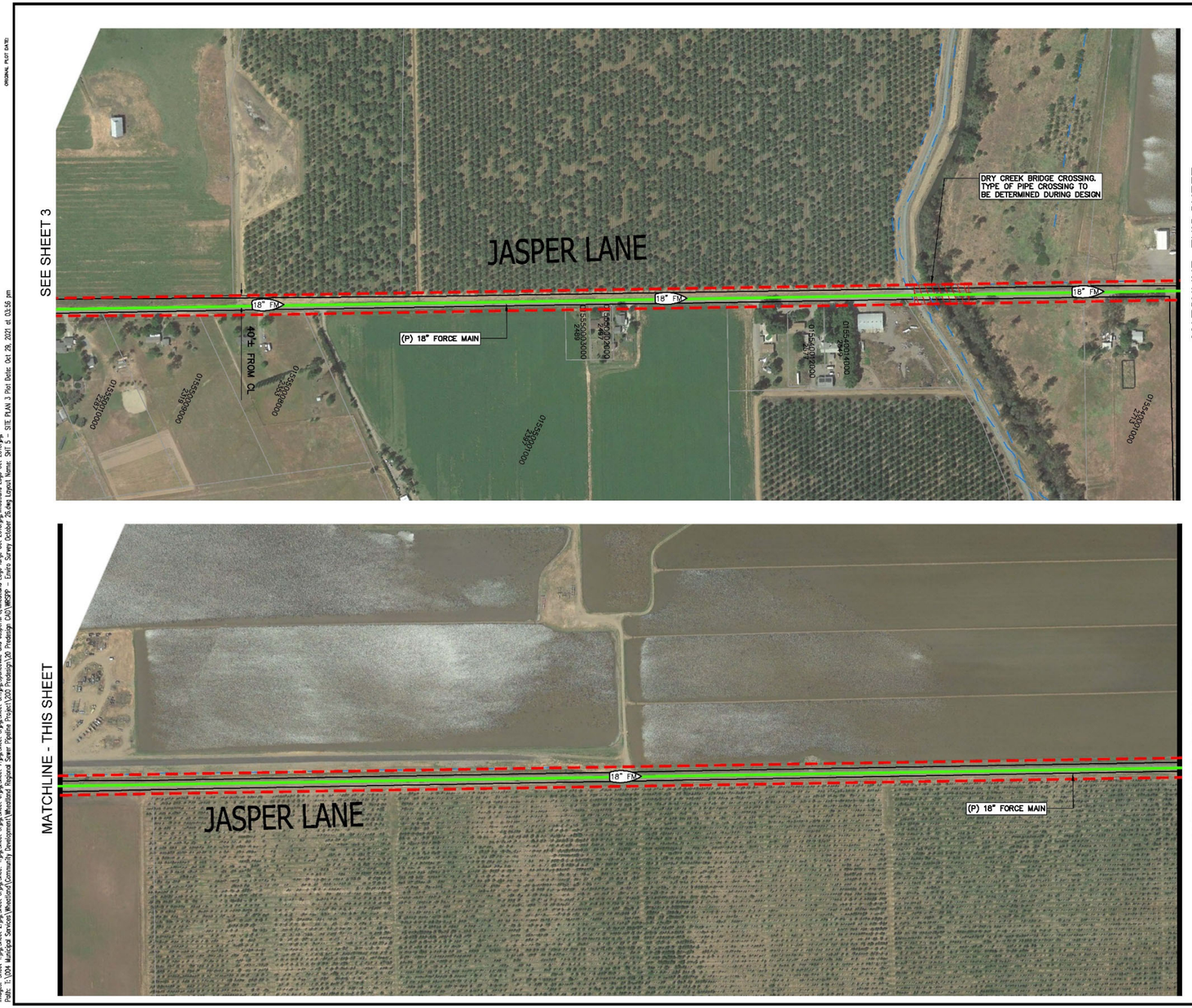


Figure 5
Wheatland Regional Sewer Pipeline Project - Study Area (4 of 6)

Figure 6
Wheatland Regional Sewer Pipeline Project Study Area (5 of 6)

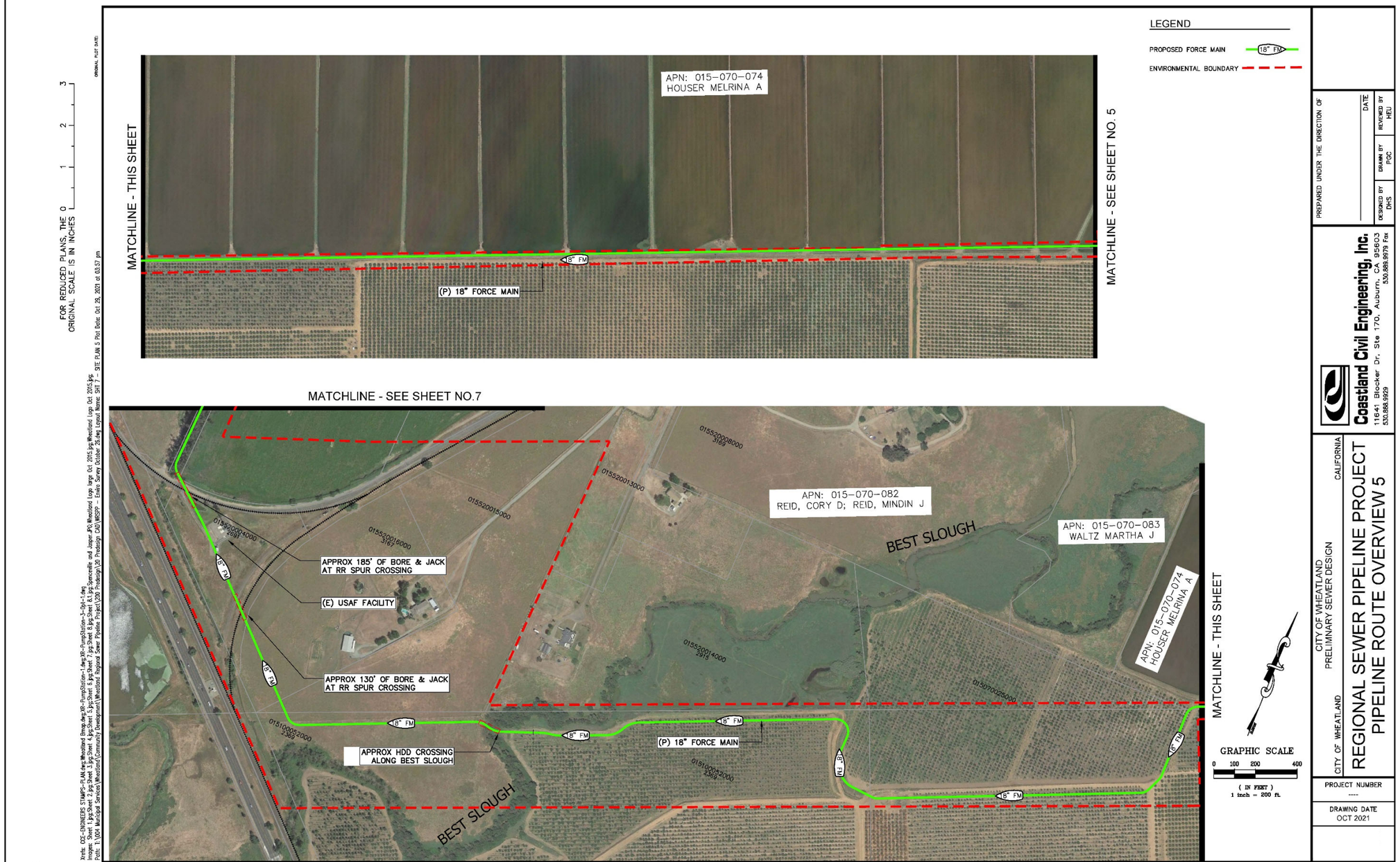
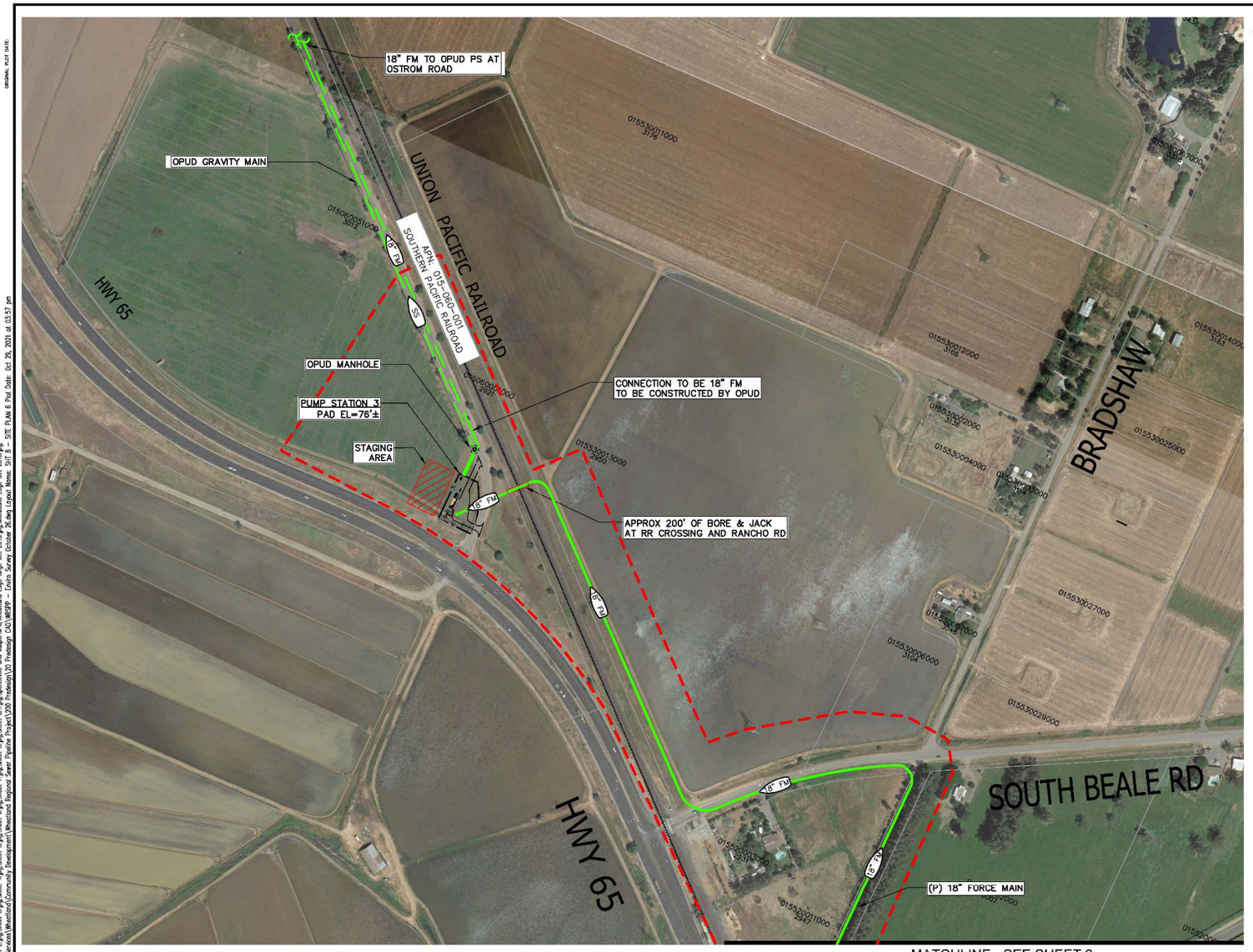


Figure 7
Wheatland Regional Sewer Pipeline Project - Study Area (6 of 6)



LEGEND

- PROPOSED FORCE MAIN — 18" FM
- (F) OPUD GRAVITY MAIN — SS
- (F) OPUD FORCE MAIN — 18" FM
- ENVIRONMENTAL BOUNDARY

GRAPHIC SCALE
0 100 200 400
(IN FEET)
1 inch = 200 ft.

FOR REDUCED PLANS, THE 0 1 2 3
ORIGINAL SCALE IS IN INCHES

PREPARED UNDER THE DIRECTION OF
DATE
DESIGNED BY DHS | DRAWN BY PJC | REVIEWED BY HEU

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CITY OF WHEATLAND
PRELIMINARY SEWER DESIGN
CALIFORNIA

CITY OF WHEATLAND
REGIONAL SEWER PIPELINE PROJECT
PIPELINE ROUTE OVERVIEW 6

PROJECT NUMBER

DRAWING DATE
OCT 2021

Pump Station 2 would be located on privately owned agricultural land, generally south of the Spenceville Road/Jasper Lane intersection and north of South Grasshopper Slough. The Pump Station 2 site is primarily surrounded by agricultural land, some of which contains rural single-family residences.

The proposed location of Pump Station 3 is at the convergence of SR 65, UPRR, and Rancho Road, north of the intersection of SR 65 and Rancho Road. The proposed site is not located near residents and is at the planned OPUD gravity sewer system point of connection.

Existing Wheatland WWTP

The existing Wheatland WWTP is also part of the project given that it will be evaluated programmatically in the EIR as, with completion of the project, it is anticipated not to be necessary and will be decommissioned. The Wheatland WWTP is located in the southern region of the City at the end of Malone Avenue. The infiltration basins (the disposal component of the plant) associated with the WWTP are located on the river side of Bear River levee, southwest of the WWTP.

Project Background

The City of Wheatland currently owns and operates a WWTP with a plant capacity of 0.62 million gallons per day (MGD). The existing WWTP is designed to treat wastewater at a secondary level which is not consistent with the current State standards of tertiary treatment. Currently, the City generates average dry weather flow of 0.35 MGD. The City's current WWTP has reached the end of its useful life, which means the City will be facing substantial capital costs just to maintain its current capacity and meet water quality regulations. Further, it will be difficult and costly to expand the current WWTP to meet planned City growth.

Over the last 15 years, the City and several local agencies, including OPUD, Linda County Water District (LCWD), Beale Air Force Base (Beale), and the City of Lincoln, have participated in several efforts exploring options for a regional wastewater conveyance, treatment, and disposal/reuse system for South Yuba County. Previous studies include the South Yuba County Regional Wastewater Treatment Feasibility Study (2010, Kennedy/Jenks) and a study by Beale in 2012 that engaged the nearby agencies to determine the feasibility of sending Beale wastewater to others for treatment and disposal. These efforts have had difficulty obtaining consensus due to the varying growth and regulatory timelines of each agency, significant upfront design and construction costs, and difficulty securing the substantial funding required.

More recently, the City commissioned a study in 2019 to evaluate all of its wastewater treatment and disposal alternatives. The study examined the feasibility of connecting to either OPUD, LCWD, Beale, or the City of Lincoln. The study also considered expanding the City's existing WWTP or constructing a new City-owned WWTP. The report concluded that Beale, Lincoln, and a new or upgraded City-owned WWTP were not viable alternatives and recommended connecting either to OPUD or LCWD. The sewer pipeline connections to OPUD or LCWD were considered both technically and financially feasible and in concert with the California State Water Resources Control Board policy of encouraging

consolidation of smaller plants into larger, regional systems. The City of Wheatland has decided to prepare an EIR to evaluate the potential environmental effects of constructing a sewer pipeline to connect to OPUD's system. Any future connection to LCWD's system would require separate environmental review and permitting.

The proposed sewer pipeline that would connect to OPUD's WWTP is designed to accommodate wastewater flows from a maximum of 5,500 Equivalent Dwelling Units (EDUs) within the City of Wheatland. The total number of EDUs generally consists of 1,469 EDUs associated with existing City development, 552 EDUs that would serve the proposed Caliterra Ranch project, 860 EDUs from buildout of City infill parcels in accordance with existing General Plan land use designations, and 2,619 EDUs that would serve a portion of future planned development within the Johnson Rancho and Hop Farm Annexation area.

OPUD Wastewater Treatment Plant

OPUD has a tertiary WWTP with a permitted capacity to treat and dispose of 3 MGD. Approximately 1.5 MGD of capacity is available at OPUD's plant with improvements to the conveyance system. A capacity of 1.5 MGD is equivalent to 5,500 EDUs, and thus, the available capacity is sufficient to serve the design flow from the proposed regional sewer pipeline. The proposed sewer pipeline flow, in combination with future development within OPUD's service area would eventually require expansion of OPUD's WWTP. Future WWTP expansions and associated environmental review will be the responsibility of OPUD. OPUD's plant has the space (footprint) to eventually expand to 8 MGD.

OPUD is in the process of expanding its infrastructure in its newly annexed service area, which is located towards Wheatland along the SR 65 Corridor. The foregoing infrastructure expansion would allow for the City to more conveniently connect to OPUD's system. OPUD is conducting engineering studies to lay out and size the sewers for the newly annexed service area, which reaches as far south as South Beale Road and Rancho Road. Wheatland's proposed sewer pipeline would tie in to the OPUD expansion at Rancho Road and SR 65.

Project Components

The City's primary project goal is to construct the necessary pipelines and pump stations to successfully convey all current and future wastewater into a regional sewer system serving south Yuba County. As discussed above, the proposed pipeline would connect to OPUD's force main (currently under design) near Rancho Road and SR 65. OPUD sewers would convey the flow to OPUD's WWTP, where the flows would be treated to a tertiary level and discharged into a tributary to the Feather River. Additionally, three new pump stations would be constructed along the new pipeline to convey all projected flows to the OPUD point of connection; and a new Public Works corporation yard would be constructed within the Pump Station 2 site. After construction of the pipeline and pump stations, it is anticipated that the City's existing WWTP would be decommissioned, though the possibility exists for the WWTP to remain in operation for an interim period.

The following provides a more detailed description of the proposed project's sewer pipe, pipeline alignment, pump stations, existing City WWTP, and construction staging.

Regional Sewer Pipeline

The proposed regional sewer pipeline would consist of approximately eight miles of pressurized force mains from the existing Malone Pump Station to OPUD's point of connection. The pipe material would be high density polyethylene (HDPE) pipe due to the advantages of HDPE, such as higher impact resistance, resistance to corrosion, flexibility, cost effectiveness, and fused joints. Sewer pipe sizes would range and are preliminarily anticipated to be as follows: a 12-inch sewer force main from Pump Station 1 (Malone Avenue) to Pump Station 2 near the intersection of Spenceville Road and Jasper Lane; and an 18-inch sewer force main from Pump Station 2 to Pump Station 3 and the point of connection with OPUD's system near the intersection of Rancho Road and SR 65. The sewer pipeline would typically be buried a minimum of four feet below the existing or planned ground surface. The force main will be installed deeper where it crosses SR 65, the railroad and waterways.

The capacity of the sewer pipes and pump stations (discussed below) would be sized to accommodate existing and projected development within the City and the resulting flowrates (i.e., 1.5 MGD Average Dry Weather Flow, and 3.3 MGD peak flow). More specifically, Pump Station 1 and the 12-inch force main would be sized to accommodate flows from existing users (1,469 EDUs), future City infill development through 2030 (858 EDUs), and the Caliterra development (552 EDUs). Pump Station 2 and the 18-inch force main would be sized to accommodate these flows (2,881 EDUs) and an additional 2,619 EDUs associated with planned development within the eastern portion of the City.

Pipeline Alignment

At the beginning of the predesign phase, an alignment was selected which utilized Malone Avenue, Main Street, Spenceville Road, Jasper Lane, and private properties north of the City to the tie in point. After further considerations, a revised alignment was selected to mitigate utility congestion and difficult crossings in the southern portion of the alignment. The revised alignment has several advantages as the alignment utilizes existing City-owned property and easements and minimizes construction on arterial roads.

Crossings

In addition, the sewer pipeline alignment was selected with a goal to reduce major crossings to avoid sensitive habitats and sensitive receptors. However, some sewer pipeline crossings could not be avoided and, therefore, require special construction methods and permitting. The final choice of crossing construction would depend on the pipe material, topography, and site constraints such as culvert locations or bridge structure that may be used to support a pipeline. Currently, the selected alignment would have one California Department of Transportation (Caltrans) crossing at SR 65, four UPRR crossings, and three creek crossings. Each of the proposed pipeline crossings is described in further detail below.

- *State Route 65:* In accordance with Caltrans' requirements, the SR 65 crossing would be constructed using bore and jack method and the HDPE carrier pipe installed within a steel casing. Temporary jacking and receiving pits would be placed outside of

Caltrans right-of-way. The pipeline is proposed to cross under SR 65 east of Pump Station 1.

- *Union Pacific Railroad in City of Wheatland:* The UPRR mainline crossing would be located near the western terminus of Sixth Street, between C Street and State Street. UPRR has specific pipeline crossing requirements that favor bore and jack construction methods. The carrier pipe would be installed in a steel casing set a minimum of five and a half feet below grade to meet UPRR design requirements. Emergency shutoff valves and temporary jacking and receiving pits would be placed outside of UPRR right of way.

- *South Grasshopper Slough Culvert*: The South Grasshopper Slough Culvert crossing would be located on Spenceville Road. An existing 48-inch culvert crosses under Spenceville Road with approximately six feet of cover. The crossing is planned to be constructed by placing the force main above the culvert using open cut construction method. The pipeline cover may be less than four feet deep and additional pipe protection measures, such as concrete slurry backfill, may need to be implemented to protect the pipe.

- *Dry Creek Bridge*: The Dry Creek Bridge crossing would be located on Jasper Lane, approximately 0.75-mile north of Spenceville Road. The most economical method for the crossing would be to attach the pipeline to the bridge using a steel casing with bolted connections. Attaching the sewer pipeline to the Dry Creek Bridge would require coordination with Yuba County to determine if the crossing is acceptable (structurally feasible) and, if so, the specific requirements for construction. The alternative crossing method is to cross under the creek using horizontal directional drilling (HDD). The HDD construction method does not require a casing, but might require coordination with the California Department of Fish and Wildlife (CDFW) if construction encroaches on any environmentally sensitive areas. The HDD crossing would be the most suitable construction method.

- *Best Slough*: Best Slough is located off of Levee Road east of South Beale Road within private property. The crossing would utilize HDD to place the pipe below the slough.

- *Union Pacific Railroad Spur Tracks*: The sewer pipeline would cross two consecutive UPRR spur tracks located south of South Beale Road. Bore and jack construction would be used to cross under the two spurs, and the carrier pipe would be installed inside a steel casing in accordance with UPRR standards.

- *Union Pacific Railroad Mainline Track and Drainage Culverts*: The UPRR crossing is located adjacent to the connection point with OPUD's gravity main. The UPRR tracks run parallel to Rancho Road. Like the other UPRR crossings, the mainline track and drainage culverts crossing would be constructed using bore and jack method and the carrier pipe will be installed within a steel casing. The bore and jack section would

also allow the alignment to cross under two existing drainage culverts which run parallel to Rancho Road.

Pump Stations and Public Works Corporation Yard

The following provides a detailed description of Pump Stations 1 through 3, as well as the Public Works corporation yard.

Pump Station 1

As noted above, Pump Station 1 would be located adjacent to the existing Malone Pump Station, on City-owned property, and south of South Grasshopper Slough. The proposed pump station would replace the smaller Malone Avenue Pump Station. The City is considering an alternate pump station location to the south, at the north end of the former Heritage Oaks Estates project site. Pump Station 1 would be a three-pump station that would convey all existing flows from the City of Wheatland, as well as flows from the identified infill areas west of the proposed SR 65 realignment (see Table 1). Existing utilities adjacent to Pump Station 1, such as an underground high-pressure gas main and above-ground power lines, would require careful consideration during construction. In addition, construction of Pump Station 1 would include but not be limited to trenching for undergrounding utilities, an in-ground wet well structure, and two underground storage tanks capable of storing 40,000 gallons between the incoming sewers and new wet well, and a control building. The control building would provide space for indoor electrical controls and an emergency generator.

Table 1
Flowrates into Pump Station 1

	EDUs	Average Dry Weather Flow MGD	Average Annual Flows MGD	Peak Day MGD	Peak Hour MGD	Peak Hour GPM
Initial	1,520	0.37	0.40	1.13	1.54	1,080
Midpoint	2,500	0.60	0.65	1.73	2.20	1,520
Design	2,880	0.70	1.75	1.95	2.24	1,680

Source: Coastland Civil Engineering and Nexgen Utility Management, 2021.

Pump Station 1 would be located in a 100-year floodplain zone. Therefore, import of fill would be required to raise the overall elevation of the project site approximately two feet above the current elevation for flood protection. As such, the site would likely require a retaining wall to prevent encroachment into the 30-foot creek setback. Perimeter fencing would be provided, with pass through gates to allow access to the unimproved area and sewer lines east of the pump station and west of SR 65.

