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Abbreviations and Acronyms

Agencies, Boards, Commissions, Districts:

BCAQMD.....	Butte County Air Quality Management District
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CARD	Chico Area Parks and Recreation District
CNPS	California Native Plant Society
CUSD	Chico Unified School District
(CV)RWQCB	(Central Valley) Regional Water Quality Control Board
DOT	(US) Department of Transportation
DFG	(California) Department of Fish and Game
DTSC	(California) Department of Toxic Substances Control
EPA.....	Environmental Protection Agency
FAA.....	Federal Aviation Administration
FEMA	Federal Emergency Management Agency
RDA	(Chico) Redevelopment Agency
USACE.....	United States Army Corps of Engineers
USFWS.....	United States Fish and Wildlife Service

Approvals, Agreements, Permits:

CASWP.....	Construction Activity Storm Water Permit
ITP.....	Incidental Take Permit
SAA	Streambed Alteration Agreement
SWPPP	Storm Water Pollution Prevention Plan

Guidelines, Policies, Programs, Regulations:

BMP(s)	Best Management Practice(s)
BPM	Best Practices Manual
BPMMP	Bidwell Park Master Management Plan
BPTM	Best Practices Technical Manual
CAMRP	Chico Amended and Merged Redevelopment Project
CBC	California Building Code
CCR	California Code of Regulations
CEQA	California Environmental Quality Act
CESA.....	California Endangered Species Act
CFR.....	Code of Federal Regulations
CIP	Capital Improvement Program
CWA	Clean Water Act
ESA	Endangered Species Act

FAR.....	Federal Aviation Regulations
GP	General Plan
MEA	Master Environmental Assessment
NHPA	National Historic Preservation Act
NPDES.....	National Pollution Discharge Elimination System
NPDES II	NPDES Phase II
PRC	Public Resources Code
RDA.....	Redevelopment Agency
SWMP	Storm Water Management Program
UBC.....	Uniform Building Code

Miscellaneous:

BPF.....	Bidwell Park Flyers
CMA.....	Chico Municipal Airport
CNDDDB.....	California Natural Diversity Database
CSC	California Species of Special Concern
CSS	Combined Sewer System
dB	Decibel(s)
FIRM	Flood Insurance Rate Map
LOS	Level(s) of Service
mgd.....	Million Gallons per Day
MS4.....	Municipal Separate Storm Sewer System
PM ₁₀	Particulate Matter less than 10 Microns
PM _{2.5}	Particulate Matter less than 2.5 Microns
§	Section
SR[#]	State Route[99, et al]
USHPA	US Hang Gliding and Paragliding Association

●●●●●●●
INITIAL STUDY

CITY OF CHICO
ENVIRONMENTAL COORDINATION AND REVIEW

ROUTE TO:

- City of Chico – Building and Development Services Department
- City of Chico – Parks Department
- State Clearinghouse
- All Trustee and Responsible Agencies (USFWS, RWQCB, CVFPB, DFG, et. al)
- Butte County Planning
- Butte County Public Works
- Butte LAFCo

1. Project Description

A. Project Name: State Route 99 Corridor Bikeway Project

B. Project Location: The proposed project is located in T22N, R1E, Section 25; T22N, R2E, Sections 30, 31; and T21N, R2E Sections 5 and 6 of the Chico and Richardson Springs Quadrangles, Butte County, CA.

The proposed project extends approximately 6.7 miles along the SR 99 corridor from Eaton Road at the northern terminus and Southgate Avenue at the southern terminus. The proposed project is comprised of a combination of Class I and Class II/Class III facilities and generally parallels the state route corridor. To the greatest extent possible the project uses City surface streets, drainage easements and City parkland (see Figure 1, Location Map).

For a detailed description of the project, location of proposed facilities, and types of facilities proposed, refer to the "Project Description" section below.