Pump Station 2 and Public Works Corporation Yard

As previously noted, Pump Station 2 would be located on agricultural land, generally south of the Spenceville Road/Jasper Lane intersection and north of South Grasshopper Slough. The Pump Station 2 study area is shown in Figure 3. Pump Station 2 would convey all flows

from Pump Station 1, and collect flows from future planned development, generally east of Pump Station 2 (see Table 2). All wastewater generated by the City would flow through Pump Station 2 as flows are conveyed north to OPUD.

Pump Station 2 would utilize two channel style self-cleaning, submersible pump wet well configurations, similar to that proposed at Pump Station 1, but built back-to-back, with a common wall. Pump Station 2 would include three 400,000-gallon partially above-ground concrete/steel tanks associated with limiting peak flows to OPUD's system. Two tanks would be constructed initially, with the remaining tank added as flows increase.

Table 2
Flowrates into Pump Station 2

	EDUs	Average Dry Weather Flow MGD	Average Annual Flows MGD	Peak Day MGD	Peak Hour MGD	Peak Hour GPM
Initial	1,520	0.37	0.40	1.13	1.54	1,080
Midpoint	3,500	0.85	0.91	2.52	3.07	2,130
Design	5,500	1.33	1.43	3.75	4.43	3,080

Source: Coastland Civil Engineering and Nexgen Utility Management, 2021.

As with the other pump stations, a prefabricated cement, or block building would be provided for the controls. A separate building would also house a 500-kilowatt standby generator and electrical controls. Because this site is not size constrained, the site would also host the City's new Public Works corporation yard. As a result of decommissioning of the existing WWTP and the re-purposing or sale of the site, the City would lose its current base of operations for wastewater personnel, equipment, and controls. Therefore, the new Public Works corporation yard would be implemented at the Pump Station 2 site and provide the City with facilities needed to staff, maintain, and operate the City's public infrastructure functions. More specifically, the proposed Public Works corporation yard would house the following staff, equipment, and materials:

- Office space for up to five on-site personnel;
- A turnout/conference room;
- Office space for control systems for water and wastewater utilities;
- Parking for Public Works staff and guests;
- Storage for spare parts, roadway signs, and small equipment;
- Small equipment repair shop;
- Vactor truck dump station and washdown bay;
- Public works vehicles and equipment parking/storage;
- Photovoltaic (PV) covered parking;
- Materials storage bins for aggregate base, sand, and backfill dirt;
- Pump Station 2 piping, pumps, odor control, and equalization storage tanks.
- Storm water retention areas; and
- Appropriate landscape buffers to minimize visual and noise impacts to adjacent properties.

Other site improvements associated with Pump Station 2 would include but not be limited to paving of areas requiring regular access for servicing and monitoring operations.

Pump Station 3

The general location of Pump Station 3 is at the convergence of SR 65, UPRR, and Rancho Road. The proposed site would be located north of the intersection of SR 65 and Rancho Road.

Pump Station 3 would convey all flows from Pump Station 2, serving as a booster pump station, without collecting any additional flows from Pump Station 3's immediate surroundings (see Table 3). All wastewater generated by Wheatland would flow through Pump Station 3 as the flows are conveyed to OPUD.

Table 3
Flowrates into Pump Station 3

	EDUs	Average Dry Weather Flow MGD	Average Annual Flows MGD	Peak Day MGD	Peak Hour MGD	Peak Hour GPM
Initial	1,520	0.37	0.40	1.13	1.54	1,080
Midpoint	3,500	0.85	0.91	2.52	3.07	2,130
Design	5,500	1.33	1.43	3.75	4.43	3,080

Source: Coastland Civil Engineering and Nexgen Utility Management, 2021.

The configuration of the wet well for this pump station would not be typical as it is only receiving flow from the force main system and it may be located above ground in a stainless-steel building, rather than underground like a typical gravity fed sewage pump station. This unconventional approach is proposed due to the need to control the hydraulics of the Pump Station 2 force main by utilizing a standpipe and/or control valve at the Pump Station 3 location. An alternative design is being considered that may eliminate the need for a wet well and/or standpipe.

A prefabricated booster pump station, containing three pumps, would be installed within a prefabricated control building. The control building would also include a standby 250-kilowatt generator. Pump Station 3 would not require an emergency storage tank.

Site improvements to Pump Station 3 would include paving, fencing, landscaping, and a biofilter. Additionally, a small swale for stormwater retention/infiltration would be located at Pump Station 3. The site would include an entrance/exit to facilitate service trucks.

<u>City of Wheatland Wastewater Treatment Plant</u>

The Wheatland WWTP was originally constructed in 1967, and last upgraded in 1990. The plant provides only secondary-level treatment and the Regional Water Quality Control Board requires treatment upgrades of any new permit or expansions. The infiltration basins are subject to flood damage, as most recently realized in the winters of 2005 and 2006. In addition, the plant suffers from a lack of redundancy, sludge drying bed constraints, and general repair needs. For these reasons, the City has elected to construct a pipeline to allow

the City to connect to a more modern wastewater treatment plant and decommission the existing facility.

The City has preliminarily determined that decommissioning the WWTP would involve the following: identifying and remediating all hazardous materials above grade and within five feet of the ground surface, removal of all structures, properly removing or abandoning-in-place any underground piping, and filling in the existing ponds to create a level surface. The EIR will evaluate these improvements at a programmatic level.

Construction Staging Areas

Construction of the proposed project would involve various pieces of equipment that would need to be staged in close proximity to construction areas. Figure 2, Figure 3, and Figure 7 identify three construction equipment storage, vehicle maintenance, fueling, and washing areas. As depicted in Figure 2, the first staging area would generally be located south of the preferred location for Pump Station 1. The second construction staging area would be located at the Pump Station 2 site, as generally shown on Figure 3. The third construction staging area would generally be located adjacent to the Pump Station 3 site.

Project Entitlements

The entitlements requested with the application for the Wheatland Sewer Project include the following:

- Certification of an EIR and adoption of a Mitigation Monitoring and Reporting Program; and
- Approval of 90 percent Improvement Plans.

Other approvals may be required and will be identified in the EIR. These may include, but not be limited to, the following:

- Section 404 Nationwide Permit (U.S. Army Corps of Engineers);
- Section 401 Water Quality Certification (Regional Water Quality Control Board – Central Valley Region);
- Section 1602 Permit (California Department of Fish and Wildlife);
- NPDES Construction General Permit (Regional Water Quality Control Board – Central Valley Region);
- Encroachment Permits (Yuba County, Caltrans, and UPRR); and
- Building Permits (Yuba County).

ENVIRONMENTAL EFFECTS

The attached Initial Study prepared for the proposed project identified resource areas where potential impacts may occur as a result of the proposed project. The EIR analysis will focus on such resource areas where a potential for impacts was identified by the Initial Study. Conversely, based upon the analysis contained in the attached Initial Study, it is anticipated that the EIR will not need to further address the CEQA topics of Aesthetics, Forestry

Resources, Energy, Mineral Resources, Noise, Public Services, Recreation, Transportation, Utilities and Service Systems, and Wildfire. The following paragraphs provide a general discussion of the anticipated topics that will be included in the technical sections of the EIR. Each technical section will include an analysis of the existing environmental setting, identification of the thresholds of significance, description of the methodology used for analysis, identification of impacts, and the development of mitigation measures and monitoring strategies, if necessary, to reduce impacts.

Agricultural Resources

The Agricultural Resources chapter of the EIR will summarize the status of the existing agricultural resources and operations within the project site and in the areas surrounding the City of Wheatland, using the current State model and data, including identification of any Prime or Unique Farmland, or Farmland of Statewide Importance. Any conflicts with existing zoning for agricultural uses or right-to-farm ordinances applicable to the project site will also be identified. The analysis will further include a discussion regarding the amount of Prime Farmland and other Important Farmland to be converted to non-agricultural uses as a result of the proposed project. Following the setting discussion, the chapter will identify thresholds of significance applicable to the proposed project, including the loss of Prime Farmland. The impacts will be measured against the thresholds of significance and appropriate mitigation measures and monitoring strategies will be identified, consistent with the policies of the City of Wheatland, Yuba County, and each jurisdiction's respective General Plan.

Air Quality and Greenhouse Gas Emissions

The Air Quality chapter of the EIR will summarize the regional air quality setting, including climate and topography, existing ambient air quality, the regulatory setting, and the presence of any sensitive receptors near the project site. The air quality and greenhouse gas (GHG) emissions analysis for the proposed project will be performed using the RoadMod software program. The air quality impact analysis will include a quantitative assessment of short-term (i.e., construction) increases of criteria air pollutant emissions of primary concern (i.e., reactive organic gases [ROG], nitrogen oxides [NO_X], and particulate matter [PM_{10}]) resulting from the proposed project. Operationally, the proposed project will not substantially increase the number of vehicle trips; therefore, conducting a quantitative assessment of long-term (i.e., operational) increases due to the operations of the pipeline, pump stations, and Public Works corporation yard is not anticipated. The RoadMod software program will also be used to produce an estimate of carbon dioxide equivalent emissions for the project, including indirect GHG emissions.

An analysis of GHG emissions associated with the project will also be conducted. The analysis will include a description of the current regulatory setting as it pertains to climate change analysis in California, quantification of the project's generation of GHG emissions, and evaluation of consistency of the project with Technical Advisory documents and Attorney General measures. The level of significance of impacts identified in the analysis will be determined using the thresholds of significance recommended by the Feather River

Air Quality Management District, and mitigation measures and monitoring strategies will be recommended for all impacts identified as potentially significant.

Biological Resources

The Biological Resources chapter of the EIR will summarize the existing setting and describe the potential effects of the project on plant communities, wildlife, and wetlands, including adverse effects on rare, endangered, candidate, sensitive, special-status, and federally listed species for the proposed project site. The Biological Resources chapter will be based on a biological assessment addressing impacts to federal and non-federal species and an aquatic resources delineation report addressing impacts to wetlands and waters of the U.S. The chapter will include the results of a reference material and database search, including a review of the California Natural Diversity Database (CNDDB), and review of a U.S. Fish and Wildlife Service (USFWS) and California Department of Fish and Wildlife (CDFW) species list in order to determine the likelihood of whether the project site has the potential to support special-status plant and wildlife species as well as federally listed species. Furthermore, the chapter will identify thresholds of significance and project impacts, and will include the development of mitigation measures and monitoring strategies.

Cultural and Tribal Cultural Resources

The Cultural and Tribal Cultural Resources chapter of the EIR will summarize the existing setting and briefly describe the potential effects to historical, archaeological, and/or tribal cultural resources resulting from the eventual implementation of the proposed project. The Cultural and Tribal Cultural Resources chapter will be based on a cultural resource assessment prepared for the proposed project. The chapter will also assess the potential for tribal cultural resources to be impacted by the proposed project, pursuant to Public Resources Code 21080.3.1.

Geology and Soils

The Geology and Soils chapter of the EIR will summarize the existing setting and describe potential effects from earthquakes, liquefaction, and expansive soils, as well as identify any unique geological features within the project site. Additionally, the Geology and Soils chapter will include the results of a web soil survey to identify the stability of soils for construction and evaluate the project's potential to directly or indirectly impact paleontological resources and/or unique geologic features. As part of the analysis, the Geology and Soils chapter of the EIR will include a discussion of the existing setting, identification of the thresholds of significance, identification of impacts, and the development of mitigation measures and monitoring strategies.

Hazards and Hazardous Materials

The Hazards and Hazardous Materials chapter of the EIR will summarize the existing setting, and will describe any potential for existing hazardous materials to occur on-site or be released as a result of implementation of the proposed project. A technical report

prepared for the proposed project will be the basis for the analysis in the Hazards and Hazardous Materials chapter. In addition, the Hazards and Hazardous Materials chapter will include identification of the thresholds of significance, identification of project-related impacts, and the development of mitigation measures and monitoring strategies.

Hydrology and Water Quality

The Hydrology and Water Quality chapter of the EIR will summarize existing setting information and will identify the project's potential impacts on irrigation drainage, stormwater drainage, local and regional flooding, groundwater, and water quality. Generally, the chapter will evaluate the floodplain limits associated with waterways such as South Grasshopper Slough, which would be in close proximity to Pump Station 1 and Pump Station 2 and its associated corporation yard. In addition, while the impervious surfaces created as a result of the project would be relatively limited, proper drainage controls will be identified and assessed to ensure that any nearby waterways or adjacent properties are not adversely affected by increases in storm water runoff and degraded water quality of said runoff. Furthermore, the chapter will include identification of the thresholds of significance and project-related impacts, and the development of mitigation measures and monitoring strategies.

Land Use and Planning

The Land Use chapter of the EIR will evaluate the consistency of the proposed project with the City of Wheatland's adopted plans and policies. Raney will review the City's and County's respective General Plans and Zoning Ordinances, as well as any other appropriate documents to address consistency issues. In addition, the location and types of land uses will be reviewed for consistency with the Beale Air Force Base Comprehensive Land Use Plan (CLUP). The chapter will further assess the compatibility of the proposed project with the surrounding land uses, both existing and proposed. Following the setting discussion, the chapter will identify thresholds of significance applicable to the proposed project. The impacts will be measured against the thresholds of significance and appropriate mitigation measures and monitoring strategies will be identified, consistent with the policies of the City of Wheatland General Plan.

DISCUSSION OF CUMULATIVE IMPACTS

In accordance with Section 15130 of the CEQA Guidelines, an analysis of cumulative impacts associated with the proposed project will be undertaken and discussed. In addition, pursuant to Section 21100(B)(5) of the CEQA Guidelines, the cumulative analysis will address the potential for growth-inducing impacts associated with the proposed project, and will focus on whether or not implementation of the proposed project would remove any existing impediments to growth.

DISCUSSION OF ALTERNATIVES

In accordance with Section 15126.6(a) of the CEQA Guidelines, several project alternatives, including the No Project Alternative, will be analyzed. For the proposed program EIR, the Alternatives section will evaluate at a minimum three alternatives: the No

Project Alternative and two other alternatives, which will be determined during the preparation of the Administrative Draft EIR for the proposed project.

The alternatives analysis will “describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives.” The analysis will include sufficient information about each alternative to allow meaningful evaluation of, and comparison with, the proposed project. The significant effects of the alternatives will be discussed, but in less detail than the significant effects of the proposed project. The discussion will also identify and analyze the “environmentally superior alternative.”

Attachment

Initial Study

City of Wheatland
Community Development Department

Wheatland Regional Sewer Pipeline Project

Initial Study

November 2021

Prepared by

RANEY PLANNING & MANAGEMENT, INC. 20 years
1501 Sports Drive, Suite A, Sacramento, CA 95834

TABLE OF CONTENTS

INITIAL STUDY
NOVEMBER 2021

A. BACKGROUND

1. Project Title: Wheatland Regional Sewer Pipeline Project

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

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

4. Project Location:
Through portions of the City of Wheatland
(south on Malone Avenue to east of State Route [SR] 65)
and unincorporated Yuba County
(north on Jasper Lane, west through farmland, and north toward South Beale Road)

5. Project Sponsor's Name and Address:
City of Wheatland
Community Development Department
Planning Division
111 C Street
Wheatland, CA 95692

6. Approvals that may be required from Other Public Agencies:

- Section 404 Nationwide Permit (U.S. Army Corps of Engineers);
- Section 401 Water Quality Certification (Regional Water Quality Control Board – Central Valley Region);
- Section 1602 Permit (California Department of Fish and Wildlife);
- NPDES Construction General Permit (Regional Water Quality Control Board – Central Valley Region);
- Encroachment Permits (Yuba County, California Department of Transportation, and Union Pacific Railroad); and
- Building Permits (Yuba County).

7. Surrounding Land Uses and Setting:

The project site consists of an approximately eight-mile-long sewer pipeline alignment extending from an existing pump station near the City of Wheatland's existing wastewater treatment plant (WWTP) north to a point of connection with Olivehurst Public Utility District's (OPUD) wastewater system. The proposed pipeline alignment generally extends north/northeast along roadways within the City of Wheatland (City), and then along roadways and farmland in unincorporated Yuba County (County).

More specifically, the first portion of the pipeline alignment would begin at the existing pump station on Malone Avenue and head due east within the City limits. Within this portion, the pipeline would generally extend through a largely vacant parcel, then cross under State Route (SR) 65 and the Union Pacific Railroad (UPRR) mainline track to proceed east along Sixth Street to Spenceville Road. The pipeline would then proceed within Spenceville Road until just past its intersection with Jasper Lane. Along Sixth Street, existing uses generally include single-family and multi-family residences along the north and south sides of the street. Along Spenceville Road, residences and open agricultural fields are generally located to the north and south of the roadway. For example, the Wheatland Ranch neighborhood is located on the northerly side of the road within the eastern City limits. Spenceville Road also bisects South Grasshopper Slough, prior to reaching Jasper Lane.

The next portion of the pipeline alignment is within unincorporated Yuba County and would proceed northerly along Jasper Lane for approximately 2.3 miles. Private farmland property is generally located along both sides of Jasper Lane. The road also crosses over Dry Creek Bridge, approximately 0.75-mile north of Spenceville Road.

From the northernmost end of Jasper Lane, the pipeline would head due west to connect with Pump Station 3, which would generally be located at the convergence of SR 65, UPRR, and the U.S. Government railroad. Active agricultural lands comprise the majority of this portion of the alignment. Rural residences are also interspersed throughout the area.

8. Project Description Summary:

The City's primary project goal is to construct the necessary pipelines and pump stations to successfully convey all current and future wastewater into a regional sewer system serving south Yuba County. The proposed pipeline would connect to OPUD's force main (currently under design) near Rancho Road and SR 65. OPUD sewers would convey the flow to OPUD's WWTP, where the flows would be treated to a tertiary level and discharged into a tributary to the Feather River. Additionally, three new pump stations would be constructed along the new pipeline to convey all projected flows to the OPUD point of connection. After construction of the pipeline and pump stations, it is anticipated that the City's existing WWTP would be decommissioned, though the possibility exists for the WWTP to remain in operation for an interim period. Decommissioning of the existing WWTP would result in the City losing its current base of operations for wastewater personnel, equipment, and controls. This loss of space at the existing WWTP would be offset by the construction of a new corporation yard at the location for Pump Station 2.

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

In compliance with Assembly Bill (AB) 52 (Public Resources Code [PRC] Section 21080.3.1), a project notification letter was distributed to the United Auburn Indian Community of Auburn Rancheria, as the tribe previously requested notice of projects under CEQA review in the City of Wheatland's jurisdiction. The letter was mailed on October 20, 2021.

B. SOURCES

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

1. California Air Resources Board. *The 2017 Climate Change Scoping Plan Update*. Available at: https://ww2.arb.ca.gov/sites/default/files/classic//cc/scopingplan/2030sp_pp_final.pdf. Accessed June 2021.
2. California Building Standards Commission. *California Green Building Standards Code*. Available at: https://www.dgs.ca.gov/BSC/Resources/Page-Content/Building-Standards-Commission-Resources-List-Folder/CALGreen. Accessed June 2021.
3. California Department of Conservation. *California Important Farmland Finder*. Available at: https://maps.conservation.ca.gov/DLRP/CIFF/. Accessed May 2021.
4. California Department of Forestry and Fire Protection. *Fire Hazard Severity Zones Map*. Available at: https://osfm.fire.ca.gov/divisions/wildfire-planning-engineering/wildland-hazards-building-codes/fire-hazard-severity-zones-maps/. Accessed July 2021.
5. California Department of Transportation. *Scenic Highways*. Available at: https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways. Accessed June 2021.
6. California Energy Commission. *Title 24 2019 Building Energy Efficiency Standards FAQ*. November 2018.
7. City of Wheatland. *City of Wheatland General Plan Background Report*. Adopted July 11, 2006.
8. City of Wheatland. *City of Wheatland General Plan Draft Environmental Impact Report*. December 2005.
9. City of Wheatland. *City of Wheatland General Plan Final Environmental Impact Report*. May 2006.
10. City of Wheatland. *City of Wheatland General Plan Policy Document*. Adopted July 11, 2006.
11. Coastland Civil Engineering. *Basis of Design Report Wheatland Regional Sewer Pipeline Project*. April 23, 2021.
12. Department of Toxic Substances Control. *Hazardous Waste and Substances Site List*. Available at: https://dtsc.ca.gov/dtscs-cortese-list. Accessed July 2021.
13. Federal Emergency Management Agency. *FEMA Flood Map Service Center.* Available at: https://msc.fema.gov/portal/home. Accessed July 2021.
14. Governor's Office of Planning and Research. *Technical Advisory On Evaluating Transportation Impacts in CEQA*. April 2018.
15. Health Research, Inc. *Recommended Standards for Wastewater Facilities*. 2014.
16. Sacramento Area Council of Governments. *Beale Air Force Base Land Use Compatibility Plan*. Available at: https://www.sacog.org/post/yuba-county. Accessed July 2021.
17. Sacramento Valley Air Quality Engineering and Enforcement Professionals (SVAQEEP). *Northern Sacramento Valley Planning Area 2018 Triennial Air Quality Attainment Plan*. July 26, 2018.
18. Tremaine & Associates, Inc. *Cultural Resources Sensitivity Report for the Annexation of the Johnson Rancho, Bear River Hop Farm, and Dave Browne Properties*. April 22, 2010.
19. U.S. Environmental Protection Agency. *National Pollutant Discharge Elimination System (NPDES): Industrial Wastewater*. Available at: https://www.epa.gov/npdes/industrial-wastewater. Accessed June 2021.

20. U.S. Environmental Protection Agency. *Technical Approaches to Characterizing and Cleaning up Brownfields Sites: Railroad Yards*. Available at: https://www.epa.gov/nscep. Accessed June 2021.
21. Yuba County. *County of Yuba Emergency Operations Plan: All-Hazards*. Adopted August 2015.
22. Yuba County. *Final Yuba County 2030 General Plan Environmental Impact Report*. May 2011.
23. Yuba County. *Final Yuba County 2030 General Plan Environmental Impact Report*. May 2011.
24. Yuba County. *Yuba County 2030 General Plan*. Adopted June 7, 2011.

C. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

D. DETERMINATION

On the basis of this initial study:

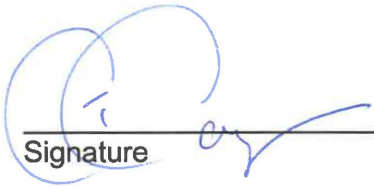
☐ I find that the Proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ I find that although the Proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the applicant. A MITIGATED NEGATIVE DECLARATION will be prepared.

☒ I find that the Proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



Signature

11-1-21

Date

Tim Raney, Community Development Director
Printed Name

City of Wheatland
For

E. BACKGROUND AND INTRODUCTION

This Initial Study (IS) identifies and analyzes the potential environmental impacts of the proposed project. The information and analysis presented in this document is organized in accordance with the order of the CEQA checklist in Appendix G of the CEQA Guidelines. If the analysis provided in this document identifies potentially significant environmental effects of the project, mitigation measures that should be applied to the project are prescribed. The mitigation measures prescribed for environmental effects described in this IS will be implemented in conjunction with the project, as required by CEQA. The mitigation measures will be incorporated into the project through project conditions of approval. The City will adopt findings and a Mitigation Monitoring/Reporting Program for the project in conjunction with its approval of the project.

The environmental setting and impact discussions for each section of this IS are largely based on information in the City of Wheatland General Plan,[1] adopted July 11, 2006, and the associated certified Environmental Impact Report (EIR),[2] and the Yuba County General Plan,[3] adopted June 7, 2011, and the associated certified EIR.[4]

F. PROJECT DESCRIPTION

The following provides a description of the project site's current location and setting, as well as the proposed project components and the anticipated discretionary actions required for the project.

Project Location and Setting

The project site consists of an approximately eight-mile long sewer pipeline alignment extending from an existing pump station near the City of Wheatland's existing WWTP north to a point of connection with OPUD's wastewater system. The proposed pipeline alignment generally extends north/northeast along roadways within the City of Wheatland, and then along roadways and farmland in unincorporated Yuba County (see Figure 1, Regional Project Location).