C. Type of Application(s): City of Chico Capital Project (Nexus)

D. Assessor's Parcel Number(s): The proposed facilities, which would traverse seven books and over 50 pages, would be constructed in the vicinity of more than 400 individual parcels. From north to south, the proposed project would occur within the following Assessor's Books and Pages:

<u>Books</u>	<u>Page(s)</u>
007:	04, 05, 06, 08, 09, 14, 26, 27, 28, 31, 33, 34, 35, 39, 41, 54
015:	32, 33, 34, 38
045:	14, 15, 24, 25, 26, 27, 28, 30, 46, 48, 50, 65, 70, 73
003:	37, 42, 46, 47, 48, 50, 51, 54, 55, 56
002:	01, 06, 11, 14, 20, 33, 37, 42
005:	30, 31
040:	03

F. General Plan Designation: Various, including Low Density Residential, Medium Density Residential, Medium-High Density Residential, Mixed-Use Neighborhood

Core, Community Commercial, Community Commercial and High Density Residential (Transit Corridor), Commercial Services, Manufacturing and Warehousing, Public Facilities and Services and Open Space/Creekside Greenway

- G. Current Zoning:** Various, including R1 (Low Density Residential), R2 (Medium Density Residential), R3 (Medium-High Density Residential), C-1 (Restricted Commercial), C-2 (General Commercial), CN (Neighborhood Commercial), CC (Community Commercial), PMU (Planned Mixed Use), ML (Light Manufacturing), PQ (Public/Quasi-Public Facilities), OS1 (Primary Open Space), and OS2 (Secondary Open Space)

G. Environmental Setting:

The proposed project is located within the City of Chico city limits. Divided into two Phases, Phase I of the proposed project would be located on existing surface streets, within Shasta Union Drainage Assessment District (SUDAD) easements, and use existing facilities that cross natural drainage ways and City parkland. Phase II of the project would be located on existing surface streets and would also potentially require the acquisition of right-of-way from various properties along the proposed alignment.

The bicycle corridor is predominantly flat and generally parallels State Route (SR 99). Land uses within the project corridor include: low and medium density residential, commercial services, community commercial, public facilities and services, manufacturing and warehousing. A portion of the Shasta Union Drainage Assessment District's (SUDAD) channel system generally parallels SR 99 and extends from Eaton Road south to Panama Avenue. In addition, the proposed project connects to existing facilities that cross over Lindo Channel and through Bidwell Park. As part of Phase 2, a proposed clear-span bridge is proposed over Little Chico Creek adjacent to Teichert Ponds.

In addition, portions of the proposed project corridor cross through areas that are part of other roadway and facility improvement projects. Environmental review and documentation, per CEQA requirements, has been conducted and/or approved for those projects. This initial study refers to and incorporates by reference those projects, which include:

- Chico Mall Expansion Initial Study
- Teichert Ponds Restoration Project Initial Study/Mitigated Negative Declaration
- Proposed State Route 32 Widening Project

The above referenced documents are available for review at the City of Chico offices, at 411 Main Street, 2nd Floor, Chico, CA or online at:

http://www.chico.ca.us/planning_services/public_review_documents.asp

H. Project Description: The project includes the following components:

The State Route 99 Corridor Bikeway Project (hereinafter referred to as the SR 99 Bike Path or proposed project) is a long-term bicycle facilities project expected to be developed in two Phases. Phase 1 will be completed within the next 12 months, and Phase 2 is planned for completion within three years, depending on funding. The ultimate bike path alignment is a 6.7-mile long continuous bikeway comprised of a combination of Class I and Class II/Class III

facilities along the SR 99 corridor from Eaton Road at the northern terminus and Southgate Avenue at the southern terminus. These facilities will generally parallel the state route corridor to the greatest extent possible using City surface streets, drainage easements and existing facilities, including City parkland. **Figure 1, Project Location.**

There are three components to the SR 99 Bike Path project: existing Class I and Class II bicycle facilities and proposed Phase 1 and Phase 2 improvements. Phase 1 and Phase 2 components include the construction of Class I bike paths and Class II/III designated bike lanes and routes. Buildout of the SR 99 Bike Path project will be constructed in phases as funding becomes available, with an emphasis on connecting the segments in the center of the urban area and working outwards, northerly and southerly towards the urban limits. **Figure 2, SR 99 Corridor Bikeway.**

The project will also incorporate, where appropriate, pedestrian and bicycle safety devices and features including: lighting, fencing, and controlled crossings such as in-surface (pavement) vehicle warning devices to alert drivers of mid-block bike path crossing as well as bike and pedestrian median refuges.