Pipeline Alignment

More specifically, the eight-mile pipeline alignment would begin at the existing pump station on Malone Avenue and head due east from the pump station, across a largely vacant parcel, then under SR 65 and the UPRR mainline track, to proceed east along Sixth Street to Spenceville Road (see Figure 2). The proposed alignment would follow Spenceville Road for approximately one-mile just past its intersection with Jasper Lane (see Figure 3), then connect to Pump Station 2, at which point the pipeline alignment would head due north along Jasper Lane for approximately 2.3 miles (see Figure 4). From the northmost end of Jasper Lane, the pipeline would head due west through private farmland property and would be routed along existing dirt roads to the maximum extent feasible to avoid sensitive habitats and active agricultural lands (see Figure 5). Shortly after crossing Best Slough, the pipeline alignment would head north and cross two UPPR spur tracks after which it would head west on a short segment of South Beale Road, where it would turn north toward a proposed undercrossing at the UPRR mainline, near the intersection of SR 65 and Rancho Road to the point of connection with OPUD's sewer system (see Figure 6 and Figure 7).

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1 City of Wheatland. *City of Wheatland General Plan Policy Document*. Adopted July 11, 2006.
2 City of Wheatland. *City of Wheatland General Plan Final Environmental Impact Report*. May 2006.
3 Yuba County. *Yuba County 2030 General Plan*. Adopted June 7, 2011.
4 Yuba County. *Final Yuba County 2030 General Plan Environmental Impact Report*. May 2011.

Figure 1
Regional Project Location

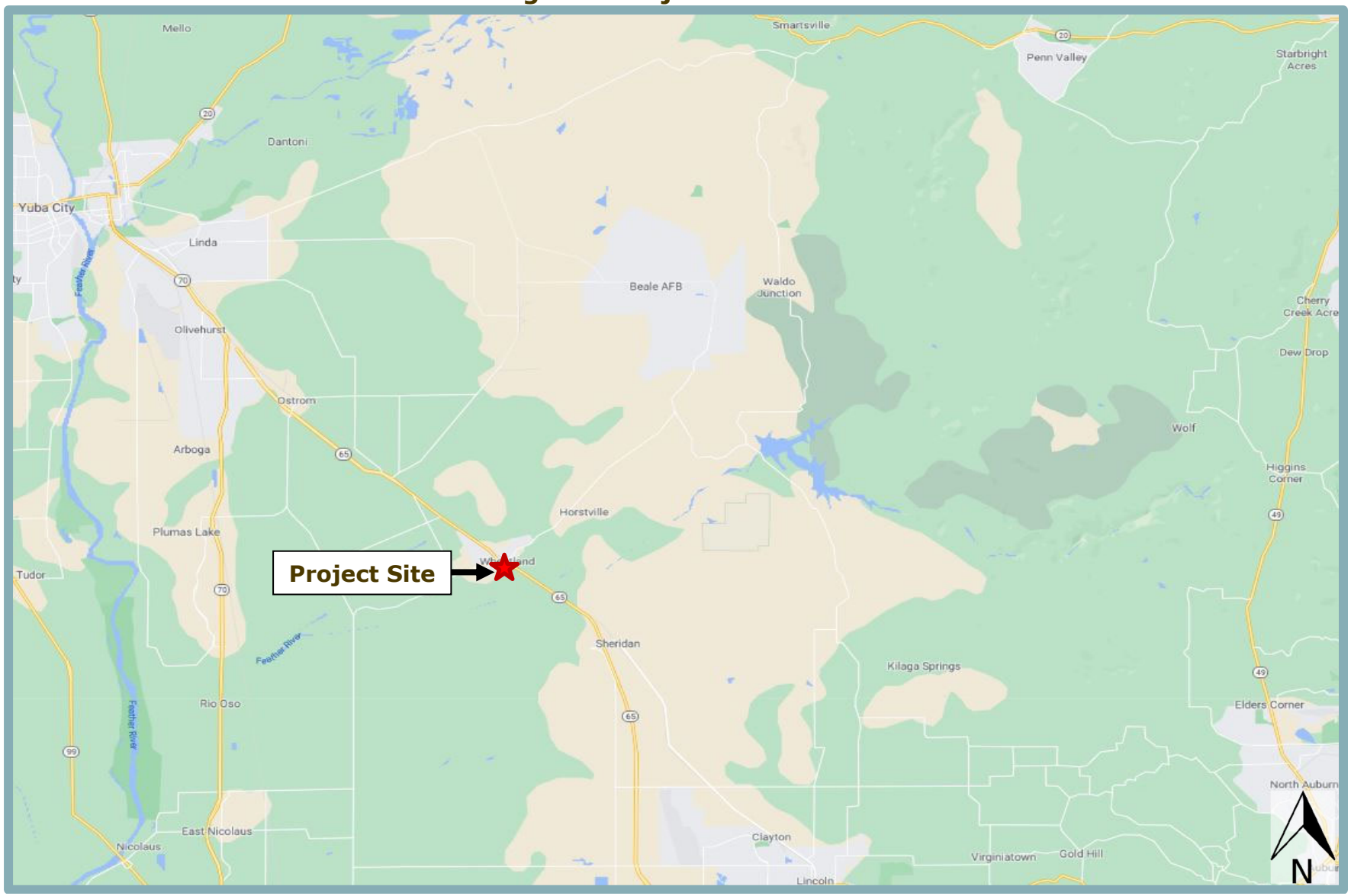


Figure 2
Wheatland Regional Sewer Pipeline Project – Study Area (1 of 6)

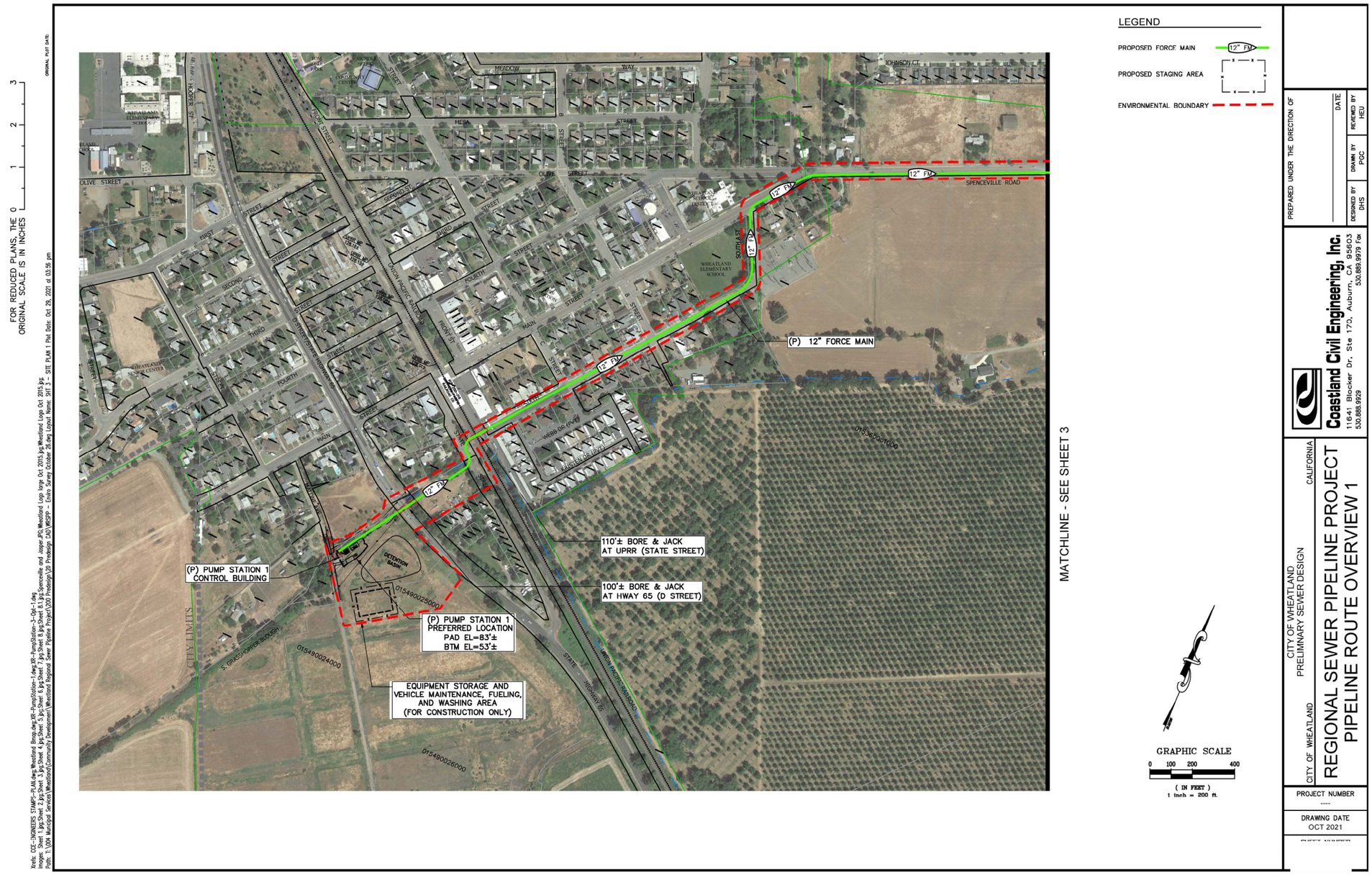


Figure 3
Wheatland Regional Sewer Pipeline Project – Study Area (2 of 6)

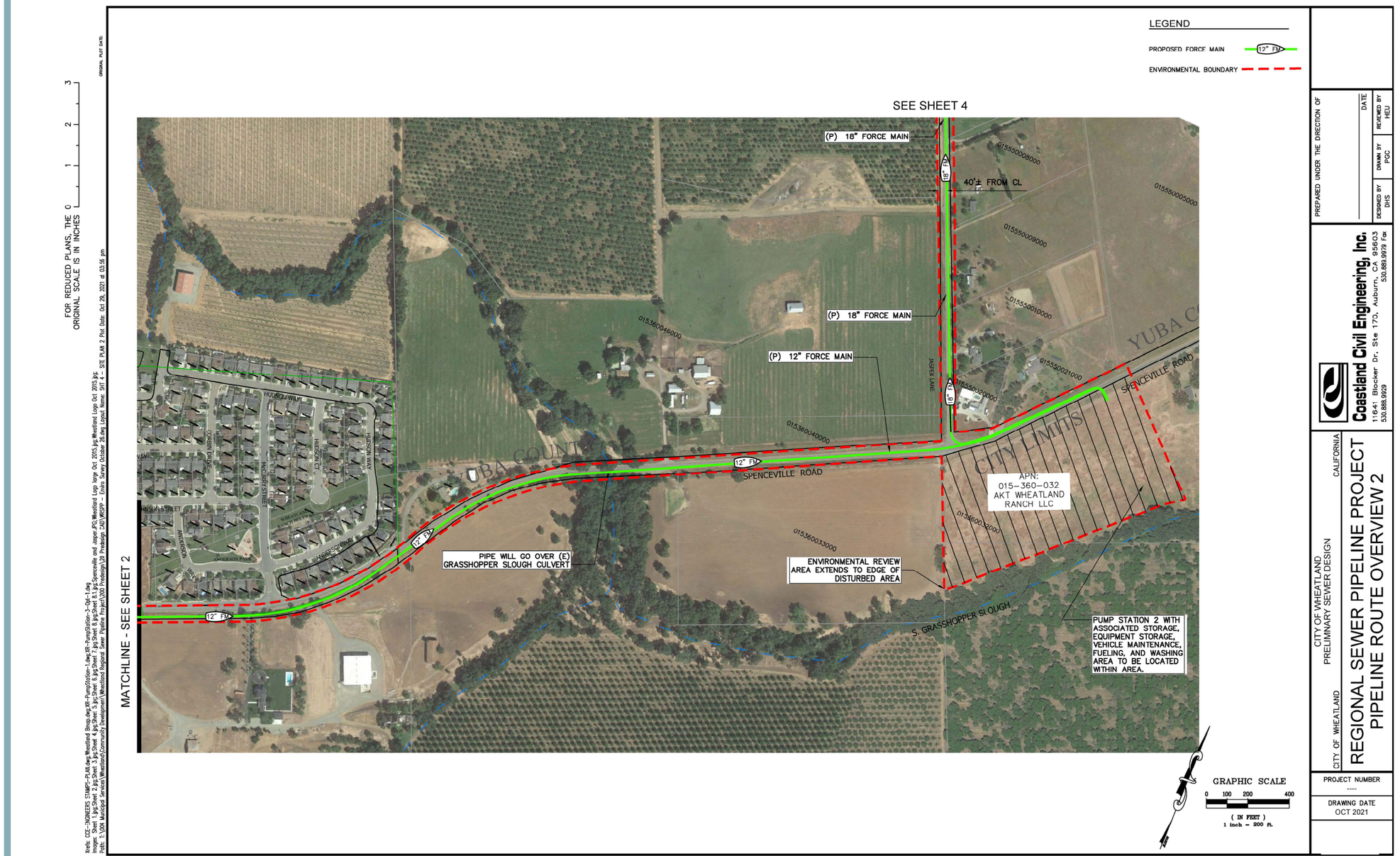


Figure 4
Wheatland Regional Sewer Pipeline Project – Study Area (3 of 6)

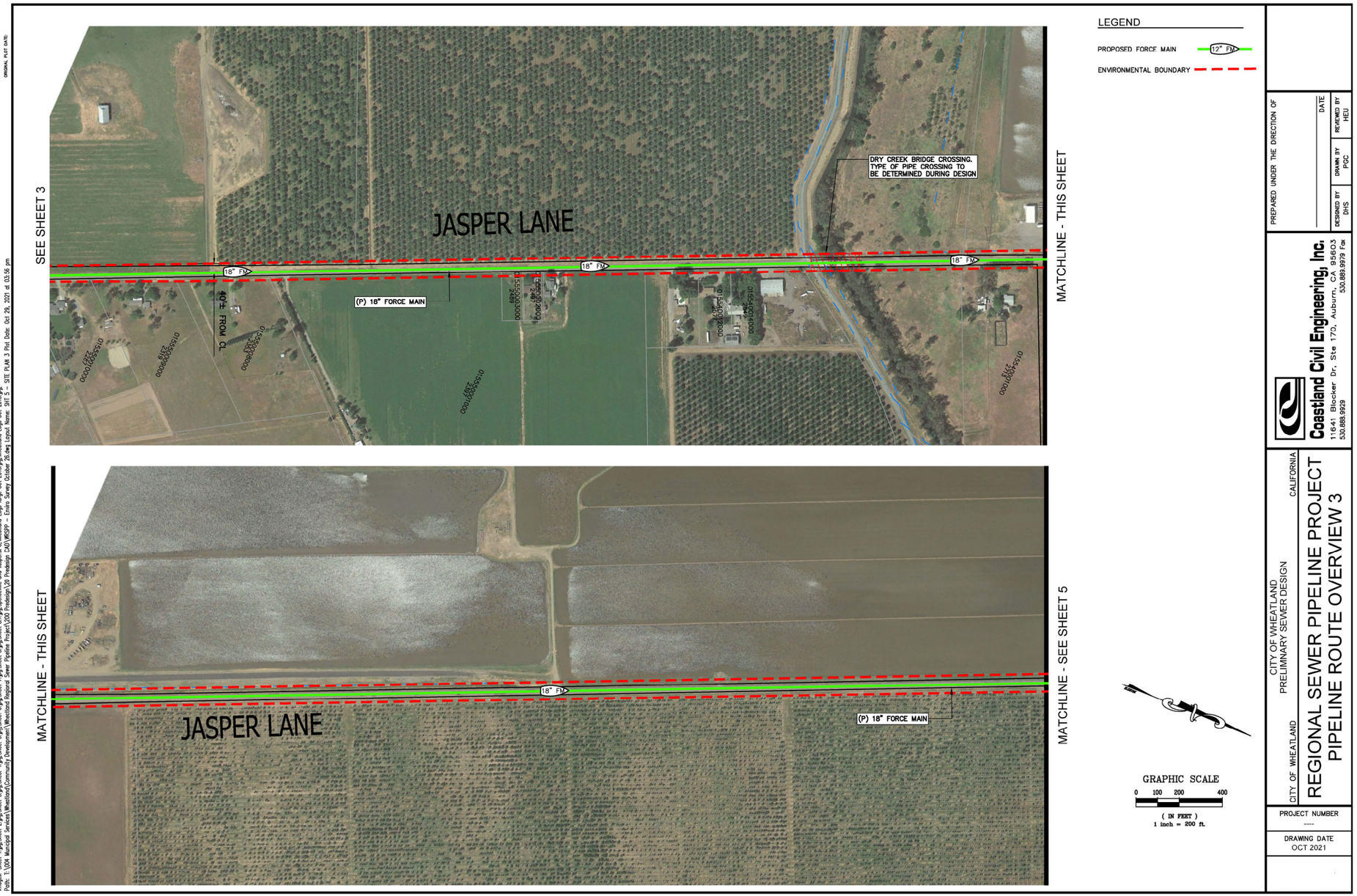


Figure 5
Wheatland Regional Sewer Pipeline Project – Study Area (4 of 6)

Figure 6
Wheatland Regional Sewer Pipeline Project – Study Area (5 of 6)

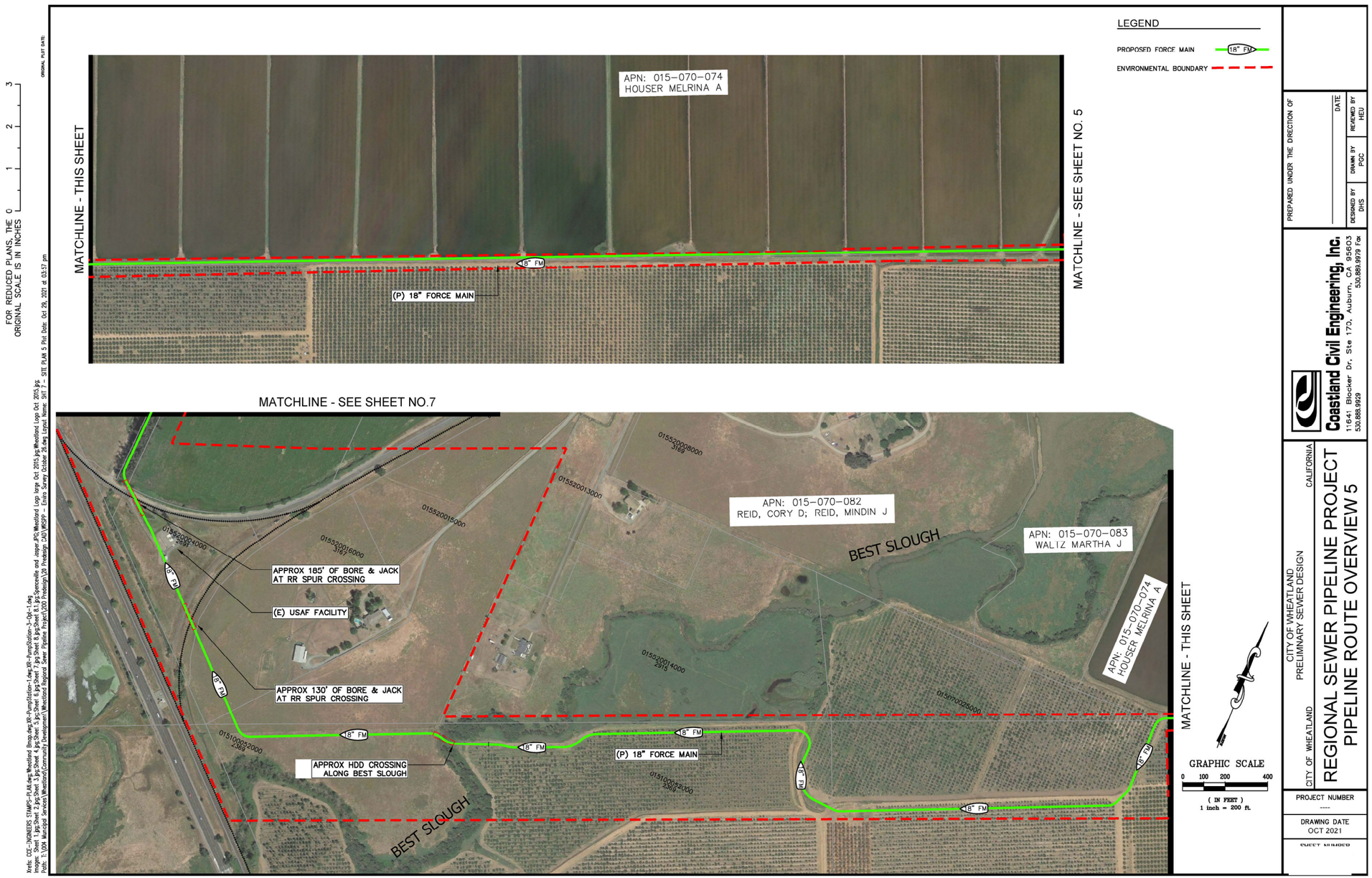
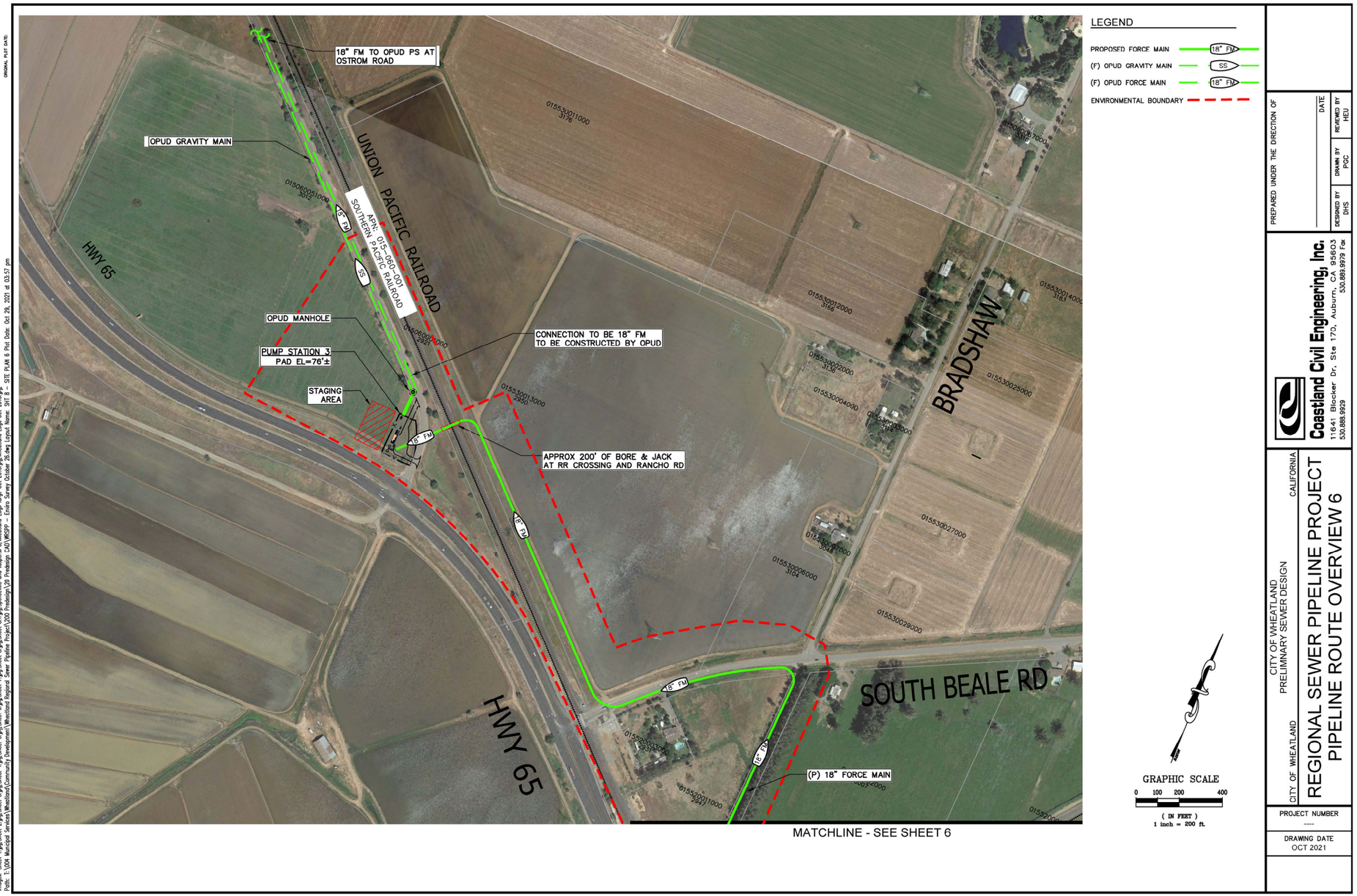


Figure 7
Wheatland Regional Sewer Pipeline Project – Study Area (6 of 6)



It should be noted that the red dashed lines on either side of the pipeline alignment, shown in the figures, represent the full limits of disturbance that will be evaluated in the EIR (referred to as "Study Area" in this IS). These limits would include alternate pump station locations and any further refinements to the pipeline alignment based upon additional study and design work.