The proposed SR 99 Bike Path is intended to connect existing bicycle facilities and create safer conditions for cyclists, pedestrians, park users, children accessing school facilities, promote recreation and further develop and link bicycle facilities in the community. By connecting to existing bicycle paths, utilizing existing rights-of-way, and locating the bicycle path within areas already developed for recreational use, the project is designed to minimize the potential for environmental impacts. The proposed project is consistent with the Land Use, Transportation, and Parks, Public Facilities & Services Elements of the City's General Plan as well as the General Plan EIR and *Master Environmental Assessment*. The project is also consistent with the City's Chico Urban Area Bicycle Plan. It will be implemented in a manner that is consistent with the City's *Best Practices Technical Manual* and Municipal Code.

Federal Transportation Improvement Program

The proposed project is identified in the Butte County Association of Government's (BCAG) *2009 Federal Transportation Improvement Program (FTIP)* for Butte County. BCAG is an association of all the local governments within Butte County responsible for development of federal and state transportation plans and programs that secure transportation funding for the region's highways, transit, streets and roads, pedestrian and other transportation system improvements.

BCAG adopted the 2009 FTIP in July 2008, which includes 2009 amendments. The FTIP is a comprehensive listing of Butte County surface transportation projects that receive federal funds, or are subject to a federally required action, or are regionally significant. The FTIP includes a financial plan that demonstrates that programmed projects can be implemented. In addition, all projects included in the FTIP must be consistent with the Regional Transportation Plan (RTP) for Butte County. Refer to **Attachment A**.

Phase 1 of the project is eligible for and programmed in the FTIP for funding by the new American Recovery and Reinvestment Act (ARRA) Statewide Transportation Enhancement (State TE) funds. ARRA funding is part of the economic stimulus package enacted by Congress in February 2009 and is

intended to provide a stimulus to the U.S. economy. State TE funding activities are a means to more creatively and sensitively integrate surface transportation facilities into the surrounding community.

Funding for Phase 2 would be part of Congestion Mitigation and Air Quality (CMAQ); implementation of Phase 2 is also dependent upon additional funding as it becomes available. In 1991, Congress adopted the Intermodal Surface Transportation Efficiency Act (ISTEA), which authorized the CMAQ program. The CMAQ program provides funding for surface transportation and other related projects that contribute to air quality improvements and reduce congestion. The CMAQ program, jointly administered by the FHWA and the Federal Transit Administration (FTA), was reauthorized in 2005 under the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The SAFETEA-LU CMAQ program provides funds to transit agencies to invest in projects that reduce criteria air pollutants. Funding is available for areas that do not meet the National Ambient Air Quality Standards (nonattainment areas) as well as former nonattainment areas that are now in compliance (maintenance areas).

Existing Facilities

Existing facilities along the proposed bike path corridor include Class II bike lanes on Manzanita Avenue, Springfield Drive, Business Lane, Forest Avenue, and Notre Dame Boulevard. Existing Class I bike paths are intermittent along the corridor including facilities between Alba Avenue and Pillsbury Road, across Lindo Channel, through Bidwell Park between Vallombrosa Avenue and East 8th Street, along the SR 99 frontage from Tiechert Pond to Logan's Roadhouse restaurant, and the west and south sides of the Wal-Mart property extending to Forest Avenue. The remaining corridor roadways currently do not have bike facilities.

Phase I Facilities

Moving from the northern terminus of the project to the south, Phase 1 of the SR 99 Bike Path (proposed project) is located along the surface streets and existing drainage facilities adjacent to the SR99 corridor. Proposed Phase 1 facilities are described below. Refer to **Figure 2, SR 99 Corridor Bikeway** for Phase 1 (P1) photo references. Photos are provided in **Attachment B**.

- Class II/III bike lanes (1850 feet) on Silverbell Road (**P1-1**), extending from Eaton Road to the SUDAD channel;
- Class I bike path along the SUDAD ditch (**P1-2**) extending from Silverbell Road to the SUDAD channel and maintenance road adjacent to SR 99; install a crossing (i.e. a clear-span bridge or box culvert) at the SUDAD ditch to provide access to the Class I facility proposed along the SUDAD channel maintenance road;
- Class I bike path along the SUDAD channel maintenance road extending from the SUDAD ditch (**P1-3**) to East Lassen Avenue (3500 feet) (**P1-4**);
- Construct controlled crossing across East Lassen Avenue;
- Class I bike path along the SUDAD channel maintenance road from East Lassen Avenue (P1-5) to Panama Avenue (1400 feet) (**P1-6**) and converting 1200 feet of the drainage ditch to 36-inch storm drain pipe to allow for the full bike path right-of-way width;