Pump Stations

The proposed project also includes three sewer pump stations spaced along the pipeline alignment to convey all flows from existing and proposed development within the City to OPUD's point of connection. Pump Station 1 would be on City-owned property, adjacent to the existing Malone Pump Station, and south of South Grasshopper Slough. Pump Station 1 would be adjacent to existing utilities and nearby residences, creating design and construction constraints. Thus, the City is considering an alternate pump station location to the south, at the north end of the former Heritage Oaks Estates project site.

Pump Station 2 would be located on privately owned agricultural land, generally south of the Spenceville Road/Jasper Lane intersection and north of South Grasshopper Slough. The Pump Station 2 site is primarily surrounded by agricultural land, some of which contains rural single-family residences.

The proposed location of Pump Station 3 is at the convergence of SR 65, UPRR, and Rancho Road, north of the intersection of SR 65 and Rancho Road. The proposed site is not located near residents and is at the planned OPUD gravity sewer system point of connection.

Existing Wheatland WWTP

The existing Wheatland WWTP is also part of the project given that it will be evaluated programmatically in the EIR for decommission purposes. The Wheatland WWTP is located in the southern region of the City at the end of Malone Avenue. The infiltration basins (the disposal component of the plant) associated with the WWTP are located on the river side of Bear River, southwest of the WWTP.

Project Background

The City of Wheatland currently owns and operates a WWTP with a plant capacity of 0.62 million gallons per day (MGD). The existing WWTP is designed to treat wastewater at a secondary level which is not consistent with the current State standards of tertiary treatment. Currently, the City generates average dry weather flow of 0.35 MGD. The City's current WWTP has reached the end of its useful life, which means the City will be facing substantial capital costs just to maintain its current capacity and meet water quality regulations. Further, it will be difficult and costly to expand the current WWTP to meet planned City growth.

Over the last 15 years, the City and several local agencies, including OPUD, Linda County Water District (LCWD), Beale Air Force Base (Beale), and the City of Lincoln, have participated in several efforts exploring options for a regional wastewater conveyance, treatment, and disposal/reuse system for South Yuba County. Previous studies include the South Yuba County Regional Wastewater Treatment Feasibility Study (2010, Kennedy/Jenks) and a study by Beale in 2012 that engaged the nearby agencies to determine the feasibility of sending Beale wastewater to others for treatment and disposal. These efforts have had difficulty obtaining consensus due to the varying growth and regulatory timelines of each agency, significant upfront design and construction costs, and difficulty securing the substantial funding required.

More recently, the City commissioned a study in 2019 to evaluate all of its wastewater treatment and disposal alternatives. The study examined the feasibility of connecting to either OPUD, LCWD, Beale, or the City of Lincoln. The study also considered expanding the City's existing WWTP or constructing a new City-owned WWTP. The report concluded that Beale, Lincoln, and a new or upgraded City-owned WWTP were not viable alternatives and recommended connecting either to OPUD or LCWD. The sewer pipeline connections to OPUD or LCWD were considered both technically and financially feasible and in concert with the California State Water Control Resources Board policy of encouraging consolidation of smaller plants into larger, regional systems. The City of Wheatland has decided to prepare an EIR to evaluate the potential environmental effects of constructing a sewer pipeline to connect to OPUD's system. Any future connection to LCWD's system would require separate environmental review and permitting.

The proposed sewer pipeline that would connect to OPUD's WWTP is designed to accommodate wastewater flows from a maximum of 5,500 Equivalent Dwelling Units (EDUs) within the City of Wheatland. The total number of EDUs generally consists of 1,469 EDUs associated with existing City development, 552 EDUs that would serve the proposed Caliterra Ranch project, 860 EDUs from buildout of City infill parcels in accordance with existing General Plan land use designations, and 2,619 EDUs that would serve a portion of future planned development within the Johnson Rancho and Hop Farm Annexation area.

OPUD Wastewater Treatment Plant

OPUD has a tertiary WWTP with a capacity to treat and dispose of 3 MGD. Approximately 1.5 MGD of capacity is available at OPUD's plant with improvements to the conveyance system. A capacity of 1.5 MGD is equivalent to 5,500 EDUs, and thus, the available capacity is sufficient to serve the design flow from the proposed regional sewer pipeline. The proposed sewer pipeline flow, in combination with future development within OPUD's service area, would eventually require expansion of OPUD's WWTP. Future WWTP expansions and associated environmental review will be the responsibility of OPUD. OPUD's plant has the space (footprint) to eventually expand to eight MGD.

OPUD is in the process of expanding its infrastructure in its newly annexed service area, which is located towards Wheatland along the SR 65 Corridor. The foregoing infrastructure expansion would allow for the City to more conveniently connect to OPUD's system. OPUD is conducting engineering studies to lay out and size the sewers for the newly annexed service area, which reaches as far south as South Beale Road and Rancho Road. Wheatland's proposed sewer pipeline would tie in to the OPUD expansion at Rancho Road and SR 65.

Project Components

The City's primary project goal is to construct the necessary pipelines and pump stations to successfully convey all current and future wastewater into a regional sewer system serving south Yuba County. As discussed above, the proposed pipeline would connect to OPUD's force main (currently under design) near Rancho Road and SR 65. OPUD sewers would convey the flow to OPUD's WWTP, where the flows would be treated to a tertiary level and discharged into a tributary to the Feather River. Additionally, three new pump stations would be constructed along the new pipeline to convey all projected flows to the OPUD point of connection and a new Public Works corporation yard would be constructed within the Pump Station 2 site. After construction of the pipeline and pump stations, it is anticipated that the City's existing WWTP would be decommissioned, though the possibility exists for the WWTP to remain in operation for an interim period.

The following provides a more detailed description of the proposed project's sewer pipe, pipeline alignment, pump stations, existing City WWTP, and construction staging.

Regional Sewer Pipeline

The proposed regional sewer pipeline would consist of approximately eight miles of pressurized force mains from the existing Malone Pump Station to OPUD's point of connection. The pipe material would be high density polyethylene (HDPE) pipe due to the advantages of HDPE, such as higher impact resistance, resistance to corrosion, flexibility, cost effectiveness, and fused joints. Sewer pipe sizes would range, and are preliminarily anticipated to be as follows: a 12-inch sewer force main from Pump Station 1 (Malone Avenue) to the intersection of Spenceville Road and Jasper Lane; and an 18-inch sewer force main from Pump Station 2 to the point of connection with OPUD's system near the intersection of Rancho Road and SR 65. The sewer pipeline would typically be buried approximately four feet below the surface.

The capacity of the sewer pipes and pump stations (discussed below) would be sized to accommodate existing and projected development within the City and the resulting flowrates (i.e., 1.5 MGD Average Dry Weather Flow, and 3.3 MGD peak flow). More specifically, Pump Station 1 and the 12-inch force main would be sized to accommodate flows from existing users (1,469 EDUs), future City infill development through 2030 (858 EDUs), and the Caliterra development (552 EDUs). Pump Station 2 and the 18-inch force main would be sized to accommodate these flows (2,881 EDUs) and an additional 2,619 EDUs associated with planned development within the eastern portion of the City.

Pipeline Alignment

At the beginning of the predesign phase, an alignment was selected which utilized Malone Avenue, Main Street, Spenceville Road, Jasper Lane, and private properties north of the City to the tie in point. After further considerations, a revised alignment was selected to mitigate utility congestion and difficult crossings in the southern portion of the alignment. The revised alignment has several advantages as the alignment utilizes existing City-owned property and easements and minimizes construction on arterial roads.

Crossings

In addition, the sewer pipeline alignment was selected with a goal to reduce major crossings to avoid sensitive habitats and sensitive receptors. However, some sewer pipeline crossings could not be avoided and, therefore, require special construction methods and permitting. The final choice of crossing construction would depend on the pipe material, topography, and site constraints such as culvert locations or bridge structure that may be used to support a pipeline. Currently, the selected alignment would have one California Department of Transportation (Caltrans) crossing at SR 65, four UPRR crossings, and three creek crossings. Each of the proposed pipeline crossings is described in further detail below.

State Route 65

In accordance with Caltrans' requirements, the SR 65 crossing would be constructed using bore and jack method and the HDPE carrier pipe would be installed within a steel casing. Temporary jacking and receiving pits would be placed outside of Caltrans right-of-way. The pipeline is proposed to cross under SR 65 east of Pump Station 1.

Union Pacific Railroad in City of Wheatland

The UPRR mainline crossing would be located near the western terminus of Sixth Street, between C Street and State Street. UPRR has specific pipeline crossing requirements that favor

bore and jack construction methods. The carrier pipe would be encased in a steel casing set a minimum of five and a half feet below grade to meet UPRR design requirements. Emergency shutoff valves and temporary jacking and receiving pits would be placed outside of UPRR right of way.

South Grasshopper Slough Culvert

The South Grasshopper Slough Culvert crossing would be located on Spenceville Road. An existing 48-inch culvert crosses under Spenceville Road with approximately six feet of cover. The crossing is planned to be constructed by placing the force main above the culvert using open cut construction method. The pipeline cover may be less than four feet deep and additional pipe protection measures, such as concrete slurry backfill, may need to be implemented to protect the pipe.

Dry Creek Bridge

The Dry Creek Bridge crossing would be located on Jasper Lane, approximately 0.75-mile north of Spenceville Road. The most economical method for the crossing would be to attach the pipeline to the bridge using a steel casing with bolted connections. Attaching the sewer pipeline to the Dry Creek Bridge would require coordination with Yuba County to determine if the crossing is acceptable (structurally feasible) and, if so, the specific requirements for construction. The alternative crossing method is to cross under the creek using horizontal directional drilling (HDD). The HDD construction method does not require a casing, but might require coordination with the California Department of Fish and Wildlife (CDFW) if construction encroaches on any environmentally sensitive areas. The HDD crossing would be the most suitable construction method.

Best Slough

Best Slough is located off of Levee Road east of South Beale Road within private property. The crossing would utilize HDD to place the pipe below the slough.

Union Pacific Railroad Spur Tracks

The sewer pipeline would cross two consecutive UPRR spur tracks located south of South Beale Road. Bore and jack construction would be used to cross under the two spurs, and the carrier pipe would be installed inside a steel casing in accordance with UPRR standards.

Union Pacific Railroad Mainline Track and Drainage Culverts

The UPRR crossing is located adjacent to the connection point with OPUD's gravity main. The UPRR tracks run parallel to Rancho Road. Like the other UPRR crossings, the mainline track and drainage culverts crossing would be constructed using bore and jack method and the carrier pipe will be installed within a steel casing. The bore and jack section would also allow the alignment to cross under two existing drainage culverts which run parallel to Rancho Road.

Pump Stations and Public Works Corporation Yard

The following provides a detailed description of Pump Station 1 through 3, as well as the Public Works corporation yard.

Pump Station 1

As noted above, Pump Station 1 would be located adjacent to the existing Malone Pump Station, on City-owned property, and south of South Grasshopper Slough. The proposed pump station would replace the smaller Malone Pump Station. The City is considering an alternate

pump station location to the south, at the north end of the former Heritage Oaks Estates project site. Pump Station 1 would be a three-pump station that would convey all existing flows from the City of Wheatland, as well as flows from the identified infill areas west of the proposed SR 65 realignment (see Table 1). Existing utilities adjacent to Pump Station 1, such as an underground high-pressure gas main and above-ground power lines, would require careful consideration during construction. In addition, construction of Pump Station 1 would include but not be limited to trenching for undergrounding utilities, an in-ground wet well structure, and two underground storage tanks capable of storing 40,000 gallons between the incoming sewers and new wet well, and a control building. The control building would provide space for indoor electrical controls and an emergency generator.

Table 1
Flowrates into Pump Station 1

	EDUs	Average Dry Weather Flow MGD	Average Annual Flows MGD	Peak Day MGD	Peak Hour MGD	Peak Hour GPM
Initial	1,520	0.37	0.40	1.13	1.54	1,080
Midpoint	2,500	0.60	0.65	1.73	2.20	1,520
Design	2,880	0.70	1.75	1.95	2.24	1,680

Source: Coastland Civil Engineering and Nexgen Utility Management, 2021.

Pump Station 1 would be located in a 100-year floodplain zone. Therefore, import of fill would be required to raise the overall elevation of the project site approximately two feet above the current elevation for flood protection. As such, the site would likely require a retaining wall to prevent encroachment into the 30-foot creek setback. Perimeter fencing would be provided, with pass through gates to allow access to the unimproved area and sewer lines east of the pump station and west of SR 65.

Pump Station 2 and Public Works Corporation Yard

As previously noted, Pump Station 2 would be located on agricultural land, generally south of the Spenceville Road/Jasper Lane intersection and north of South Grasshopper Slough. Pump Station 2 would convey all flows from Pump Station 1, and collect flows from future planned development, generally east of Pump Station 2 (see Table 2). All wastewater generated by the City would flow through Pump Station 2 as flows are conveyed north to OPUD.

Table 2
Flowrates into Pump Station 2

	EDUs	Average Dry Weather Flow MGD	Average Annual Flows MGD	Peak Day MGD	Peak Hour MGD	Peak Hour GPM
Initial	1,520	0.37	0.40	1.13	1.54	1,080
Midpoint	3,500	0.85	0.91	2.52	3.07	2,130
Design	5,500	1.33	1.43	3.75	4.43	3,080

Source: Coastland Civil Engineering and Nexgen Utility Management, 2021.

Pump Station 2 would utilize two channel style self-cleaning, submersible pump wet well configurations, similar to that proposed at Pump Station 1, but built back-to-back, with a common wall. Pump Station 2 would include three, 400,000-gallon partially above-ground

steel/cement tanks associated with limiting peak flows to OPUD's system. Two tanks would be constructed initially, with the remaining tank added as flows increase.

As with the other pump stations, a prefabricated cement or block building would be provided for the controls. A separate building would also house a 500-kilowatt standby generator and electrical controls. Because this site is not size constrained, the site would also host the City's new Public Works corporation yard. As a result of decommissioning of the existing WWTP and the re-purposing or sale of the site, the City would lose its current base of operations for wastewater personnel, equipment, and controls. Therefore, the new Public Works corporation yard would be implemented at the Pump Station 2 site and provide the City with facilities needed to staff, maintain, and operate the City's public infrastructure functions. More specifically, the proposed Public Works corporation yard would house the following staff, equipment, and materials:

- Office space for up to five on-site personnel;
- A turnout/conference room;
- Office space for control systems for water and wastewater utilities;
- Parking for Public Works staff and guests;
- Storage for spare parts, roadway signs, and small equipment;
- Small equipment repair shop;
- Vactor truck dump station and washdown bay;
- Public works vehicles and equipment parking/storage;
- Photovoltaic (PV) covered parking;
- Materials storage bins for aggregate base, sand, and backfill dirt;
- Landscaping;
- Storm water retention basins; and
- Pump Station 2 piping, pumps, odor control, and equalization storage tanks.

Other site improvements associated with Pump Station 2 would include but not be limited to paving of areas requiring regular access for servicing and monitoring operations.

Pump Station 3

The general location of Pump Station 3 is at the convergence of SR 65, UPRR, and the U.S. Government railroad. The proposed site would be located north of the intersection of SR 65 and Rancho Road..

Pump Station 3 would convey all flows from Pump Station 2, serving as a booster pump station, without collecting any additional flows from Pump Station 3's immediate surroundings (see Table 3). All wastewater generated by Wheatland would flow through Pump Station 3 as the flows are conveyed to OPUD.

Table 3
Flowrates into Pump Station 3

	EDUs	Average Dry Weather Flow MGD	Average Annual Flows MGD	Peak Day MGD	Peak Hour MGD	Peak Hour GPM
Initial	1,520	0.37	0.40	1.13	1.54	1,080
Midpoint	3,500	0.85	0.91	2.52	3.07	2,130
Design	5,500	1.33	1.43	3.75	4.43	3,080

Source: Coastland Civil Engineering and Nexgen Utility Management, 2021.

The configuration of the wet well for this pump station would not be typical as it is only receiving flow from the force main system and it is located above ground in a stainless-steel building, rather than underground like a typical gravity fed sewage pump station. This unconventional approach is proposed due to the need to control the hydraulics of the Pump Station 2 force main by utilizing a standpipe and/or control valve at the Pump Station 3 location. An alternative design is being considered that may eliminate the need for a wet well and/or standpipe.

A prefabricated booster pump station, containing three pumps, would be installed within a prefabricated control building. The control building would also include a standby 250-kilowatt generator. Pump Station 3 would not require an emergency storage tank.

Site improvements to Pump Station 3 would include paving, fencing, landscaping, and a biofilter. Additionally, a small swale for stormwater retention/infiltration would be located at pump station three. The site would include an entrance/exit to facilitate service trucks.

City of Wheatland Wastewater Treatment Plant

The Wheatland WWTP was originally constructed in 1967, and last upgraded in 1990. The plant provides only secondary-level treatment and the Regional Water Quality Control Board (RWQCB) requires treatment upgrades of any new permit or expansions. The infiltration basins are subject to flood damage, as most recently realized in the winter of 2005 and 2006. In addition, the plant suffers from a lack of redundancy, sludge drying bed constraints, and general repair needs. For these reasons, the City has elected to construct a pipeline to allow the City to connect to a more modern wastewater treatment plant and decommission the existing facility.

The City has preliminarily determined that decommissioning the WWTP would involve the following: identifying and remediating all hazardous materials above grade and within five feet of the ground surface, removal of all structures, properly removing or abandoning-in-place any underground piping, and filling in the existing ponds to create a level surface. The EIR will evaluate these improvements at a programmatic level.

Construction Staging Areas

Construction of the proposed project would involve various pieces of equipment that would need to be staged in close proximity to construction areas. Figure 2, Figure 3 and Figure 7 identify two construction equipment storage, vehicle maintenance, fueling, and washing areas. As depicted in Figure 2, the first staging area would generally be located south of the preferred location for Pump Station 1. The second construction staging area would be located at the Pump Station 2 site, as generally shown on Figure 3. The third construction staging area would be located adjacent to the Pump Station 3 site, as shown on Figure 7.

Project Entitlements

The entitlements requested with the application for the Wheatland Sewer Project include the following:

- Certification of an EIR and adoption of a Mitigation Monitoring and Reporting Program; and
- Approval of 90 percent Improvement Plans.

Other approvals may be required and will be identified in the EIR. These may include, but would not be limited to, the following:

- Section 404 Nationwide Permit (U.S. Army Corps of Engineers);
- Section 401 Water Quality Certification (RWQCB – Central Valley Region);
- Section 1602 Permit (CDFW);
- NPDES Construction General Permit (RWQCB – Central Valley Region);
- Encroachment Permits (Yuba County, Caltrans, and UPRR); and
- Building Permits (Yuba County).

G. ENVIRONMENTAL CHECKLIST

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

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

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

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

No Impact: The project would not have any impact.

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

Discussion

a,b. Examples of typical scenic vistas include mountain ranges, ridgelines, or bodies of water as viewed from a highway, public space, or other areas designated for the express purpose of viewing and sightseeing. In general, a project's impact to a scenic vista would occur if development of the project would substantially change or remove a scenic vista. The City's General Plan does not designate official scenic view corridors. While Yuba County General Plan Policy NR9.1 requires new development near Yuba, Bear, and Feather rivers to be designed and located in a way that retains or enhances scenic views, the Yuba County General Plan does not officially designate specific scenic vistas.

According to the Caltrans Scenic Highway Mapping System, the project site is not within the vicinity of an officially designated State scenic highway.[5] The nearest State highway eligible for designation is a stretch of SR 49, located approximately 16.1 miles to the east of the project site, and the nearest officially designated State scenic highways are located even further from the proposed alignment. In addition, scenic resources, such as rock outcroppings or historically significant buildings, do not exist within the study area.

Based on the above information, the proposed project would not have a substantial adverse effect on a scenic vista and would not damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway. Therefore, the project would result in a ***less-than-significant*** impact.

c. The proposed project would be implemented within both urbanized and non-urbanized areas. From the proposed pipeline's point of origination at Pump Station 1 to its crossing over South Grasshopper Slough within Spenceville Road, the project would be considered to be in an urbanized area, as this portion of the pipeline alignment would be within the City limits and in proximity to commercial uses and residential communities. Starting at the Spenceville Road/Jasper Lane intersection, the remaining portion of the pipeline alignment would be located within unincorporated, rural areas of the County, consisting of agricultural land. Therefore, the latter portion of the pipeline alignment would be implemented in non-urbanized areas.

[5] California Department of Transportation. *Scenic Highways*. Available at: https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways. Accessed June 2021.

The Wheatland General Plan EIR notes that the rural setting of the surrounding region provides views of open agricultural areas to the south and west and the foothills and mountains to the west and north, with open space considered by the City as a principal scenic resource. The Yuba County General Plan notes that the County contains three distinct regions, each of which contains varying visual resources. The valley floor, in which the proposed project would be located, provides for views of the Sutter Buttes and Sierra Nevada foothills as well as views of the rivers and rice fields in the surrounding areas. Implementation of the proposed sewer pipeline would not result in obscured views of open space and agriculture in the City or County, as the proposed pipeline would be installed underground. Additionally, the new pipeline alignment would be routed along existing paved and dirt roadways to the maximum extent feasible to avoid environmentally sensitive areas and crop lands.

Limited above-ground structures would be developed as part of the project, namely the three pump stations, one of which would include colocation of a City corporation yard. The tallest structures that would be built for the proposed project consist of components appurtenant to Pump Stations 2 and 3. These structures consist of three 400,000-gallon partially above-ground storage tanks, maintenance garage, and control building at Pump Station 2; and potentially a wet well/standpipe at Pump Station 3. The 400,000-gallon storage tanks at Pump Station 2 would have a diameter of 60-70 feet and be partially undergrounded such that the above-ground portion of the tanks visible from Spenceville Road would be approximately 15 feet tall. The maintenance garage and control building within Pump Station 2 would be approximately 20 feet tall. The wet well/standpipe, if necessary, at Pump Station 3 would be approximately 25 feet tall and have a diameter of approximately 10 feet.

While a limited number of rural residences are located near the proposed locations for Pump Stations 2 and 3, it is important to distinguish between public and private views. Private views are views seen from privately owned land and are typically viewed by individual viewers, including views from private residences. Public views are views that are experienced by the collective public. CEQA (PRC Sections 21000, et seq.) case law has established that only public views, not private views, are protected under CEQA. As such, views from nearby private residences would be considered private views, and analysis of such is not required under CEQA. Views of the above-ground structures from public locations would be limited to vehicles travelling along City and County roadways with views of the Pump Station 2 and Pump Station 3 locations, including Spenceville Road, Jasper Lane, Rancho Road, and SR 65. Speed limits along these roadways vary, but in all cases, views from these roadways of the Pump Station 2 and Pump Station 3 locations are passing and would continue to be dominated by open agricultural lands upon completion of the proposed project.

Based on the above, views of open agricultural lands would generally be maintained, as the new pipeline would be installed underground. However, although limited, views of Pump Station 2 and Pump Station 3, including those from Spenceville Road, Jasper Lane, Rancho Road, and SR 65, could be impacted without the inclusion of appropriate landscaping to screen the structures. Therefore, the proposed project could substantially degrade the existing visual character or quality of public views of the project site in non-urbanized areas, and impacts would be considered ***potentially significant***.

Mitigation Measure(s)

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

I-1. *In conjunction with submittal of improvements plans for the pump stations, the Community Development Director shall ensure that a landscape plan shall be prepared by a licensed landscape contractor or architect, for review by the City (Pump Station 2) or the County (Pump Station 3), which, at a minimum, shall include:*

- *Perimeter landscaping for screening purposes, which may include a combination of earthen berm and landscape plantings spaced evenly along the perimeter;*
- *Legend listing the type, number, and size of plant materials, indicating the provided number of each plant type;*
- *To the extent feasible, vegetation types shall be selected to minimize water demand and maximize screening (e.g., evergreen trees versus deciduous);*
- *Trees plantings along Pump Station perimeters for screening purposes shall include a mix of 15-gallon and 24-gallon trees. Shrubs shall be a minimum 5-gallon container size, and live groundcover plants shall cover bare ground;*
- *Irrigation plan;*
- *To the extent feasible, above-ground structures shall be painted or otherwise screened to blend in with the surrounding environment.*

d. The proposed eight-mile regional sewer pipeline would be installed underground, and therefore, would not introduce new sources of light and glare. However, the locations for the proposed pump stations and the Public Works corporation yard associated with Pump Station 2 are currently undeveloped. As a result, the pump stations and Public Works corporation yard would introduce new sources of light and glare related to exterior lighting associated with the pump stations' building enclosures. The nearest existing single-family residence to the proposed pump stations is located approximately 69 feet to the west, across from Malone Avenue, of the preferred location for Pump Station 1. However, according to the Basis of Design Report adopted by Wheatland City Council for the Wheatland Regional Sewer Pipeline Project,[6] the pump stations would incorporate LED lighting systems for interior, exterior and site lighting. Illumination levels would adhere to the recommended levels established by the Illuminating Engineering Society, for review and approval by the City of Wheatland or Yuba County prior to building permit issuance. Compliance with such standards and regulations would require exterior light fixtures associated with the pump stations and the corporation yard to be faced downwards and illumination restricted to only the levels necessary for providing safety and direction.

Based on the above information, the proposed project would not introduce new sources of substantial light or glare to the site which would adversely affect day or nighttime views in the area, and a ***less-than-significant*** impact would occur.

[6] Coastland Civil Engineering. *Basis of Design Report Wheatland Regional Sewer Pipeline Project* [pg. 39]. April 23, 2021.

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

Discussion

a,e. The eight-mile pipeline alignment, associated pump stations, and the Public Works corporation yard would be constructed through Prime Farmland, Unique Farmland, and Farmland of Statewide Importance (Farmland) as shown on the California Important Farmland Finder mapping program.[7] Based on the above, the proposed project could convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural uses, and a ***potentially significant*** impact could occur.

Further analysis of the above potential impact will be included in the Agriculture Resources chapter of the Wheatland Regional Sewer Pipeline EIR.

b. Yuba County does not participate in the Williamson Act program; therefore, the proposed project would not conflict with a Williamson Act contract. Within the City limits, Pump Station 1 would be implemented on City-owned land that is zoned Park (PR) and the pipeline alignment would be installed in existing roadways, thereby ensuring conflicts with existing zoning for agricultural use do not occur. Pump Station 2 and the associated corporation yard would also be located within City limits on land zoned Planned Development. The preferred location for Pump Station 3 is located in Yuba County on land zoned Light Industrial District, whereas Option 2 is located on unincorporated land zoned AR-10 (Agricultural/Rural Residential District 10 Acres). As noted in Section 11.05.020 of the County's Code of Ordinances, major and minor utilities are permitted uses within AR zoning district with County approval of a conditional use permit (CUP) or administrative use permit, respectively. The proposed project would be required to comply with all applicable regulations established by Chapter 11.05 of the County's Code of Ordinances pertaining to agricultural districts, thereby ensuring the project would not be in conflict with the current zoning.

[7] California Department of Conservation. *California Important Farmland Finder*. Available at: https://maps.conservation.ca.gov/DLRP/CIFF/. Accessed May 2021.

The proposed sewer pipeline would be constructed in land zoned by the Yuba County Zoning Code as Exclusive Agricultural District 40 Acres (AE-40), Exclusive Agricultural District 80 Acres (AE-80), and Agricultural/Rural Residential District 10 Acres (AR-10) in the portions of the pipeline alignment extending in Jasper Lane, north of the City limits, to the point of connection with OPUD's wastewater system. However, as previously discussed, the pipeline alignment would be routed along existing paved and dirt roadways to the maximum extent feasible. Furthermore, as the pipeline would be installed underground (typically four feet below grade), the portions of the pipeline implemented through farmland property would not preclude land currently zoned for agricultural uses to continue to be used in such manner.

Based on the above information, the proposed project would not conflict with existing zoning for agricultural use or a Williamson Act contract, and the project would result in a ***less-than-significant*** impact.

c,d. The project site is not considered forest land (as defined in PRC Section 12220[g]), timberland (as defined by PRC Section 4526), and is not zoned Timberland Production (as defined by Government Code Section 51104[g]). Therefore, the proposed project would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production, and the project ***no impact*** would occur.

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

Discussion

a,b. Wheatland is located in the Feather River Air Quality Management District (FRAQMD). The Northern Sacramento Valley Planning Area (NSVPA), which includes Yuba County, is currently classified as a nonattainment area for state ambient ozone standards and California inhalable particulate matter (PM_{10}) standards.[8] Yuba County is classified as a nonattainment area for the federal inhalable particulate matter ($PM_{2.5}$) standard. In compliance with regulations, due to the nonattainment designations of the area, FRAQMD periodically prepares and updates air quality plans that provide emission reduction strategies to achieve attainment of the Air Quality Action Plan. The current air quality plans are prepared in cooperation with NSVPA.

Foreseeable construction activities would occur due to sewer pipe installation and pump station development. As previously discussed, a City corporation yard would also be co-located with Pump Station 2. Construction activities emit a wide variety of air pollutants. During construction of the proposed project, heavy-duty equipment would operate over a broad area. Exhaust emissions would be generated by the construction equipment. Construction worker trips and materials hauling truck trips would result in emissions as well. Operational emissions associated with the proposed development would primarily consist of an increase in vehicle trips, including supply deliveries to the development and workers traveling to and from the project site, as well as routine maintenance of emergency backup generators. Therefore, the aforementioned activities could result in increased emissions in the project vicinity above thresholds established by the FRAQMD. Therefore, impacts related to construction and operation of the proposed project could be considered to have a ***potentially significant*** impact.

Further analysis of the above potential impact will be included in the Air Quality and Greenhouse Gas Emissions chapter of the Wheatland Regional Sewer Pipeline EIR.

c. Some land uses are considered more sensitive to air pollution than others, due to the types of population groups or activities involved. Heightened sensitivity may be caused by health problems, proximity to the emissions source, and/or duration of exposure to air pollutants. Children, pregnant women, the elderly, and those with existing health problems are especially vulnerable to the effects of air pollution. Sensitive receptors are typically defined as facilities where sensitive receptor population groups (i.e., children,

[8] Sacramento Valley Air Quality Engineering and Enforcement Professionals (SVAQEEP). *Northern Sacramento Valley Planning Area 2018 Triennial Air Quality Attainment Plan*. July 26, 2018.

the elderly, the acutely ill, and the chronically ill) are likely to be located. Accordingly, land uses that are typically considered to be sensitive receptors include residences, schools, playgrounds, childcare centers, retirement homes, convalescent homes, hospitals, and medical clinics. The nearest existing sensitive receptors would be the single-family residences located on Malone Avenue, Sixth Street, and Spenceville Road. Grading and excavation associated with installation of a 12-inch sewer force main and construction of pump stations would occur in the vicinity of residences along Malone Avenue and Spenceville Road.

Odors, dust, or toxic air contaminants (TAC) can be emitted by stationary or area sources throughout the area. The major pollutant concentrations of concern are localized carbon monoxide (CO) emissions and TAC emissions. Project operations may contribute to localized CO emissions or include sources of TACs, such as the emergency backup generators at each pump station. Furthermore, the proposed project would involve operation of heavy-duty construction equipment on the project site throughout the duration of the construction activities, which would result in emissions of diesel particulate matter (DPM), which is considered a TAC. Given that operation and construction of the proposed project could result in localized CO and TAC emissions, respectively, further analysis of such emission sources is required and a ***potentially significant*** impact could occur.

Further analysis of the above potential impact will be included in the Air Quality and Greenhouse Gas Emissions chapter of the Wheatland Regional Sewer Pipeline EIR.

d. Typical odor-generating land uses include, but are not limited to, wastewater treatment plants, landfills, and composting facilities. The proposed project would introduce wastewater facilities located in the vicinity of sensitive-receptors. Specifically, Pump Station 1 would be located adjacent to the existing Malone Pump Station (to be demolished) in sight lines of existing nearby residences, and Pump Station 2 could be located in the vicinity of rural residences near the intersection of Spenceville Road and Jasper Lane. Ongoing operation of pump stations may result in the creation of objectionable odors. Based on the above, operation of the proposed project would have a ***potentially significant*** impact related to creation of objectionable odors affecting a substantial number of people.

Further analysis of the above potential impact will be included in the Air Quality and Greenhouse Gas Emissions chapter of the Wheatland Regional Sewer Pipeline EIR.

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

Discussion

a-d. Certain plant and wildlife species are considered to have special status if they are listed or proposed for listing under the federal or State Endangered Species Acts, meet the definition of Rare or Endangered under CEQA, or are considered rare locally. In addition, nesting birds and raptors are protected under the Federal Migratory Bird Treaty Act of 1918 (MBTA), which prohibits killing, possessing, or trading of migratory birds, except in accordance with regulations prescribed by the Secretary of the Interior. The MBTA covers take of whole birds, parts of birds, and bird nests and eggs. Furthermore, the California Native Plant Society (CNPS) maintains a list of plant species native to the State that have low numbers, limited distribution, or are otherwise threatened with extinction. Potential impacts to populations of CNPS-listed plants receive consideration under CEQA.

The City, situated just north of the Bear River and the junction of the boundaries of Sutter, Placer and Yuba counties, is located in the Sacramento Valley sub-region, which is the smaller, wetter, northern sub-region of the Great Central Valley. Biological communities encompassing the region surrounding the City include annual grassland, cropland/orchard, valley foothill riparian, riverine, pond, seasonal wetlands, and vernal pool. Natural undisturbed open space is also present along creeks, sloughs, and rivers. Rivers, streams, sloughs, and seasonal wetlands in the region could qualify as waters of the U.S. and state, subject to jurisdiction by the U.S. Army Corps of Engineers (USACE) and the RWQCB, respectively.

As previously discussed, the proposed pipeline alignment would be routed along existing roads or developed areas to the maximum extent feasible in order to avoid environmentally sensitive areas. However, the pipeline is proposed to cross aquatic features, including South Grasshopper Slough, Dry Creek, and Best Slough. Valley foothill riparian occurs along portions of the aforementioned aquatic features, which according to the General Plan, potentially provides an important source of food, water, and protection for wildlife, as well as breeding and nesting habitat for both resident and migratory bird species. The aquatic features could contain suitable habitat for special-status plants. Additionally, sensitive habitats, such as wetlands, riparian, or forest, potentially serve as a wildlife corridor or native wildlife nursery site. Movement corridors or landscape linkages are usually linear habitats that connect two or more habitat patches, providing assumed benefits to the species by reducing inbreeding depression and increasing the potential for recolonization of habitat patches.

Because the proposed pipeline alignment would cross South Grasshopper Slough, Dry Creek, and Best Slough, implementation of the project has the potential to result in substantial adverse effects to special-status species; riparian habitats or other sensitive natural communities; state or federally protected wetlands; and/or movement corridors or native wildlife nursery sites. Therefore, the proposed project could result in a ***potentially significant*** impact.

Further analysis of the above potential impacts will be included in the Biological Resources chapter of the Wheatland Regional Sewer Pipeline EIR.

e. As previously discussed, the proposed pipeline alignment would be routed along existing roads or developed areas to the maximum extent feasible in order to avoid environmentally sensitive areas as well as native trees. Although limited tree removal may be required, the City's Municipal Code does not contain specific policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. Similarly, the County's Code of Ordinances does not include specific tree protection measures for tree removal associated with public facility projects. Section 11.44.060(b)(3) states that "Trees within a proposed public right-of-way shall be removed only for good cause to protect the public safety or to allow the installation of adequate public facilities as may be approved by the Public Works Director." Additionally, it should be noted that as discussed in Section XI, Land Use and Planning, of this IS, the proposed project is anticipated to be consistent with the City and County General Plans, and the Beale Air Force Base Comprehensive Land Use Plan, but a detailed policy analysis will be performed in the EIR. Pursuant to Appendix G of the CEQA Guidelines, the policy analysis will focus on policies adopted for the purpose of avoiding or mitigating an environmental effect.

   Therefore, the project would have a ***less-than-significant*** impact regarding a conflict with local policies and ordinances protecting environmental resources.

f. Yuba County is currently in the process of drafting a Habitat Conservation Plan (HCP)/Natural Community Conservation Plan (NCCP) with Sutter County. However, the HCP/NCCP has not yet been adopted and the City of Wheatland is not a participant. Therefore, the proposed project would not conflict with the provisions of an adopted HCP, NCCP, or other approved local, regional, or State habitat conservation plan, and ***no impact*** would occur.

V. CULTURAL RESOURCES. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	✖	☐	☐	☐
b. Cause a substantial adverse change in the significance of a unique archaeological resource pursuant to Section 15064.5?	✖	☐	☐	☐
c. Disturb any human remains, including those interred outside of dedicated cemeteries.	✖	☐	☐	☐

Discussion

a. Historical resources include a resource listed in or determined to be eligible for listing in the California Register of Historical Resources (CRHR); a resource included in a local register of historical resources, as defined in PRC Section 5020.1(k) or identified as significant in a historical resource survey meeting the requirements of PRC Section 5024.1(g); or any object, building, structure, site, area, place, record, or manuscript that a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California, provided the lead agency's determination is supported by substantial evidence in light of the whole record.

According to the City's General Plan EIR, a number of historical resources have been formally designated as properties listed on the National Register of Historical Places (NRHP), CRHR, California Historical Landmarks, and/or California Points of Historical Interest. Within the City, historical structures are most likely to be found within the built environments of the downtown core. The western half of the commercial core contains generally newer structures. However, the eastern side contains the majority of historical structures in the City, and a number of original historic structures remain that still embody characteristics of their earlier period. Furthermore, sites that no longer contain the structures of historic buildings potentially still include the preserved surface-level and/or subsurface remains of historic resources. Extending further outside the City limits, the County's General Plan EIR notes that a total of 2,876 resources have been identified in the County, with many of the resources reasonably assumed to be CRHR-eligible, as previous investigations have identified significant cultural resources within the County. Additionally, a portion of the County's resources would likely qualify as unique archaeological resources.

Based on the above information, the probability exists for the City and County to contain unrecorded historic resources that could be impacted during construction of the sewer pipeline and associated pump stations. Additionally, the proposed project would include the decommissioning of the existing WWTP. The WWTP was originally constructed in 1967, with subsequent upgrades in 1980 and 1990. Generally, properties eligible for listing in the NRHP are at least 50 years old. Thus, the WWTP would meet the minimum age standard to be of historical value.

Therefore, the proposed project could cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5 of the CEQA Guidelines, and a ***potentially significant*** impact could occur.

Further analysis of the above potential impact will be included in the Cultural and Tribal Cultural Resources chapter of the Wheatland Regional Sewer Pipeline EIR.

b,c. According to the City's General Plan EIR, development facilitated by buildout of the General Plan, such as road improvements, utility corridors, and excavation associated with residential or business development, could result in the destruction or damage of unknown archeological resources. Only a portion of the General Plan study area has been culturally surveyed. As such, unknown significant archeological resources could be disturbed, particularly in areas along springs, creeks, and rivers as ground disturbance occurs in accordance with development of proposed land uses and circulation. Furthermore, the proposed pipeline alignment is located within land occupied by the Nisenan tribe at the time of initial Euroamerican arrival. According to the Cultural Resources Sensitivity Report prepared for the City-approved Johnson Rancho and Hop Farm Annexation Project, Nisenan territory extended across the watersheds of the Yuba, Bear, and American rivers, and the lower watershed of the Feather River.[9] Valley Nisenan communities consisted of permanent settlements located on low natural rises along streams and rivers, or on gentle, south-facing slopes. Each community was composed of a central village and several outlying satellite villages, having access to a territory generally encompassing 100 square miles. Nisenan economic life was focused upon collecting plant foods, hunting, and fishing. Thus, the project vicinity potentially contains unknown Native American resources associated with the Nisenan, including human remains, particularly in areas within historic waterways.

The proposed pipeline alignment would be installed underground and would cross aquatic features, including South Grasshopper Slough, Dry Creek, and Best Slough. As a result, the proposed project could potentially disturb archaeological resources, should they be located within the project footprint. With respect to potential impacts involving human remains, given the project vicinity's history of Nisenan occupation, ground-disturbing construction activities could inadvertently damage and disturb buried human remains. In particular, the Yuba County General Plan EIR notes that in areas where agricultural uses have occurred, such locations could lack surface evidence of buried human remains, which in turn, could increase the likelihood that such remains, if present underground, are not avoided prior to and/or during ground-disturbing construction activities.

Based on the above information, the proposed project could disturb archaeological resources and human remains, including those interred outside of formal cemeteries. Thus, the project could result in a ***potentially significant*** impact.

Further analysis of the above potential impacts will be included in the Cultural and Tribal Cultural Resources chapter of the Wheatland Regional Sewer Pipeline EIR.

[9] Tremaine & Associates, Inc. *Cultural Resources Sensitivity Report for the Annexation of the Johnson Rancho, Bear River Hop Farm, and Dave Browne Properties*. April 22, 2010.

VI. ENERGY. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	✖	☐
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	✖	☐

Discussion

a,b. The main forms of available energy supply are electricity, natural gas, and oil. A description of the 2019 California Green Building Standards Code and the Building Energy Efficiency Standards, with which the proposed project would be required to comply, as well as discussions regarding the proposed project's potential effects related to energy demand during construction and operations are provided below.

California Green Building Standards Code

The 2019 California Green Building Standards Code, otherwise known as the CALGreen Code (California Code of Regulations [CCR] Title 24, Part 11) is a portion of the 2019 California Building Standards Code (CBSC), which became effective on January 1, 2020.[10] The purpose of the CALGreen Code is to improve public health, safety, and general welfare by enhancing the design and construction of buildings through the use of building concepts having a reduced negative impact or positive environmental impact and encouraging sustainable construction practices. The CALGreen standards regulate the method of use, properties, performance, types of materials used in construction, alteration repair, improvement and rehabilitation of a structure or improvement to property. The provisions of the code apply to the planning, design, operation, construction, use, and occupancy of every newly constructed building or structure throughout California. Requirements of the CALGreen Code include, but are not limited to, the following measures:

- Indoor water use consumption is reduced through the establishment of maximum fixture water use rates;
- Outdoor landscaping must comply with the California Department of Water Resources' Model Water Efficient Landscape Ordinance (MWELO), or a local ordinance, whichever is more stringent, to reduce outdoor water use;
- Diversion of 65 percent of construction and demolition waste from landfills;
- Mandatory periodic inspections of energy systems (i.e., heat furnace, air conditioner, mechanical equipment) for nonresidential buildings over 10,000 square feet (sf) to ensure that all are working at their maximum capacity according to their design efficiencies; and
- Mandatory use of low-pollutant emitting interior finish materials such as paints, carpet, vinyl flooring, and particle board.

[10] California Building Standards Commission. *California Green Building Standards Code*. Available at: https://www.dgs.ca.gov/BSC/Resources/Page-Content/Building-Standards-Commission-Resources-List-Folder/CALGreen. Accessed June 2021.

Building Energy Efficiency Standards

The 2019 Building Energy Efficiency Standards is a portion of the CBSC, which expands upon energy efficiency measures from the 2016 Building Energy Efficiency Standards. The 2019 Building Energy Efficiency Standards went into effect on January 1, 2020. The 2019 standards provide for additional efficiency improvements beyond the 2016 standards. Non-residential buildings built in compliance with the 2019 standards are anticipated to use approximately 30 percent less energy compared to the 2016 standards, primarily due to lighting upgrades.[11]

Construction Energy Use

Construction of the proposed project would involve on-site energy demand and consumption related to the use of oil in the form of gasoline and diesel fuel for construction worker vehicle trips, hauling and material delivery truck trips, and operation of off-road construction equipment. In addition, diesel-fueled portable generators may be necessary to provide additional electricity demands for temporary on-site lighting, welding, and for supplying energy to areas of the site where energy supply cannot be met via a hookup to the existing electricity grid. Project construction would not involve the use of natural gas appliances or equipment.

Even during the most intense period of construction, due to the different types of construction activities (e.g., site preparation, grading, building construction), only portions of the proposed pipeline alignment and pump station sites would be disturbed at a time, with operation of construction equipment occurring at different locations of the project footprint, rather than a single location. In addition, all construction equipment and operation thereof would be regulated per the California Air Resources Board (CARB) In-Use Off-Road Diesel Vehicle Regulation. The In-Use Off-Road Diesel Vehicle Regulation is intended to reduce emissions from in-use, off-road, heavy-duty diesel vehicles in California by imposing limits on idling, requiring all vehicles to be reported to CARB, restricting the addition of older vehicles into fleets, and requiring fleets to reduce emissions by retiring, replacing, or repowering older engines, or installing exhaust retrofits. In addition, as a means of reducing emissions, construction vehicles are required to become cleaner through the use of renewable energy resources. The In-Use Off-Road Diesel Vehicle Regulation would therefore help to improve fuel efficiency for equipment used in construction of the proposed project. Technological innovations and more stringent standards are being researched, such as multi-function equipment, hybrid equipment, or other design changes, which could help to further reduce demand on oil and limit emissions associated with construction.

The CARB prepared the 2017 Climate Change Scoping Plan Update (2017 Scoping Plan),[12] which builds upon previous efforts to reduce greenhouse gas (GHG) emissions and is designed to continue to shift the California economy away from dependence on fossil fuels. Appendix B of the 2017 Scoping Plan includes examples of local actions (municipal code changes, zoning changes, policy directions, and mitigation measures) that would support the State's climate goals. The examples provided include, but are not limited to, enforcing idling time restrictions for construction vehicles, utilizing existing grid power for electric energy rather than operating temporary gasoline/diesel-powered generators, and increasing use of electric and renewable fuel-powered construction

[11] California Energy Commission. *Title 24 2019 Building Energy Efficiency Standards FAQ*. November 2018.
[12] California Air Resources Board. *The 2017 Climate Change Scoping Plan Update*. Available at: https://ww2.arb.ca.gov/sites/default/files/classic//cc/scopingplan/2030sp_pp_final.pdf. Accessed June 2021.

equipment. The In-Use Off-Road Diesel Vehicle Regulation and idling restriction regulations described above, with which the proposed project must comply, would be consistent with the intention of the 2017 Scoping Plan and the recommended actions included in Appendix B of the 2017 Scoping Plan.

Based on the above, the temporary increase in energy use occurring during construction of the proposed project would not result in a significant increase in peak or base demands or require additional capacity from local or regional energy supplies. In addition, the proposed project would be required to comply with all applicable regulations related to energy conservation and fuel efficiency, which would help to reduce the temporary increase in demand.

Operational Energy Use

The proposed project's operational energy use would consist of the energy required by the pump stations to convey flows to the OPUD wastewater system as well as energy use associated with the Public Works corporation yard at the site for Pump Station 2. The proposed pump stations and corporation yard would be subject to all relevant provisions of the most recent update of the CBSC, including the Building Energy Efficiency Standards. Adherence to the most recent CALGreen Code and Building Energy Efficiency Standards would ensure that the pump stations and corporation yard would consume energy efficiently. Required compliance with the CBSC would ensure that energy use is not wasteful, inefficient, or unnecessary. In addition, electricity supplied by PG&E would comply with the State's Renewable Portfolio Standard (RPS), which requires investor-owned utilities, electric service providers, and community choice aggregators to increase procurement from eligible renewable energy resources to 33 percent of total procurement by 2020 and to 60 percent by 2030. Thus, a portion of the energy consumed during operations would originate from renewable sources.

With regard to transportation energy use, the proposed project would comply with all applicable regulations associated with vehicle efficiency and fuel economy. In addition, as discussed in Section XVII, Transportation, of this IS, while the proposed project would result in new vehicle miles traveled (VMT) associated with operations of the proposed project, such VMT would constitute only a negligible amount. Per estimates provided by the City Engineer, the project is anticipated to result in a maximum of 35 new trips on any given day, which would be associated with maintenance of the regional pipeline and associated pump stations, employee trips to and from the new Public Works corporation yard, and supply deliveries to Pump Station 1 and the corporation yard. However, as detailed in Table 10 of this IS, trips associated with pipeline maintenance would only occur on a quarterly or annual basis, and trips associated with supply deliveries to the pump stations and the Public Works corporation yard would only occur on a bi-weekly and weekly basis, respectively. As such, while a maximum of 35 trips could occur as a result of the project if all activities detailed in Table 10 were to take place on the same day, the average number of daily trips that would be expected on the majority of days would be lower. In addition, it should be noted that perimeter landscaping required for screening purposes for Pump Stations 1, 2, and 3 would include vegetation types selected to minimize water demand, consistent with the State's MWELO and/or local ordinances, whichever is more stringent.