- Class II bike lanes on Panama Avenue (**P1-7**) and Tom Polk Avenue (**P1-8**) to East Avenue, looping west to SR 99 and east to a signalized intersection at El Paso Way (1200 feet) (**P1-9**);
- Class II bike lanes extending south of East Avenue on Tom Polk Avenue (**P1-10**), White Avenue and Alba Avenue (800 feet) (**P1-11**) and connecting to the existing Class I bike path (**P1-12**);
- Class II bike lanes on Pillsbury Road (**P1-13, P1-14**) to Cohasset Road (1500 feet) and Class II/ III lanes from Manazanita Avenue (**P1-15**) to the existing facilities at Lindo Channel (1500 feet) (**P1-16, P1-17, P1-18**);
- From existing facilities¹ across Lindo Channel (**P1-19**), a Class II bike lane on East Lindo Avenue (1450 feet);
- Class II/III bike lanes on Neal Dow Avenue (3600 feet) (**P1-20, P-21**);
- Class III bike lanes on Hill View Way, Downing Avenue and Sierra Vista Way (2100 feet) (**P1-22**) and a Class II bike lane on Rey Way (**P1-23**) to Vallombrosa Avenue (1200 feet) (**P1-24**);
- On the west side of SR 99, from the existing facilities at Lindo Channel (**P1-25**), Class II/III bike lanes on Sheridan Avenue (**P1-26, P1-27, P1-28**) to the existing Bidwell Park entrance at Vallombrosa Avenue (6000 feet) (**P1-29**);
- A controlled crossing will be installed at the Sheridan and 1st Street intersection.
- South of Bidwell Park, from the existing access at Fir Street (**P1-30**), Class II bike lanes on Fir Street (**P1-31**) to existing facilities at Little Chico Creek (1200 feet) (**P1-32**);
- South of Little Chico Creek, a Class I bike path along the frontage of SR 99 adjacent to Teichert Ponds (1400 feet) (**P1-33 and P1-34**) and along the southerly property line on the Kohl's parcel extending to Springfield Drive (900 feet) (**P1-35**);
- Class II bike lanes on portions of Forest Avenue at Talbert Drive (500 feet) and in front of Lowes (500 feet);
- Class II bike lanes on portions of Notre Dame Boulevard fronting the Raley's Shopping Center (800 feet) (**P1-36**) and extending south through the Morrow Lane intersection, in front of Payless Building Supply (**P1-37**) and terminating on the north side of the Neighborhood Church property (2200 feet) (**P1-38**).

Phase 2 Facilities

Phase 2 of the proposed project is located similarly along City surface streets. However, portions of the proposed corridor may require the designation of easements and/or right-of-way acquisition and are dependent upon securing future funding. Proposed Phase 2 facilities are described below. Refer to **Figure 2, SR 99 Corridor Bikeway** for Phase 2 (P2) photo references. Photos are provided in **Attachment C**.

¹ The existing low water crossing is located at SR99 and Sheridan Avenue. The existing bridge providing high water crossing is further east, at Downing Avenue.

- Class I bike path on the SUDAD channel (**P2-1**) from Eaton Avenue to the SUDAD ditch (1900 feet);
- Class II bike lanes extending from Panama Avenue on Emilio Way (500 feet) (**P2-2**);
- Class I bike path from the terminus of Emilio Way (**P2-3**) across East Avenue to White Avenue (1100 feet) (**P2-4**), right-of-way would be needed;
- Class II bike lanes on Palmetto Avenue, extending from Neal Dow Avenue to SR 99 (500 feet) (**P2-5**);
- Class I bike path from Palmetto Avenue to Sierra Vista Way (700 feet) adjacent to the Cal Water facility, right-of-way would be needed (**P2-6**);
- Installation of a clear-span bicycle/pedestrian bridge across Little Chico Creek north of Teichert Pond (discussed in more detail below);
- Class I bike path along the SR 99 northbound onramp at East 20th Street (800 feet) (**P2-7, P2-8**), right-of-way would be needed;
- Class II bike lanes extending across East 20th Street to Business Lane (900 feet);
- Class I bike path along SR 99 frontage extending from the southwest property boundary at Wal-Mart to Notre Dame Boulevard (3900 feet) (**P2-9**), right-of-way would be needed;
- Class I bike path (400 feet) and Class II bike lanes (500 feet) on Talbert Drive north of Wittmeier Auto (**P2-10**), right-of-way would be needed;
- Class II bike lanes extending from Forest Avenue between the Butte College Chico Center and Lowes (600 feet) (**P2-11**);
- Class I bike lane fronting SR 99 at the Neighborhood Church property (**P2-12**) extending to the Southgate Avenue/SR 99 intersection (2800 feet) (**P2-13**), right-of-way would be needed.