Based on the above, compliance with the State's latest Energy Efficiency Standards would ensure that the proposed project would implement all necessary energy efficiency regulations.

Conclusion

Based on the above, construction and operation of the proposed project would not result in wasteful, inefficient, or unnecessary consumption of energy resources or conflict with or obstruct a State or local plan for renewable energy or energy efficiency. Thus, a ***less-than-significant*** impact would occur.

VII. GEOLOGY AND SOILS. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	✖	☐
ii. Strong seismic ground shaking?	☐	☐	✖	☐
iii. Seismic-related ground failure, including liquefaction?	✖	☐	☐	☐
iv. Landslides?	☐	☐	✖	☐
b. Result in substantial soil erosion or the loss of topsoil?	✖	☐	☐	☐
c. Be located on a 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?	✖	☐	☐	☐
d. Be located on expansive soil, as defined in Table 18-1B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	✖	☐	☐	☐
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	✖
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	✖	☐	☐	☐

Discussion.

ai-ii. According to the City's General Plan EIR, active faults have not been identified in the region surrounding the City, and historical records verify the lack of earth movement in the area. From 1900 to 1976, five events with a Richter magnitude of five or greater occurred in the region, but structural damage was not observed in any event. In addition, surface faulting and rupture exposure in the area appears remote by virtue of the absence of identified faults and depth of alluvial deposits above bedrock-like material. Ground shaking, both in terms of recurrence and severity, appears to be similarly low, due to the distance from the relatively few moderate or greater earthquakes experienced within the past 75 years. The majority of significant, historic faulting (and ground shaking) within the City has been generated along distant faults, within a 100-mile radius of the City limits. The City, located within the northeastern portion of the Sacramento Valley within the Great Valley geomorphic province, is not located within an Alquist-Priolo Earthquake Fault Zone. The closest Alquist-Priolo fault zone is the Bangor Quadrangle, located approximately 27 miles north of the City limits. The City is located in an area rated as a low-intensity earthquake zone (Seismic Zone II), defined by the U.S. Geological Survey (USGS) as an area likely to experience an earthquake measuring a maximum of 5.0 to 5.9 in magnitude on the Richter scale, and a maximum intensity of VII or VIII on the Modified Mercalli scale. However, the City requires that all construction comply with applicable provisions of the California Building Code (CBC) (Title 24, Part 2 CBSC), which ensures that seismically induced ground shaking would not have an adverse effect on development. Through compliance with all applicable design

standards and regulations, the City's General Plan EIR concluded development associated with buildout of the General Plan would not expose people or structures to potential seismic events and ground shaking and a less-than-significant impact would occur. Similarly, after citing the relatively low seismic activity in the region and the required compliance with the CBC, with which projects would be subject, the County's General Plan EIR concluded buildout of the County General Plan would not expose people or structures to seismic ground shaking and a less-than-significant impact would occur.

Given the lack of active faults in the region, the proposed project would not be at risk of substantial adverse effects involving rupture of a known earthquake fault. In addition, the proposed pipeline alignment, pump stations, and Public Works corporation yard would be engineered in accordance with all applicable standards set forth by the CBSC, including those contained in the CBC. Conformance with the CBC would ensure that seismically induced ground shaking does not have an adverse effect on the proposed project.

Based on the above information, the proposed project would not directly or indirectly cause potential substantial adverse effects involving the rupture of a known earthquake fault or strong seismic ground shaking, and a ***less-than-significant*** impact would occur.

aiii,c. The proposed project's potential effects related to liquefaction, landslides, lateral spreading, and subsidence/settlement are discussed in detail below.

Liquefaction

Liquefaction is a phenomenon in which saturated, cohesionless soils are subject to a temporary total loss of shear strength due to buildup of pore pressure associated with seismic events. The transformation from solid state to liquid state ("quicksand"), as a response to seismically induced ground shaking, can cause structures supported on the soils to tilt or settle as the supporting capabilities of the soil diminish. Water-saturated, clay-free sediments are generally expected to have a high susceptibility to liquefaction. Notably, soils having a high clay content may also be considered to have moderate-to-high liquefaction potential. As identified in the City of Wheatland General Plan Background Report,[13] the portion of the County that includes the Wheatland area is potentially susceptible to liquefaction because the area is underlain by unconsolidated sands and finer grained materials. Areas found throughout the City could be more susceptible to liquefication during seismic events if perched groundwater conditions are present. Further investigation would be required to confirm the presence/absence of liquefiable soils within the project's area of disturbance.

Landslides

The proposed project's potential impacts related to landslides are addressed in the response to question 'aiv' below.

Lateral Spreading

Lateral spreading is horizontal/lateral ground movement of relatively flat-lying soil deposits towards a free face such as an excavation, channel, or open body of water; typically, lateral spreading is associated with liquefaction of one or more subsurface

[13] City of Wheatland. *City of Wheatland General Plan Background Report*. Adopted July 11, 2006.

layers near the bottom of the exposed slope. As previously mentioned, the Wheatland area is potentially susceptible to liquefaction, because the area is underlain by unconsolidated sands and finer grained materials. However, exposed slopes would not be present after project completion, and while exposed slopes may be present during construction, they would not be of sufficient height to pose lateral spreading concerns.

Subsidence/Settlement

Subsidence is downward settling of surface materials caused by natural or artificial removal of underlying support. Land subsidence could occur from one or more causes, including withdrawal of fluids (oil, gas, or water) or the application of water to moisture-deficient unconsolidated deposits. The potential for collapsible soils exists in areas underlain by silt and fine sand, particularly where such materials have been deposited solely, or in part, by wind. Additionally, settlement results when weak or porous soils (such as fill soils) are compressed as a result of construction activities. According to the City of Wheatland General Plan Background Report, the valley portion of the County, which includes the Wheatland area, has a low-to-moderate potential for ground surface subsidence due to the withdrawal and extraction of groundwater in the region surrounding the City.

The proposed sewer pipeline alignment represents a linear area that extends approximately eight miles. Additional footprint is needed for three pump stations, one of which would have an associated City corporation yard. Given the expansive footprint, there is a potential for some areas to contain unstable soils, such as soils containing undocumented fill. A soft, unstable pipe foundation may result in unequal settlement of the pipe causing broken “backs” or broken “bellies”. Low density soils may collapse upon wetting. Very wet, unstable soils must be removed and a stable foundation created that will maintain grade and provide uniform support for the pipe. Therefore, while the project footprint could be reasonably assumed to not be at substantial risk of subsidence, further analysis is still required to confirm the proposed project would not result in significant impacts related to unstable soils and settlement.

Conclusion

Based on the above discussion, further analysis of on-site soil conditions is necessary to ensure that the proposed project would not directly or indirectly cause potential substantial adverse effects involving liquefaction or 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 lateral spreading, subsidence, liquefaction, or collapse. Therefore, absent further analysis, a ***potentially significant*** impact could occur.

Further analysis of the above potential impacts will be included in the Geology and Soils chapter of the Wheatland Regional Sewer Pipeline EIR.

aiv. Seismically-induced landslides are triggered by earthquake ground shaking. The risk of landslide hazard is greatest in areas with steep, unstable slopes. According to the City’s General Plan EIR, land encompassed by the City limits is generally level, and as such, would not be subject to landslides. Furthermore, the County’s General Plan EIR notes that in general, landslides occur most often on slopes steeper than 15 percent, in areas with a history of landslides, and in areas underlain by certain geologic units. In the County, landslides are expected to occur primarily in the central and eastern portions of the County, where topographic relief and slopes are more prevalent. Given that the

proposed pipeline and pump stations would be installed in the southern-most portion of the County on relatively flat terrain, the project site would not be in an area where landslides are expected to occur. Based on the above information, the proposed project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death, involving landslides, and the project would result in a ***less-than-significant*** impact.

b. Development of the proposed pipeline, pump stations, and Public Works corporation yard would cause ground disturbance of mostly topsoil related to construction activity. Ground disturbance would be limited to the areas proposed for grading and excavation, including areas planned for building pads and the sewer alignment. After grading and excavation, the potential exists for wind and water erosion to occur, which could adversely affect downstream storm drainage facilities and/or waterways. As previously discussed, while the pipeline alignment would be routed along existing roads or developed areas to the maximum extent feasible in order to avoid environmentally sensitive areas, the pipeline is proposed to cross aquatic features, including South Grasshopper Slough, Dry Creek, and Best Slough. In addition, the decommissioning of the City's existing WWTP would involve identifying and remediating all hazardous materials above grade and within five feet of the ground surface; removal of all structures; properly removing or abandoning-in-place any underground piping; and filling in the existing ponds to create a level surface. The City WWTP is located within a floodplain designated by the Federal Emergency Management Agency (FEMA) as Zone A, which is an area subject to inundation by the 100-year food event. As such, the foregoing activities would involve ground disturbance, which could result in soil erosion and/or cause the loss of topsoil during floods.

   Therefore, the potential exists for the proposed project to result in substantial soil erosion or the loss of topsoil, and the project could result in a ***potentially significant*** impact.

   Further analysis of the above potential impact will be included in the Geology and Soils chapter of the Wheatland Regional Sewer Pipeline EIR.

d. Expansive soils can undergo significant volume changes with changes in moisture content. Specifically, such soils shrink and harden when dried and expand and soften when wetted. If structures are underlain by expansive soils, foundation systems must be capable of withstanding the potential damaging movements of the soil. The proposed project would include construction of foundations for the pump stations and Public Works corporation yard that could be subject to potential risks related to expansive soils. Further study of the geologic conditions within the project footprint would be necessary to confirm the extent of risks potentially posed by expansive soils. Therefore, the proposed project could be located on expansive soil, as defined in Table 18-1B of the Uniform Building Code, creating substantial direct or indirect risks to life or property; and a ***potentially significant*** impact could occur.

   Further analysis of the above potential impact will be included in the Geology and Soils chapter of the Wheatland Regional Sewer Pipeline EIR.

e. The proposed project would connect to an existing sewer system, and thus, would not require the use of septic systems. Therefore, the proposed project would not have soils incapable of adequately supporting the use of septic tanks or alternative wastewater

disposal systems where sewers are not available for the disposal of wastewater; and the project would result in ***no impact***.

f. Paleontological resources (fossils) are the remains or traces of prehistoric animals and plants. The potential paleontological importance of a site can be assessed by identifying the paleontological importance of exposed rock units within an area. According to the City's General Plan EIR, because only a portion of the City's General Plan study area has been surveyed, unknown significant paleontological resources could be disturbed as future ground disturbance occurs in accordance with future development of the General Plan's proposed land uses.[14] In addition, according to the Yuba County General Plan EIR, while results of an online paleontological records search at the University of California Museum of Paleontology indicated that recorded vertebrate fossil sites have not been identified within the County, Pleistocene-age vertebrate fossils, from the epoch known as the "great ice age", have been recorded from several localities in Sutter County, located just west of Yuba County.[15] As such, the County's General Plan EIR found that vertebrate fossil sites could occur in areas of the County where surveys have not taken place. Considering that the proposed eight-mile pipeline alignment, associated pump stations, and the Public Works corporation yard would be constructed in areas where surveys have not taken place, implementation of the proposed project could potentially result in impacts to unidentified paleontological resources during installation of the pipeline and other project ground-disturbing activities.

Based on the above information, the proposed project could directly or indirectly destroy a unique paleontological resource or site or unique geologic feature, and a ***potentially significant*** impact could occur.

Further analysis of the above potential impact will be included in the Geology and Soils chapter of the Wheatland Regional Sewer Pipeline EIR.

[14] City of Wheatland. *City of Wheatland General Plan Draft Environmental Impact Report* [pg. 4.5-25]. December 2005.

[15] Yuba County. *Final Yuba County 2030 General Plan Environmental Impact Report* [pg. 4.6-33]. May 2011.

VIII. GREENHOUSE GAS EMISSIONS. *Would the project:*	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	✖	☐	☐	☐
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gasses?	✖	☐	☐	☐

Discussion

a,b. GHG emissions contribute to global climate change and are attributable in large part to human activities associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors. Therefore, the cumulative global emissions of GHGs contributing to global climate change can be attributed to every nation, region, and city, and virtually every individual on earth. An individual project's GHG emissions are at a micro-scale level relative to global emissions and effects to global climate change; however, an individual project could result in a cumulatively considerable incremental contribution to a significant cumulative macro-scale impact. As such, impacts related to emissions of GHGs are inherently considered cumulative impacts.

A number of regulations currently exist related to GHG emissions, predominantly AB 32, Executive Order S-3-05, and Senate Bill (SB) 32. AB 32 sets forth a statewide GHG emissions reduction target of 1990 levels by 2020. Executive Order S-3-05 sets forth a transitional reduction target of 2000 levels by 2010, the same target as AB 32 of 1990 levels by 2020, and further builds upon the AB 32 target by requiring a reduction to 80 percent below 1990 levels by 2050. SB 32 also builds upon AB 32 and sets forth a transitional reduction target of 40 percent below 1990 levels by 2030. In order to implement the statewide GHG emissions reduction targets, local jurisdictions are encouraged to prepare and adopt area-specific GHG reduction plans and/or thresholds of significance for GHG emissions. Accordingly, the City of Wheatland has adopted a Climate Action Plan (CAP). The CAP is consistent with the CEQA Guidelines, meets the FRAQMD's expectations for a Qualified GHG Reduction Strategy, and identifies how the City will achieve consistency with statewide emissions limits and the 2017 Scoping Plan Update prepared by CARB. The CAP includes GHG emissions reduction strategies, including climate change adaptation strategies, measures, and actions. The reduction strategies consist of measures to be implemented by new development, the municipal government, and existing development to meet the reduction goals. Reduction strategies are organized into the following four focus areas: (1) Transportation and Land Use, (2) Energy, (3) Solid Waste, and (4) Water Sector. Due to the nature of the proposed project, applicable reduction strategies set forth in the CAP would predominantly be limited to the Public Works corporation yard component of the proposed project, particularly related to consistency with applicable provisions set forth in the CBSC to reduce GHG emissions, including requirements established by the Building Energy Efficiency Standards (CCR Title 24, Part 6) and the CALGreen Code (CCR Title 24, Part 11). Additionally, landscaping that would be included as part of the development of the pump stations and the corporation yard would be required to be consistent with the City's requirements for water-efficient landscaping.

Estimated GHG emissions attributable to the proposed project would be primarily associated with increases of carbon dioxide (CO_2) and, to a lesser extent, other GHG pollutants, such as methane (CH_4) and nitrous oxide (N_2O). Buildout of the proposed project would contribute to increases of GHG emissions that are associated with global climate change during construction of the sewer pipeline and construction and operations of the pump stations and Public Works corporation yard. Project activities associated with the decommissioning of the City's existing WWTP would also contribute to increases of GHG emissions. As such, the proposed project would generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment, or conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. Therefore, impacts related to GHG emissions and global climate change could be cumulatively considerable and considered ***potentially significant***.

Further analysis of the above potential impacts will be included in the Air Quality and Greenhouse Gas Emissions chapter of the Wheatland Regional Sewer Pipeline EIR.

IX. HAZARDS AND HAZARDOUS MATERIALS. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	✖	☐	☐	☐
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?	✖	☐	☐	☐
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?	☐	☐	✖	☐
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	✖	☐
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	✖	☐
g. Expose people or structures, either directly or indirectly, to the risk of loss, injury or death involving wildland fires?	☐	☐	✖	☐

Discussion

a. Given that wastewater discharges from industrial and commercial sources could contain pollutants at levels that have the potential to affect the quality of receiving waters or interfere with publicly owned treatment works receiving such discharges, the potential exists for the proposed pipeline and pump station storage tanks to create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, as the wastewater flows conveyed by the proposed pipeline would include discharges from industrial and commercial sources.[16] While proper engineering and design should address the potential for system failure, contingency measures may be needed in the event that minor spills or leaks occur. In addition, operations at the Public Works corporation yard associated with Pump Station 2 may involve limited quantities of hazardous materials. The day-to-day operations will need to be further evaluated in the EIR to determine potential transport, storage, and use of hazardous materials.

Based on the above information, the proposed project could create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, and a ***potentially significant*** impact could occur.

Further analysis of the above potential impact will be included in the Hazards and Hazardous Materials chapter of the Wheatland Regional Sewer Pipeline EIR.

[16] U.S. Environmental Protection Agency. *National Pollutant Discharge Elimination System (NPDES): Industrial Wastewater*. Available at: https://www.epa.gov/npdes/industrial-wastewater. Accessed June 2021.

b. The proposed sewer alignment represents a linear area that extends approximately eight miles. Additional footprint is needed for three pump stations, one of which would have an associated City corporation yard. Given the expansive footprint, there is a potential for hazards and hazardous materials to be present within the pipeline alignment or pump station and corporation yard locations. Such hazards could include soils containing herbicides and/or pesticides from previous agricultural activities. If present in sufficient concentrations, such chemicals could pose a risk to workers involved in earth-moving activities at the project site and thereby create a hazard through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment.

Furthermore, installation of the pipeline would require multiple crossings under the UPRR mainline. According to the U.S. Environmental Protection Agency (USEPA),[17] environmental hazards associated with track maintenance can result from preservers such as creosote used to treat wood ties leaching into soil and groundwater in the track vicinity. In addition, the gravel and stone mixtures upon which tracks are built usually contain heavy metals, which can also leach into surrounding soil and groundwater. Railroad operations can also create hazardous conditions through accidental spills during fueling, hazardous material transport, and oil and coolant releases during transport. Therefore, the potential exists for on-site soils within the project footprint to contain contaminants associated with the UPRR mainline. If present in sufficient concentrations, such chemicals could pose a risk to workers involved in installation of the proposed pipeline under the UPRR mainline and the surrounding environment.

Construction of the proposed project would also involve on-site energy demand and consumption related to the use of oil in the form of gasoline and diesel fuel for construction worker vehicle trips, hauling and material delivery truck trips, and operation of off-road construction equipment. Diesel-fueled portable generators could be necessary to provide additional electricity demands for temporary on-site lighting, welding, and for supplying energy to areas of the project site where energy supply cannot be met by way of connection to the existing electricity grid. Diesel-fueled construction could involve an accidental spill, creating a hazard to the public or environment.

The proposed project also includes the decommissioning of the existing City WWTP. For buildings constructed prior to 1980, the Code of Federal Regulations (29 CFR 1926.1101) states that all thermal system insulation must be designated as “presumed asbestos containing material.” Asbestos is the name for a group of natural occurring silicate materials that are considered “fibrous” and can cause serious illness if inhaled. Piping associated with the WWTP may also be asbestos pipe requiring special treatment during removal. Additionally, lead-based paint is common in structures built prior to 1978. Lead is considered a highly toxic material and caution should be used when removing structures containing the contaminant. Because the WWTP was originally constructed in 1967, further analysis would be required to confirm to what extent asbestos and lead-based paint are present in the WWTP.

Based on the above information, the proposed project could create a significant hazard to the public or the environment through reasonably foreseeable upset and accident

[17] U.S. Environmental Protection Agency. *Technical Approaches to Characterizing and Cleaning up Brownfields Sites: Railroad Yards*. Available at: https://www.epa.gov/nscep. Accessed June 2021.

conditions involving the release of hazardous materials into the environment; and a ***potentially significant*** impact could occur.

Further analysis of the above potential impact will be included in the Hazards and Hazardous Materials chapter of the Wheatland Regional Sewer Pipeline EIR.

c. The nearest school to the project footprint is the Yuba County Office of Education's Virginia School, located at 801 Olive Street, approximately 0.4-mile to the northwest of the preferred location for Pump Station 1. Other schools within the City limits or County are not located closer to the project footprint than the Virginia School. Therefore, the proposed project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school, and ***no impact*** would occur.

d. Government Code Section 65962.5 requires the California Environmental Protection Agency (Cal-EPA) to annually develop an updated Hazardous Waste and Substances Site (Cortese) List. The project site is not included on the Department of Toxic Substances Control's (DTSC) Cortese List.[18] Therefore, the proposed project would not be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Thus, a ***less-than-significant*** impact would occur.

e. According to the Beale Air Force Base Land Use Compatibility Plan, the northern portion of the proposed pipeline alignment is located within Beale's Safety Zone 6.[19] Therefore, the proposed project would be subject to Beale's safety compatibility criteria. As detailed in Table 2 of the Beale Air Force Base Land Use Compatibility Plan, wastewater facilities are considered "Normally Compatible" uses within Safety Zone 6. "Normally Compatible" uses are those that are compatible under the presumption that usage intensity and maximum lot coverage criteria will be met. Uses that would be considered atypical could require review to ensure compliance with usage intensity and lot coverage criteria. The proposed project consists of an eight-mile pipeline, associated pump stations, and a Public Works corporation yard, which would be designed and constructed in accordance with the Basis of Design Report, adopted by the Wheatland City Council. As such, the project would be consistent with all applicable regulations and standards and would not be considered atypical for wastewater facilities. In addition, the only project component that would require on-site employees to be present each day is the Public Works corporation yard, which would be located outside of Beale's Safety Zones.

   Based on the above, the proposed project would not result in a safety hazard or excessive noise for people residing or working in the project area; and a ***less-than-significant*** impact would occur.

f. While the City currently does not have an official emergency response plan or emergency evacuation plan, the County adopted the current version of the County of Yuba Emergency Operations Plan (EOP) in August 2015.[20] The EOP describes the County's emergency management organization, provides a brief overview of the hazards faced in the County, and is intended to be general in its application and provide for

[18] Department of Toxic Substances Control. *Hazardous Waste and Substances Site List*. Available at: https://dtsc.ca.gov/dtscs-cortese-list. Accessed July 2021.

[19] Sacramento Area Council of Governments. *Beale Air Force Base Land Use Compatibility Plan*. Available at: https://www.sacog.org/post/yuba-county. Accessed July 2021.

[20] Yuba County. *County of Yuba Emergency Operations Plan: All-Hazards*. Adopted August 2015.

flexibility during response and recovery. As previously discussed, the proposed pipeline alignment would be routed along existing roads or developed areas to the maximum extent feasible in order to avoid environmentally sensitive areas, which could affect circulation of existing roadways. However, construction-related activities would generally be short-term, and construction would only occur in a portion of the project site at any one time. In addition, Section XVII, Transportation, of this IS, includes a mitigation measure requiring preparation and implementation of a Construction Traffic Control Plan. Further, the County's General Plan EIR concluded that through compliance with General Plan policies, future development in the County would not interfere with emergency response or evacuation plans. Therefore, the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and a ***less-than-significant*** impact would occur.

g. According to the California Department of Forestry and Fire Protection's (CAL FIRE) Fire and Resource Assessment Program, a portion of the proposed project's Jasper Lane alignment would be routed adjacent to a State Responsibility Area (SRA) Moderate Fire Hazard Severity Zone (FHSZ).[21] Most of the remaining portions of the pipeline alignment would be implemented within a Local Responsibility Area (LRA) Unzoned FHSZ; although, small areas of the project footprint near the intersection of SR 65 and Rancho Road are designated as an LRA Moderate FHSZ. As previously discussed, the pipeline alignment would be routed along existing roads to the maximum extent feasible, wherein flammable sources are either non-existent or minimal. Certain portions of the alignment would be routed through agricultural lands and grassland areas, which can be sources of fire fuel. The pipeline would be installed underground and operation of the pipeline would not pose a risk of wildfire ignition. Use of construction equipment can result in sparks that could ignite grassland fires; however, construction equipment would include spark arrestors or guards, as appropriate and applicable. In addition, the alignment is located in areas of relatively flat topography with road access such that emergency vehicles would not encounter impediments that could affect their ability to reach the fire. The proposed project's pump stations and Public Works corporation yard would be designed in accordance with all applicable federal, State, and local standards and regulations related to protection against wildfire, ensuring the pump stations and corporation yard would also not be at significant risk. Therefore, the proposed project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires, and the project would result in a ***less-than-significant*** impact.

[21] California Department of Forestry and Fire Protection. *Fire Hazard Severity Zones Map*. Available at: https://osfm.fire.ca.gov/divisions/wildfire-planning-engineering/wildland-hazards-building-codes/fire-hazard-severity-zones-maps/. Accessed July 2021.

X. HYDROLOGY AND WATER QUALITY. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	✖	☐	☐	☐
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	✖	☐
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i. Result in substantial erosion or siltation on- or off-site;	✖	☐	☐	☐
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	✖	☐	☐	☐
iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	✖	☐	☐	☐
iv. Impede or redirect flood flows?	✖	☐	☐	☐
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	✖	☐	☐	☐
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	✖	☐

Discussion

a. Project construction activities such as grading, excavation, and trenching would result in the disturbance of on-site soils. The exposed soils would have the potential to affect water quality in two ways: 1) suspended soil particles and sediments transported through runoff; or 2) sediments transported as dust that eventually reach local water bodies. Spills or leaks from heavy equipment and machinery, staging areas, or building sites would also have the potential to enter runoff. Typical pollutants include, but are not limited to, petroleum and heavy metals from equipment and products such as paints, solvents, and cleaning agents, which could contain hazardous constituents. Sediment from erosion of graded or excavated surface materials, leaks or spills from equipment, or inadvertent releases of building products could result in water quality degradation if runoff containing the sediment or contaminants should enter receiving waters in sufficient quantities.

Although impacts from construction-related activities would generally be short-term, as previously discussed, the pipeline is proposed to cross aquatic features, including South Grasshopper Slough, Dry Creek, and Best Slough. As such areas would be particularly sensitive to potential effects of exposed soils, further analysis would be required to ensure project construction activities do not result in sediment from erosion of graded or excavated surface materials, leaks or spills from equipment, or inadvertent releases of building products reaching the aforementioned aquatic features. Therefore, the proposed project could violate a water quality standard or waste discharge requirement or

otherwise substantially degrade surface or groundwater quality and a ***potentially significant*** impact could occur.

Further analysis of the above potential impact will be included in the Hydrology and Water Quality chapter of the Wheatland Regional Sewer Pipeline EIR.

b,e. The City is located above the Sacramento Valley Groundwater Basin, a 5,000-square-mile basin, which encompasses the counties of Butte, Colusa, Glenn, Placer, Sacramento, Solano, Sutter, Tehama, Yolo, and Yuba. More specifically, the City is situated atop the South Yuba Subbasin, a 138-square-mile aquifer system bounded on the north by the Yuba River, on the west by the Feather River, on the south by the Bear River, and on the east by the Sierra Nevada. According to the City's General Plan EIR, water quality is generally excellent in most portions of the South Yuba Subbasin, particularly at depths 100 feet below ground surface.

The proposed project consists of an approximate eight-mile sewer pipeline, three pump stations, and a City corporation yard. Given the type of project, use of potable and non-potable water would be limited. The water demand would be limited to potable water at Pump Stations 1 and 2. Pump Station 1 would replace the existing Malone Pump Station, which already has access to the City of Wheatland's public water system. The Wheatland water system is reliant on groundwater. Pump Station 1 would be connected to an existing potable water line and use of water is generally anticipated to be equivalent to water use at the existing Malone Pump Station. Limited water use would be required for periodic equipment wash down. Pump Station 2 and its associated corporation yard would require installation of a water well until such time that the area develops and the City's public water system is extended to the area. Water would be required for such uses as corporation yard bathrooms and equipment wash down, similar to Pump Station 1. It should be noted that Pump Station 3 would be supplied by a water line to be provided by OPUD.

The use of groundwater for purposes of corporation yard bathrooms and periodic pump station equipment wash down would not require a substantial amount of groundwater such that the proposed project would substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin and conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. Therefore, the project could result in a ***less-than-significant*** impact.

ci-iv. As previously discussed, the proposed project would be routed along existing roads or developed areas to the maximum extent feasible; however, the pipeline is proposed to cross aquatic features, including South Grasshopper Slough, Dry Creek, and Best Slough. Therefore, although not anticipated, further analysis would be required to ensure the proposed crossings do not alter the course of the aforementioned aquatic features. In addition, Pump Station 2 and the proposed Public Works corporation yard would be constructed in the vicinity of South Grasshopper Slough, which would add impervious surfaces that could potentially increase the rate or amount of surface runoff to the slough. Pump Station 1 would also be located proximate to South Grasshopper Slough. Furthermore, as discussed under question 'b' in Section VII, Geology and Soils, of this IS, the potential exists for the proposed project to result in substantial soil erosion or the loss of topsoil. Based on the above information, absent further analysis to confirm to what extent the proposed project would modify the project footprint's existing drainage pattern, the project could substantially alter the existing drainage pattern of the area,

including through the alteration of the course of a stream or river or through the addition of impervious surfaces, and a ***potentially significant*** impact could occur.

Further analysis of the above potential impact will be included in the Hydrology and Water Quality chapter of the Wheatland Regional Sewer Pipeline EIR.

d. A seiche is defined as a wave generated by rapid displacement of water within a reservoir or lake, due to an earthquake that triggers land movement within the water body or land sliding into or beneath the water body. The project site is not located within the vicinity of a large closed body of water such as a lake or reservoir that could be subject to seiches. In addition, the distance to the nearest coastline precludes the project site from being vulnerable to tsunami hazards. However, South Grasshopper Slough is located in close proximity to Pump Stations 1 and 2 and could create flood hazards associated with such facilities. For example, according to the FEMA Flood Insurance Rate Map number 06115C0445D, the preferred location for Pump Station 1 is located within a Special Flood Hazard Area.[22] In addition, the City's existing WWTP, which would be decommissioned as part of the proposed project, is located with a FEMA-designated Zone A floodplain. Project activities associated with the decommissioning of the plant could, therefore, be at risk of releasing pollutants due to project inundation during the 100-year flood event. Further analysis would be required to ensure the pump stations are designed and constructed in a manner that ensures the structures would not be vulnerable to floods. Therefore, the proposed project could be at risk of release of pollutants due to project inundation, and a ***potentially significant*** impact could occur.

Further analysis of the above potential impact will be included in the Hydrology and Water Quality chapter of the Wheatland Regional Sewer Pipeline EIR.

[22] Federal Emergency Management Agency. *FEMA Flood Map Service Center.* Available at: https://msc.fema.gov/portal/home. Accessed July 2021.

XI. LAND USE AND PLANNING. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Physically divide an established community?	☐	☐	✖	☐
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	✖	☐	☐	☐

Discussion

a. A project risks dividing an established community if the project introduces infrastructure or alters land use so as to change the land use conditions in the surrounding community. The proposed project would include the development of a regional sewer pipeline, three associated pump stations, and a new Public Works corporation yard. The regional sewer pipeline would be placed below ground and would be routed along existing roads or developed areas to the maximum extent feasible. Thus, the pipeline alignment would not alter land use in a manner that changes the land use conditions in the City or County. In addition, the pump stations and corporation yard would be located on undeveloped land with no existing structures. Therefore, the proposed project would not physically divide an established community, and the project would have a ***less-than-significant*** impact.

b. The CEQA Guidelines require an EIR to discuss any inconsistencies between the proposed project and applicable general plans, specific plans, and regional plans (Guidelines Section 15125(d)). The proposed project is anticipated to be consistent with the City and County General Plans, and the Beale Air Force Base Comprehensive Land Use Plan, but a detailed policy analysis will be performed in the EIR. Pursuant to Appendix G of the CEQA Guidelines, the policy analysis will focus on policies adopted for the purpose of avoiding or mitigating an environmental effect. The proposed project could cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect, and a ***potentially significant*** impact could occur.

Further analysis of the above potential impact will be included in the Land Use and Planning chapter of the Wheatland Regional Sewer Pipeline EIR.

XII. MINERAL RESOURCES. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	✖
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?	☐	☐	☐	✖

Discussion

a,b. As discussed under Impact 4.10-1 in the City's General Plan EIR, the Yuba County General Plan Environmental Setting and Background Report (ESBR) concluded that mineral resources are present in the County, including precious metals, copper, zinc, Fullers earth, sand and gravel, and crushed stone. However, the City is located outside of the recognized Mineral Land Classification Area identified in the Yuba County General Plan ESBR. Additionally, as detailed in the County's General Plan EIR, the portions of the project footprint within unincorporated areas of the County would not be located within the Mineral Resource Zone. Therefore, the proposed project would not 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 or 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. Thus, the project would result in ***no impact***.

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

Discussion

a. The following sections include a discussion of noise standards and criteria applicable to various land uses, the existing noise-sensitive land uses in the project vicinity, and potential traffic noise and non-transportation noise sources associated with construction and operation of the proposed project. The following terms are referenced in the sections below:

- Decibel (dB): A unit of sound energy intensity. An A-weighted decibel (dBA) is a decibel corrected for the variation in frequency response to the typical human ear at commonly encountered noise levels. All references to decibels (dB) in this section will be A-weighted unless noted otherwise;
- Day-Night Average Level (DNL or L_{dn}): The average sound level over a 24-hour day, with a +10 decibel weighing applied to noise occurring during nighttime (10:00 PM to 7:00 AM) hours;
- Average or Equivalent Sound Level (L_{eq}): L_{eq} is the average sound level over the period of measurement.

City of Wheatland Noise Standards and Criteria

General Plan Policy 9.G.2 requires noise created by new non-transportation sources to be mitigated so as not to exceed the noise level standards in Table 4, as measured immediately within the property line of lands designated for noise-sensitive uses.

Table 4
City of Wheatland General Plan Noise Level Standards
New Projects Affected by or Including Non-Transportation Sources*

Noise Level Descriptor	Daytime (7:00 AM-10:00 PM)	Nighttime (10:00 PM-7:00 AM)
Hourly L_{eq}, dB	50	45
Maximum Level, dB	70	65

* The City defines transportation noise sources as traffic on public roadways, railroad line operations, and aircraft in flight. Control of noise from such sources is preempted by federal and State regulations. Other noise sources are presumed to be subject to local regulations. Non-transportation noise sources include industrial operations, outdoor recreation facilities, HVAC units, and loading docks.

Section 8.04.030(H) of the City's Municipal Code pertaining to prohibited noises includes provisions related to the construction or repairing of buildings. As detailed therein, the erection (including excavation), demolition, alteration, or repair of any building is generally prohibited, other than between the hours of 7:00 AM and 10:00 PM on weekdays, except in case of urgent necessity in the interest of the public health and safety. In such cases, construction and/or repair may be conducted within prohibited hours only with a permit from the building inspector, which may be granted for a period not to exceed three days. The permit may be renewed in the event emergency conditions continue.

Section 8.04.040 of the City's Municipal Code provides exemptions to the City's noise regulations. As noted therein, operations of the City and/or operations of utilities franchised by the City are exempt from the prohibitions set forth in Chapter 8.04 Noise Control, provided that such operations are for the purpose of securing and promoting the public health, convenience, safety, welfare and prosperity of the City and its inhabitants.

County Noise Standards and Criteria

Yuba County General Plan Policy HS10.3 requires new developments that would generate or be affected by non-transportation noise to be located, designed, and, if necessary, mitigated below maximum levels specified in Table 5, as measured at outdoor activity areas of affected noise-sensitive land uses.

Table 5
Yuba County General Plan Noise Level Standards
Maximum Allowable Noise Exposure from Non-Transportation Noise Sources at Noise-Sensitive Land Uses

Noise Level Descriptor	Daytime (7:00 AM-10:00 PM)	Nighttime (10:00 PM-7:00 AM)
Hourly L_{eq}, dB	60	45
Maximum Level, dB	75	65

In addition, Yuba County General Plan Policy HS10.5 generally requires the maximum noise level for non-transportation noise sources to not exceed the performance standards shown in Table 6, as measured at outdoor activity areas of any affected noise-sensitive land use.

Section 8.20.310 of the County's Code of Ordinances pertains to noise associated with the construction of buildings and projects. As detailed therein, the County prohibits any person within a residential zone, or within a radius of 500 feet of a residential zone, from operating equipment or performing any outside construction or repair work on buildings, structures, or projects or from operating any piledriver, power shovel, pneumatic hammer, derrick, power hoist, or any other construction-type device between the hours of 10:00 PM and 7:00 AM in such a manner that a reasonable person of normal sensitiveness residing in the area would be caused discomfort or annoyance. Conducting the aforementioned actions during prohibited hours would require a permit to be obtained beforehand from the Community Development and Services Agency's Director of the Planning Department, as set forth in Section 8.20.710 of the County's Code of Ordinances.

Table 6
Yuba County General Plan Performance Standards for Non-Transportation Noise Sources

Cumulative Duration of a Noise Event[1] (Minutes)	Maximum Exterior Noise Level Standards[2]	
	Daytime dBA L_{max}[2,4]	Nighttime dBA L_{max}[3,4]
30 to 60	50	45
15 to 30	55	50
5 to 15	60	55
1 to 5	65	60
0 to 1	70	65

Notes: dBA = A-weighted decibel; L_{max} = maximum noise level.
1 Cumulative duration refers to time within any 1-hour period.
2 Daytime = hours between 7:00 AM and 10:00 PM
3 Nighttime = hours between 10:00 PM and 7:00 AM
4 Each of the noise level standards specified may be reduced by 5 dBA for tonal noise (i.e., a signal which has a particular and unusual pitch) or for noises consisting primarily of speech for recurring impulsive noises (i.e., sounds of short duration, usually less than one second, with an abrupt onset and rapid decay such as the discharge of firearms).

Source: Yuba County General Plan, Table Public Health & Safety-3, June 7, 2011.

Sensitive Noise Receptors and Existing Noise Sources

Noise-sensitive land uses are generally defined as locations where people reside or where the presence of unwanted sound could adversely affect the primary intended use of the land. Places where people live, sleep, recreate, worship, and study are considered to be sensitive to noise because intrusive noise can be disruptive to such activities. Noise-sensitive land uses are typically given special attention in order to achieve protection from excessive noise.

Existing noise-sensitive land uses are located within 100 feet of the project footprint at multiple points along the proposed pipeline alignment. Single-family residences are located along Malone Avenue and Sixth Street. The nearest sensitive receptor to the preferred location of Pump Station 1 is a single-family residence located approximately 80.4 feet to the west, as measured from the structure to the project footprint. The nearest sensitive receptor to the project footprint along Sixth Street is a single-family residence located approximately 20 feet to the north of the proposed alignment. Along Spenceville Road, the nearest sensitive receptors to the project footprint are the Wheatland Ranch single-family residences situated adjacent to the northern side of the roadway, with the structures situated approximately 60 feet from the proposed area of disturbance. A single-family residence is located approximately 99.4 feet to the north of the portion of the project footprint that would serve to accommodate development of the pipeline, Pump Station 2, and the Public Works corporation yard. Along Jasper Lane, the nearest sensitive receptor is a rural residence located just south of the Dry Creek Bridge, approximately 82.3 feet to the east of the project footprint, as measured from the roadway to the structure. Finally, an existing single-family residence is located in the project footprint, immediately south of South Beale Road at the roadway's intersection with SR 65.

The major noise sources in the City and surrounding region consist of noise generated by vehicles on SR 65 and local streets, Beale Air Force Base operations, and UPRR operations.

Project Construction Noise

During the construction of the proposed project, heavy equipment would be used for grading, excavation, paving, demolition (i.e., Wheatland WWTP decommissioning), and limited building construction, which would increase ambient noise levels when in use. Noise levels would vary depending on the type of equipment used, how the equipment is operated, and how well the equipment is maintained. In addition, noise exposure at any single point outside the project area would vary depending on the proximity of construction activities to that point. Standard construction equipment, such as graders, backhoes, loaders, and trucks, would be used on-site. Table 7 shows maximum noise levels associated with typical construction equipment. Based on the table, activities involved in typical construction would generate maximum noise levels up to 90 dB at a distance of 50 feet.

As previously discussed, Section 8.04.030(H) of the City of Wheatland's Municipal Code restricts construction activities to between the hours of 7:00 AM and 10:00 PM on weekdays. The proposed project would be required to comply with all applicable standards and regulations set forth by the City. Construction activities would be relatively short-term and would only occur in a portion of the project site at any one time. However, because construction would occur in close proximity to existing noise-sensitive land uses located along Malone Avenue, Sixth Street, Main Street and Spenceville Road, the proposed project could generate a substantial temporary increase in ambient noise levels in the vicinity of the project in excess of standards established in the City's General Plan during construction. Therefore, a potentially significant impact could occur.

Table 7
Construction Equipment Noise

Type of Equipment	Maximum Level, dB at 50 feet
Backhoe	80
Cement and Mortar Mixer	79
Compactor	83
Compressor (air)	78
Dozer	82
Dump Truck	76
Excavator	81
Forklift	75
Generator	81
Jackhammer	89
Paver	77
Paving Equipment	90
Pneumatic Tools	85
Roller	80
Surfacing Equipment	85

Source: Federal Highway Administration, Roadway Construction Noise Model User's Guide, January 2006.

For the portions of the proposed project that would be implemented within unincorporated areas of the County, construction would comply with Section 8.20.310 of the County's Code of Ordinances, which would ensure construction activities occur only between the hours of 7:00 AM and 10:00 PM. Additionally, Yuba County General Plan Policies HS10.6 and HS10.7 require new developments to incorporate all feasible noise mitigation measures and ensure that construction equipment is properly maintained and

equipped with noise control components, such as mufflers, in accordance with manufacturers' specifications. The General Plan EIR concluded that, with the implementation of General Plan Policies HS10.6 and HS10.7, a less-than-significant impact related to construction noise would occur. As previously discussed, construction activities would be relatively short-term and would only occur in a portion of the project site at any one time. However, because the pipeline alignment is routed along existing noise-sensitive land uses located off of Jasper Lane, the proposed project could generate a substantial temporary increase in ambient noise levels in the vicinity of the project in excess of standards established in the County's General Plan during construction, and a potentially significant impact could occur.

Project Operational Noise

As previously discussed, the proposed pipeline would be installed underground. Therefore, operation of the project's pipeline would not result in the generation of a substantial permanent increase in ambient noise levels in the project vicinity in excess of standards established in the City's or County's General Plans. While the pump stations would require periodic maintenance testing to ensure that each station's emergency standby generator is operating satisfactorily, such testing is anticipated to occur only once a week over a 10-minute interval. Therefore, noise associated with the weekly testing of the pump stations' generators would not constitute a permanent increase in ambient noise levels. Additionally, the pump stations would be enclosed to shield the structures from direct public exposure, which would serve to attenuate the temporary noise generated during the periodic maintenance testing.

As discussed in further detail in Section XVII, Transportation, of this IS, per estimates provided by the City Engineer, the project is anticipated to result in a maximum of 35 new trips on any given day; however, because the maximum number of trips includes those necessary for pipeline maintenance, which would only occur on a quarterly or annual basis, and trips associated with supply deliveries to Pump Station 1 and the Public Works corporation yard, which would only occur on a bi-weekly and weekly basis, respectively, the average number of daily trips that would be expected on the majority of days would be lower. Such a small number of vehicle trips would not result in a substantial increase in ambient noise levels. In addition, while the single-family residence located to the northeast of the Spenceville Road/Jasper Lane intersection is situated approximately 180 feet to the north of the proposed site in which Pump Station 2 and the Public Works corporation yard would be developed, operation of the corporation yard would not result in noise impacts to the receptor, as operations would be enclosed within the building and primarily consist of control systems operations.

Lastly, as previously discussed, Section 8.04.040 of the City's Municipal Code provides exemptions to the City's noise regulations. As noted therein, operations of utilities franchised by the City are exempt from the prohibitions set forth in Chapter 8.04 Noise Control. Therefore, noise generated by Pump Stations 1 and 2 would be exempt from the City's noise standards. Pump Station 3 would generally be located within the vicinity of the UPRR mainline and SR 65 and would not be sited near existing sensitive receptors. Based on the above information, the proposed project would not result in a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established by the City or County during project operations.

Conclusion

Based on the above discussions, while project operations would not result in significant noise impacts, the proposed project could generate a substantial temporary increase in ambient noise levels in the vicinity of the project in excess of standards established by the City and County during construction activities. Therefore, a ***potentially significant*** impact could occur.

Mitigation Measure(s)

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

XIII-1. *During project construction, the project contractor shall ensure construction activities are limited to the hours set forth below:*

Project Construction within the City of Wheatland

- *Monday-Friday 7:00 AM to 10:00 PM.*
- *Within the project footprint in the City of Wheatland, construction shall be prohibited on Saturdays, Sundays, and City holidays.*

Project Construction within Yuba County

- *Monday-Sunday 7:00 AM to 10:00 PM.*
- *Within the project footprint in the unincorporated portions of Yuba County, construction shall be prohibited on County holidays.*

The City Engineer shall ensure that the aforementioned criteria shall be included in the project improvement plans prior to their approval by the City. Exceptions to allow expanded construction activities shall be reviewed on a case-by-case basis as determined by the City Engineer.

XIII-2. *The project contractor shall ensure that the following construction noise Best Management Practices (BMPs) are met on-site during all phases of construction:*

- *All equipment driven by internal combustion engines shall be equipped with mufflers, air-inlet silencers where appropriate, and any other shrouds, shields, or other noise-reducing features in good operating condition that meet or exceed original factory specifications. Mobile or fixed "package" equipment (e.g., arc welders, air compressors) shall be equipped with shrouds and noise-control features that are readily available for that type of equipment.*
- *All mobile or fixed noise-producing equipment used on the project site that are regulated for noise output by a federal, state, or local agency shall comply with such regulations while in the course of project activity.*
- *The construction contractor shall utilize "quiet" models of air compressors and other stationary noise sources where technology exists.*

- *At all times during project grading and construction, stationary noise-generating equipment shall be located as far as practicable from sensitive receptors and placed so that emitted noise is directed away from residences.*
- *Unnecessary idling of internal combustion engines shall be prohibited.*
- *Construction site and access road speed limits shall be established and enforced during the construction period.*
- *The use of noise-producing signals, including horns, whistles, alarms, and bells, shall be for safety warning purposes only.*
- *Neighbors located adjacent to the construction site shall be notified of the construction schedule in writing.*
- *The construction contractor shall designate a "noise disturbance coordinator" who would be responsible for responding to any local complaints about construction noise. The disturbance coordinator shall be responsible for determining the cause of the noise complaint (e.g., starting too early, poor muffler, etc.) and instituting reasonable measures as warranted to correct the problem. A telephone number for the disturbance coordinator shall be conspicuously posted at the construction site.*

Construction noise BMPs shall be included in the project improvement plans for review and approval by the lead agency (City or County, depending upon location), prior to approval of the improvement plans.

b. Similar to noise, vibration involves a source, a transmission path, and a receiver. However, noise is generally considered to be pressure waves transmitted through air, whereas vibration usually consists of the excitation of a structure or surface. As with noise, vibration consists of an amplitude and frequency. A person's perception to the vibration depends on their individual sensitivity to vibration, as well as the amplitude and frequency of the source and the response of the system which is vibrating.

Vibration is measured in terms of acceleration, velocity, or displacement. A common practice is to monitor vibration in terms of peak particle velocities (PPV) in inches per second (in/sec). Standards pertaining to perception as well as damage to structures have been developed for vibration levels defined in terms of PPV. Human and structural response to different vibration levels is influenced by a number of factors, including ground type, distance between source and receptor, duration, and the number of perceived vibration events. Table 8, which was developed by Caltrans, shows the vibration levels that would normally be required to result in damage to structures. As shown in the table, the threshold for architectural damage to structures is 0.20 in/sec PPV and continuous vibrations of 0.10 in/sec PPV, or greater, would likely cause annoyance to sensitive receptors.

The proposed project would only cause elevated vibration levels during construction, as operations associated with the proposed project would not generate appreciable vibration. Noise and vibration associated with the construction phases of the project would add to the noise environment in the immediate project vicinity; however, construction activities would be temporary in nature and are anticipated to occur during normal daytime working hours. Because the proposed project would not cause

continuous, long-term vibrations, the project would not be expected to result in extended annoyance to sensitive receptors located in proximity to the project site.

Table 8
Effects of Vibration on People and Buildings

PPV		Human Reaction	Effect on Buildings
mm/sec	in/sec		
0.15 to 0.30	0.006 to 0.019	Threshold of perception; possibility of intrusion	Vibrations unlikely to cause damage of any type
2.0	0.08	Vibrations readily perceptible	Recommended upper level of the vibration to which ruins and ancient monuments should be subjected
2.5	0.10	Level at which continuous vibrations begin to annoy people	Virtually no risk of "architectural" damage to normal buildings
5.0	0.20	Vibrations annoying to people in buildings (this agrees with the levels established for people standing on bridges and subjected to relative short periods of vibrations)	Threshold at which there is a risk of "architectural" damage to normal dwelling - houses with plastered walls and ceilings. Special types of finish such as lining of walls, flexible ceiling treatment, etc., would minimize "architectural" damage
10 to 15	0.4 to 0.6	Vibrations considered unpleasant by people subjected to continuous vibrations and unacceptable to some people walking on bridges	Vibrations at a greater level than normally expected from traffic, but would cause "architectural" damage and possibly minor structural damage

Source: Caltrans. Transportation Related Earthborne Vibrations. TAV-02-01-R9601. February 20, 2002.

The primary vibration-generating activities associated with the proposed project would occur during grading, placement of utilities, and construction of foundations (e.g., pump stations). Table 9 shows the typical vibration levels produced by construction equipment at various distances. The most substantial source of ground-borne vibrations associated with project construction would be the use of vibratory compactors.

Table 9
Vibration Levels for Various Construction Equipment

Type of Equipment	PPV at 25 feet (in/sec)	PPV at 50 feet (in/sec)
Large Bulldozer	0.089	0.029
Loaded Trucks	0.076	0.025
Small Bulldozer	0.003	0.000
Auger/drill Rigs	0.089	0.029
Jackhammer	0.035	0.011
Vibratory Hammer	0.070	0.023
Vibratory Compactor/roller	0.210	0.070

Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment Guidelines, May 2006.

As previously discussed, existing sensitive receptors are located within 100 feet of the project footprint at multiple points along the proposed pipeline alignment. The vast

majority of sensitive receptors would be located farther than 50 feet away from the project footprint, ensuring that project construction does not exceed Caltrans' threshold for damage to residential structures (0.20 in/sec PPV) or Caltrans' threshold for annoyance (0.1 in/sec PPV). However, the single-family residences located on Sixth Street are situated approximately 20 feet to the north of the proposed pipeline alignment. While most of the equipment included in Table 9 would still not exceed Caltrans' thresholds for damage to residential structures or annoyance at such a distance, use of vibratory compactors/rollers could potentially exceed 0.2 in/sec PPV.

It should be noted that paving activities associated with the proposed project would occur at different portions of the project footprint at different times. Thus, groundborne vibration at the single-family residences on Sixth Street would occur intermittently over a short period of time. Nonetheless, based on the above, the use of vibratory compactors/rollers during construction activities could expose people to or generate excessive groundborne vibration or groundborne noise levels. Thus, the project could result in a ***potentially significant*** impact.

Mitigation Measure(s)

Implementation of the following mitigation measure would reduce the above potential impact to a *less-than-significant* level.

XIII-3. *During construction activities associated with the proposed project, any compaction required within 26 feet of existing structures adjacent to the project site shall be accomplished by using static drum rollers rather than vibratory compactors/rollers. The aforementioned criteria shall be included in the project improvement plans for review and approval by the City Engineer prior to approval of the improvement plans.*

c. The nearest airport to the project area is Beale Air Force Base, located approximately eight miles northeast of the City limits. Per Map 2 (Compatibility Policy Map: Noise) contained in the Beale Air Force Base Land Use Compatibility Plan, generally, the first half of the proposed pipeline would be located within Review Area 2, and the latter half would be located in Review Area 1. However, the entire project footprint would be located outside of all noise impact zones identified in Map 2. Therefore, the proposed project would not expose people residing or working in the project area to excessive noise levels. Thus, a ***less-than-significant*** impact would occur.

XIV. POPULATION AND HOUSING. *Would the project:*	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)?	✖	☐	☐	☐
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	✖

Discussion

a. The proposed project would serve to meet the wastewater services needs of planned future development. To meet these requirements, the proposed project includes the construction of a regional sewer pipeline, three pump stations, a Public Works corporation yard, and decommissioning of the existing WWTP. The capacity of the sewer pipes and pump stations would be sized to accommodate existing and projected development within the City and the resulting flowrates. More specifically, Pump Station 1 and the 12-inch force main would be sized to accommodate flows from existing users (1,469 equivalent dwelling units [EDUs]), future City infill development through 2030 (858 EDUs), and the Caliterra development (552 EDUs). Pump Station 2 and the 18-inch force main would be sized to accommodate these flows (2,881 EDUs) and an additional 2,619 EDUs associated with planned development within the eastern portion of the City. Therefore, it is not anticipated that the proposed project would induce substantial unplanned population growth in the area. Nevertheless, further investigation is needed to determine whether the proposed project could result in a ***potentially significant*** impact.

Further analysis of the above potential impact will be included in the Land Use and Planning chapter of the Wheatland Regional Sewer Pipeline EIR.

b. As previously discussed, the proposed pipeline alignment would be routed along existing roads or developed areas to the maximum extent feasible; therefore, the project's pipeline component would not displace existing people or housing. In addition, the project's associated pump stations and Public Works corporation yard would be constructed upon undeveloped land. Therefore, the proposed project would not displace substantial numbers of existing people or housing, and ***no impact*** would occur.

XV. PUBLIC SERVICES.

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Fire protection?	☐	☐	✖	☐
b. Police protection?	☐	☐	✖	☐
c. Schools?	☐	☐	✖	☐
d. Parks?	☐	☐	✖	☐
e. Other Public Facilities?	☐	☐	✖	☐

Discussion

a-e. Within the City limits, the Wheatland Fire Authority (WFA) provides fire protection services through a Joint Powers Agency (JPA) comprised of the City of Wheatland and the Plumas Brophy Fire Protection District. Police protection services are provided by the Wheatland Police Department. The Wheatland School District is comprised of two elementary schools, a middle school, and a K-12 charter academy, and the Wheatland Union High School District includes two high schools. Parks and recreational amenities are provided by the City's Recreation Department.

Within the unincorporated areas of the County, fire protection services are provided by CAL FIRE and U.S. Forest Service; and the Yuba County Sheriff's Department and the California Highway Patrol serve as law enforcement providers. In addition to the previously mentioned school districts within the City limits, the County also includes the Marysville Joint Unified School District, Plumas Lake Elementary School District, and Camptonville Union Elementary School District. Yuba County operates nine local parks and one regional park. Additionally, the Yuba County Library is located at 303 2nd Street in the City of Marysville.

Based on the nature of the proposed project, the proposed pipeline, associated pump stations, Public Works corporation yard, and decommissioning of the existing WWTP would not directly result in an increase in population, and therefore, would not directly result in substantial adverse physical impacts associated with the provision of 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. In addition, as previously discussed in Section XIV, Population and Housing, of this IS, the project is not anticipated to indirectly induce substantial unplanned population growth in the area, which could indirectly affect public services provided by the City and County.

Even in the event that unplanned population growth was to indirectly affect local public services, all future development in the City and County would be required to undergo its own separate environmental review pursuant to CEQA. Therefore, future projects that could result from an increase in population indirectly induced by the proposed pipeline extension would be required to assess potential impacts related to public services and, if necessary, provide mitigation. As part of addressing potential impacts related to public services, future projects would be subject to all applicable development impact fees

levied by the City and County, the revenues of which would be used to defray the costs associated with the expansion of public services facilities and personnel. Development impact fees are detailed in Section 3.26.030 of the City's Municipal Code and Section 13.50.030 of the County's Code of Ordinances. In addition, future development would be subject to all applicable development fees levied by the school districts in the region. Proposition 1A/SB 50 prohibits local agencies from using the inadequacy of school facilities as a basis for denying or conditioning approvals of any "legislative or adjudicative act involving the planning, use, or development of real property." (Government Code 65996[b]). Satisfaction of the Proposition 1A/SB 50 statutory requirements by a developer of a future project would be deemed to be "full and complete mitigation." Therefore, according to SB 50, the payment of the necessary school impact fees for future projects would be full and satisfactory CEQA mitigation.

Based on the above information, the proposed project would not directly 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, and all future development that could result as an indirect effect of the proposed project would be required to analyze all potential impacts to public services as required under CEQA. Therefore, the proposed project would result in a ***less-than-significant*** impact.

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

Discussion

a-b. The proposed project would consist of a regional sewer pipeline, three associated pump stations, a Public Works corporation yard, and the decommissioning of the existing WWTP. Thus, the proposed project would not increase the use of existing parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated and does not include recreational facilities or require the construction or expansion of recreational facilities. Furthermore, as discussed in Section XV, Public Services, of this IS, all future development that could occur from a population increase indirectly induced by the proposed project would be required to analyze all environmental issue areas as required under CEQA, including those associated with recreation. Therefore, the proposed project would result in ***no impact***.

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

Discussion

a. The proposed project would consist of a regional sewer pipeline, three associated pump stations, a Public Works corporation yard, and the decommissioning of the existing WWTP. As previously discussed, the pipeline would be routed underground along existing roadways and developed areas to the maximum extent feasible, and the associated pump stations and corporation yard would be constructed upon undeveloped land. Therefore, once implemented, the proposed project would not conflict with a City or County program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities, as the project would be located in areas that would not affect the City's or County's ability to implement bicycle lanes or paths or pedestrian sidewalks or affect implementation or access to public transit facilities throughout the region. Additionally, the proposed project, once implemented, would not affect circulation on roadways in the City or County, as the project would result in only a negligible number of new vehicle trips, which would be associated with periodic trips by utilities employees to the pipeline and the three pump stations for the purpose of maintenance testing, as well as new vehicle trips associated with the operation of the new Public Works corporation yard at the Pump Station 2 site. Per estimates provided by the City Engineer, operation of the project is not anticipated to exceed 35 new vehicle trips on any given day. Table 10 provides an estimate of the new trips that can reasonably be expected to result from ongoing operation of the proposed project:

Table 10
New Vehicle Trips Associated with Project Operations

Infrastructure – Activity	Frequency	Number of Trips
Pipeline – Encroachment	Quarterly	1 trip along entire pipeline route
Pipeline – Cleaning	Quarterly	2 trips along the entire pipeline route
Pipeline – Exercise Valves	Annually	1 trip along the entire pipeline route
Pipeline – Air Release Valves	Quarterly	1 trip along the entire pipeline route
Pump Station 1 – Routine Check	Daily	1 trip
Pump Station 1 – Chemical Delivery	Every Other Week	1 trip
Pump Station 2 – Routine Check	Daily	0 trips
Public Works Corp. Yard – Staff	Daily	14-24 trips
Public Works Corp. Yard Deliveries	Weekly	3 trips
Pump Station 3 – Routine Check	Daily	1 trip

Note: Estimates provided by City Engineer.

Based on the above information, the proposed project would not conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities, and the project would result in a ***less-than-significant*** impact.

b. Section 15064.3 of the CEQA Guidelines provides specific considerations for evaluating a project's transportation impacts. Pursuant to Section 15064.3 of the CEQA Guidelines, analysis of VMT attributable to a project is the most appropriate measure of transportation impacts. Other relevant considerations may include the effects of the project on transit and non-motorized travel.

Neither the City of Wheatland, nor Yuba County, have adopted VMT thresholds. According to the screening thresholds for land use projects set forth in the Governor's Office of Planning and Research's (OPR) *Technical Advisory on Evaluating Transportation Impacts in CEQA*, absent substantial evidence otherwise, it is reasonable to conclude that the addition of 110 or fewer trips would not to lead to a significant VMT impact.[23] As detailed in Table 10, operation of the proposed project is not anticipated to exceed 35 new vehicle trips on any given day. Based on the estimates provided by the City Engineer, operation of the proposed project would not exceed the screening threshold established by OPR.

Therefore, the proposed project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3(b), and a ***less-than-significant*** impact would occur.

c,d. As previously discussed, the proposed pipeline would be routed underground along existing roadways and developed areas to the maximum extent feasible, and the associated pump stations and Public Works corporation yard would be constructed upon undeveloped land. Therefore, the proposed project would not include design features that would affect traffic safety, nor would it result incompatible uses. As such, the proposed project, once implemented, would not substantially increase hazards due to a geometric design feature or incompatible uses or result in inadequate emergency access.

However, emergency vehicles could be temporarily obstructed along City or County roadways during construction of the proposed project. Therefore, without a traffic control plan to ensure adequate emergency access during construction, the project could result in a ***potentially significant*** impact.

Mitigation Measure(s)

Implementation of the following mitigation measure would reduce the potential impact to a *less-than-significant* level.

XVII-1. *Prior to the commencement of construction activities, the City Engineer shall ensure that a traffic control plan is prepared and implemented for construction activities that may affect road rights-of-way. The traffic control plan must follow any applicable standards of the agency responsible for the affected roadway and must be approved and signed by a professional engineer. Measures typically used in traffic control plans*

[23] Governor's Office of Planning and Research. *Technical Advisory On Evaluating Transportation Impacts in CEQA*. April 2018.

include advertising of planned lane closures, warning signage, a flag person to direct traffic flows when needed, and methods to ensure continued access by emergency vehicles. During project construction, access to existing land uses shall be maintained at all times, with detours used as necessary during road closures. Traffic control plans shall be submitted to the City of Wheatland Public Works Department, Yuba County, Caltrans, and/or UPRR (if at-grade crossings are along the roadway) for review and approval prior to the approval of all project plans or permits, for all improvements where implementation may cause impacts on traffic along roadways within their respective areas of jurisdiction. The traffic control plan shall, at minimum, include the following measures:

- *Maintaining the maximum amount of travel lane capacity during non-construction periods, as possible, and advanced notice to drivers through the provision of construction signage.*
- *Maintaining alternate one-way traffic flow past the lay down area and site access when feasible.*
- *Heavy trucks and other construction transport vehicles shall avoid the busiest commute hours (7:00 AM to 8:00 AM and 5:00 PM to 6:00 PM on weekdays).*
- *The lead agency shall provide a minimum 72-hour advance notice of access restrictions for residents, businesses, and local emergency response agencies. The notice shall include the identification of alternative routes and detours to enable for the avoidance of the immediate construction zone.*
- *The lead agency, in cooperation with the contractor(s), shall provide a phone number and community contact for inquiries about the schedule of the construction of the proposed pipeline throughout the construction period. The information will be posted in a local newspaper, on the City's web site, or at City Hall and will be updated on a monthly basis.*

XVIII.TRIBAL CULTURAL RESOURCES.

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is:	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k).	✖	☐	☐	☐
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	✖	☐	☐	☐

Discussion

a,b. The proposed pipeline would be routed underground along existing roadways and developed areas in the City and County to the maximum extent feasible to avoid environmentally sensitive areas; and the associated pump stations and Public Works corporation yard would be constructed upon undeveloped land. As discussed in Section V, Cultural Resources, of this IS, a high probability exists for the City and County to contain unrecorded historic and/or archaeological resources, particularly beneath the ground surface. Ground disturbance associated with development in the City and County carries the potential of disturbing unknown resources, most notably in areas along springs, creeks, and rivers, where such resources are typically deposited. As previously discussed, the proposed pipeline would be installed underground and would cross aquatic features, including South Grasshopper Slough, Dry Creek, and Best Slough, which could result in the proposed project disturbing unknown resources, should they be located within the project footprint. Furthermore, the County's General Plan EIR concludes that the density of previously identified resources within the County generally suggests that ground-disturbing construction could inadvertently damage and disturb buried human remains.

Given the high potential for unknown resources to be located in areas of the City and the County, the possibility exists that development of the proposed project could result in a substantial adverse change in the significance of an unknown tribal cultural resource during ground-disturbing activities, should such resources be located within the project footprint.

Based on the above information, the proposed project could cause a substantial adverse change in the significance of a tribal cultural resource. Therefore, the project could result in a ***potentially significant*** impact.

Further analysis of the above potential impact will be included in the Cultural and Tribal Cultural Resources chapter of the Wheatland Regional Sewer Pipeline EIR.

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

Discussion

a. The stated purpose of the proposed project is to construct new wastewater conveyance infrastructure to serve planned growth within the City of Wheatland. Generally, the project consists of approximately eight miles of pressurized force mains, three associated pump stations, a Public Works corporation yard, and the decommissioning of the existing City of Wheatland WWTP. As such, the proposed project, itself, is the construction of new wastewater conveyance infrastructure. As discussed throughout this IS, while the proposed pipeline alignment would be routed along existing roads or developed areas to the maximum extent feasible in order to avoid environmentally sensitive areas, a number of potentially significant impacts have been identified. For impacts that can be mitigated to a less-than-significant level, mitigation measures are set forth in this IS to address such effects. For example, Mitigation Measure I-1 is included in Section I, Aesthetics, of this IS, to reduce potential impacts to existing views of the Pump Stations 2 and 3 locations. Additionally, Mitigation Measures XIII-1, XIII-2, and XIII-3 are included in Section XIII, Noise, of this IS, to reduce potential impacts to sensitive receptors from noise and groundborne vibration associated with project construction. Where potentially significant impacts have been identified that require further analysis, such as those included in Section III, Air Quality, and Section IV, Biological Resources, of this IS, such analysis will be provided in the Wheatland Regional Sewer Pipeline EIR. Therefore, all potentially significant environmental effects that could result from the construction of the proposed project have been or will be addressed, as required under CEQA.

The proposed project would also require construction of limited water infrastructure. More specifically, the project would include installation of a new water well at the Pump Station 2/Public Works corporation yard site. The Pump Station 2/corporation yard site would rely on the well until such time that the City's public water system is extended to the area to serve future Johnson Rancho and/or Hop Farm development. The design

and installation of wells at both sites would be in accordance with the Basis of Design Report adopted by the Wheatland City Council for the proposed project and would be consistent with all applicable regulations and standards set forth by the City and County. Additionally, the well would be installed within the area of disturbance already anticipated for Pump Station 2 and the corporation yard. As such, the limited water infrastructure associated with the proposed project would not cause significant environmental effects.

The need for stormwater drainage infrastructure would be limited due to the minor amount of impervious surfaces that would be created by the proposed project. The drainage infrastructure would be limited to the pump station and corporation yard areas and would not require off-site extensions that could create additional environmental impact. The proposed pump stations and corporation yard would require electricity; however, electrical service would be provided by PG&E from existing overhead power distribution lines, with services routed underground to PG&E-furnished transformers. Additionally, electricity demand would be minimal such that new and/or expanded infrastructure would not be required.

Based on the above, the proposed project would not require or result in the relocation or construction of new or expanded water, stormwater drainage, or electric power facilities, the construction of which could cause significant environmental effects. In addition, the project would not require natural gas or telecommunications facilities. However, because the proposed project would consist of the construction of wastewater conveyance infrastructure, which could cause significant environmental effects, as identified in the various sections of this IS, a ***potentially significant*** impact could occur.

Further analysis of the above potential impact will be included in the technical chapters of the Wheatland Regional Sewer Pipeline EIR.

b. As discussed above under question 'a,' the project would require construction of limited water infrastructure. More specifically, the project would include installation of a groundwater well at the Pump Station 2/Public Works corporation yard site. The site would require minimal annual water use. For example, water use at the corporation yard would be limited primarily to the building's bathroom facility and washdown bay. Water use at Pump Station 2 would be limited to occasional equipment maintenance. The site's water demand would be limited primarily to water for routine equipment maintenance. It should be noted that the existing Malone Pump Station contains a well that would provide water to Pump Station 1. The amount of water use at Pump Station 1 is anticipated to be roughly equivalent to the existing water use at the Malone Pump Station.

Based on the above information, sufficient water supplies are available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years, and the project would result in a ***less-than-significant*** impact.

c. As detailed in the Basis of Design Report adopted by the Wheatland City Council for the proposed project, the proposed pipeline is designed to accommodate wastewater flows from a maximum of 5,500 EDUs within the City of Wheatland. The number of EDUs generally consists of 1,469 EDUs associated with existing City development, 552 EDUs that would serve the proposed Caliterra Ranch project, 860 EDUs from buildout of City infill parcels in accordance with existing General Plan land use designations, and 2,619 EDUs that would serve a portion of future planned development within the Johnson Rancho and Hop Farm Annexation area. The City's current WWTP has a capacity of 0.62

MGD, which is inadequate to accommodate flows from the foregoing EDUs. As such, the new regional pipeline has been proposed in order to convey flows to OPUD's sanitary sewer system.

OPUD has a tertiary WWTP with a capacity to treat and dispose of 3 MGD. Approximately 1.5 MGD of capacity is available at OPUD's plant with improvements to the conveyance system. A capacity of 1.5 MGD is equivalent to 5,500 EDUs, and thus, the available capacity is sufficient to serve the design flow from the proposed regional sewer pipeline. The proposed sewer pipeline flow, in combination with future development within OPUD's service area, would require expansion of OPUD's WWTP. Future WWTP expansions and associated environmental review will be the responsibility of OPUD. OPUD's plant has the space (footprint) to eventually expand to eight MGD.

Based on the above, the wastewater treatment provider that would serve the project would have adequate capacity to serve the project's demand in addition to the provider's existing commitments. Therefore, the project would result in a ***less-than-significant*** impact.

d,e. The proposed project would not substantially increase the generation of solid waste in the City and/or County. Operational waste would be primarily limited to that which is generated at the corporation yard. Per CBSC Section 4.408, the proposed project would be required to submit a Waste Management Plan to the City and/or County detailing on-site sorting of construction debris. Implementation of the Waste Management Plan would ensure that the proposed project meets established diversion requirements for reused or recycled construction waste. As such, the proposed project would comply with applicable federal, State, and local statutes and regulations related to solid waste.

Based on the above, the proposed project would not generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals, and the project would comply with federal, State, and local management and reduction statutes and regulations related to solid waste. Thus, the project would result in a ***less-than-significant*** impact.

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

Discussion

a-d. According to the CAL FIRE's Fire and Resource Assessment Program, a portion of the proposed project's Jasper Lane alignment would be routed adjacent to a SRA Moderate FHSZ. Most of the remaining portions of the pipeline alignment would be implemented within a LRA Unzoned FHSZ; although, small areas of the project footprint near the intersection of SR 65 and Rancho Road are designated as an LRA Moderate FHSZ. As previously discussed, the pipeline alignment would be routed along existing roads to the maximum extent feasible, wherein flammable sources are either non-existent or minimal. Certain portions of the alignment would be routed through agricultural lands and grassland areas, which can be sources of fire fuel. The pipeline would be installed underground and operation of the pipeline would not pose a risk of wildfire ignition. Use of construction equipment can result in sparks that could ignite grassland fires; however, construction equipment would include spark arrestors or guards, as appropriate and applicable. In addition, the alignment is located in areas of relatively flat topography with road access such that emergency vehicles would not encounter impediments that could affect their ability to reach the fire. The proposed project's pump stations and Public Works corporation yard would be designed in accordance with all applicable federal, State, and local standards and regulations related to protection against wildfire, ensuring the pump stations and corporation yard would also not be at significant risk.

Lastly, as the proposed pipeline would be implemented underground and the pump stations and corporation yard would be implemented within a region with relatively level topography, the proposed project's structures would not be exposed to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes.

Based on the above information, the proposed project would not be at risk of substantial adverse effect related to wildfire, and the project would result in a ***less-than-significant*** impact.

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

Discussion

a. As discussed in Section IV, Biological Resources, of this IS, because the proposed pipeline alignment would cross South Grasshopper Slough, Dry Creek, and Best Slough, implementation of the project has the potential to result in substantial adverse effects to special-status species, riparian habitats or other sensitive natural communities, and/or State or federally protected wetlands. Furthermore, as discussed in Section V, Cultural Resources, of this IS, the proposed project could result in significant impacts to historic resources. Therefore, further analysis is required to ensure that the proposed project would not substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or substantially reduce the number or restrict the range of a rare or endangered plant or animal. Without further analysis, the project could result in a ***potentially significant*** impact.

Further analysis of the above potential impact will be included in the technical chapters of the Wheatland Regional Sewer Pipeline EIR.

b,c. The proposed project, in conjunction with other development within the City and surrounding region, could incrementally contribute to cumulative impacts in the project area. In particular, as discussed in Section III, Air Quality, of this IS, the proposed project could cumulatively contribute to regional air quality health effects. Per Section VIII, Greenhouse Gas Emissions, of this IS, buildout of the proposed project would contribute to increases of GHG emissions that are associated with global climate change during construction and operations, and impacts related to GHG emissions and global climate change could be cumulatively considerable. Furthermore, in the absence of appropriate mitigation, the project could cause substantial adverse effects on human beings. As such, without further analysis, the project could result in a ***potentially significant*** impact.

Further analysis of the above potential impact will be included in the technical chapters of the Wheatland Regional Sewer Pipeline EIR.