Little Chico Creek Bridge

Phase 2 of the proposed project includes the installation of a clear-span bicycle/pedestrian bridge across Little Chico Creek north of Teichert Pond. Improvements would be placed outside the ordinary high water mark. The proposed bicycle path would connect to the Class I bike path proposed as part of Phase I as well as the existing bike path undercrossing on the north side of Little Chico Creek. The clear-span bridge would be approximately 130 linear feet across and would be similar in appearance to other City bicycle/pedestrian bridges, such as the one crossing Big Chico Creek in Lower Bidwell Park near Manzanita Avenue (**P2-14**).

Bicycle Facility Definitions

The proposed bicycle path would be constructed according to Caltrans standards, where applicable. The Class I bicycle path would have a minimum right-of-way of 12-feet (8 feet paved and 2 feet of graded shoulder on each side). The proposed path would provide connectivity between the northern city limits to the south end. In turn, the construction of this bicycle path would provide connectivity for to bicycle facilities extending east from Highway 99 along Humboldt Road and traveling to Forest Avenue and Bruce Road. Portions of the proposed bicycle path would provide facilities separate from existing roads for non-motorized use

exclusively, Class I Bike Paths, as well as Class II Bike Lanes and/or Class III Bike Routes, where appropriate. The City of Chico generally uses Caltrans' design standards, as described in Chapter 1000 of the Caltrans Highway Design Manual, dated September 2006. There are cases, however, where the City of Chico design standards may exceed those used by Caltrans.

- **Class I Bike Path.** Provides a completely separated facility designed for the exclusive use of bicycles and pedestrians with minimal cross flows by motorists. Caltrans standards call for Class I bikeways to have a minimum of 8 feet of pavement with 2-foot graded shoulders on either side, for a total right-of-way of 12 feet. These bikeways must also be at least 5 feet from the edge of a paved roadway.
- **Class II Bike Lane.** Provides a restricted right-of-way designated for the exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and cross flows by pedestrians and motorists permitted. Caltrans standards generally require a 4-foot bike lane from face of curb or edge of roadway with a 6-inch white stripe separating the roadway from the bike lane.
- **Class III Bike Route.** Provides a right-of-way designated by signs or permanent markings and shared with pedestrians and motorists. Roadways designated as Class III bike routes should have sufficient width to accommodate motorists, bicyclists, and pedestrians. Other than a street sign, there are no special markings required for a Class III bike route.

Refer to **Attachment D** for typical bicycle facility cross sections.

I. City Standards and Conditions of Approval

The City shall ensure the project adheres to relevant conditions of approval required by City regulations, Standard Mitigation and Monitoring Programs identified in the City's *Best Practices Technical Manual* and the project-specific mitigation measures, as set forth in this document.

Plans, specifications and/or construction contracts for the proposed project shall be consistent with relevant City regulations and standard conditions of approval. The following standards, regulations and conditions of approval are likely to apply to the proposed bicycle path:

- 1) Chico Municipal Code**
 - A. Title 12: Parks and Playgrounds. This section includes provisions for properties designated as city parks and playgrounds including greenways adjoining Little Chico Creek.
 - B. Title 16: Buildings and Construction. This section includes Building, Grading, Floodplain and Tree Preservation Regulations.
 - C. Title 16R: Building Standards. This section adopts the standards of the Uniform Building Code (UBC) and the California Building Code (CBC). Projects must implement appropriate BMPs that shall "safeguard ... life, health, property, safety ... and environment."
 - D. Title 19: Land Use and Development.
- 2) Best Practices Technical Manual**
 - A. Implementation Guide for Project Review:

- Requires compliance with Chico Municipal Code Chapter 1.4 (Environmental Review Guidelines)
- B. Standard Mitigation and Monitoring Program for Air Quality:
 - Requires incorporation of pertinent BMPs during construction activities.
- C. Standard Mitigation and Monitoring Program for Raptor Habitat:
 - Requires compliance with the federal Migratory Bird Treaty Act and state Fish and Game code protecting raptors.
- D. Standard Mitigation and Monitoring Program for Creekside Greenways:
 - Requires relevant management practices for projects proposed near creekside greenways identified in General Plan.
- E. Standard Mitigation and Monitoring Program for Oaks and Other Trees:
 - Regulations for potential impacts to City-owned trees, specifications for tree work and tree protection specifications.
- F. Standard Mitigation and Monitoring Program for Wetlands:
 - Standard includes adherence to all federal, state and regional requirements prior to project approval.
- G. Standard Mitigation and Monitoring Program for Cultural Resources:
 - Sets forth requirements for the protection of general, archaeological and historic cultural resources within the City.
- H. Standard Mitigation and Monitoring Program for Stormwater Management:
 - CASWP and NPDES from Regional Board (if applicable).
 - Standard Conditions: No net increase of volume/rate of runoff, long-term funding for all stormwater facilities and appropriate BMPs to intercept "first flush" contaminants from initial 1/2-inch of each rainfall event.
 - Municipal Code 16R.22: Grading plans and contracts shall include appropriate measures, including sediment control, BMPs, setbacks, runoff control, revegetation, slope stabilization, protection of watercourses and/or disposal of cleared material and fill.

3) **Storm Water Management Program**

In compliance with state and federal water quality regulations, the City has developed a Storm Water Management Program (SWAP). The SWAP was developed in compliance with the Phase II NPDES permitting regulations established by the EPA in 1999. The SWAP consists of six elements: Public Education/Outreach, Public Participation/Involvement, Illicit Discharge Detection and Elimination, Construction Site Stormwater Runoff Control, Post-Construction Stormwater Management and Pollution Prevention/Good Housekeeping (Municipal Operations). The proposed project shall adhere to relevant and practicable standards and regulations identified in the SWAP, including implementation of BMPs and development of a SWPPP.

4) **BMPs (Best Management Practices)**

Implemented, where practicable and relevant, include (but are not limited to):

- Staging Areas: These areas will be located away from sensitive biological resources, habitat, water features, et cetera.

- Watering Construction Sites: To control fugitive dust emissions (which, otherwise, could impact air quality and biological resources).
- Fenced/Cordoned-Off Areas of Biological Sensitivity: To ensure avoidance of intrusion in these areas.
- Employee Education: To illuminate the importance of biological resources within the project area, appropriate avoidance measures and potential penalties for generating impacts to special-status biological resources.
- Erosion, Siltation and/or Stormwater Measures: Shall ensure construction activity and long-term water quality protection.

J. Public Agency Approvals:

1) California Department of Transportation (Caltrans)

Responsible Agency: Per the SAFETEA-LU, Section 6004 – State Assumption of Responsibility for Categorical Exclusions and a Memorandum of Understanding (MOU) between the Federal Highway Administration (FHWA) and Caltrans, the USDOT Secretary, acting by and through the FHWA assigns certain responsibilities to state agencies. Portions of the proposed project are being funded by federal funds, including ARRA and CMAQ. Therefore, this project is subject to NEPA requirements. Caltrans is serving as the District Local Assistance Engineer and is processing a Categorical Exclusion in compliance with the National Environmental Policy Act (NEPA).

2) US Army Corps of Engineers (ACOE)

Responsible Agency: If the proposed project results in the dredging or filling of waters of the US, then a Clean Water Act Section 404 Nationwide Permit (NWP) may be required. There are two locations that may require a NWP. These include the proposed crossing at the SUDAD ditch (Phase 1) and the proposed clear-span bridge at Little Chico Creek (Phase 2).

3) US Fish and Wildlife Service (USFWS)

Responsible Agency: As part of Phase 2, the installation of the clear-span bridge across Little Chico Creek may require concurrence from USFWS that the proposed project's construction activities would not result in impacts to the valley elderberry longhorn beetle.

4) Regional Water Quality Control Board (RWQCB)

Responsible Agency: If the project requires a NWP, then it will also be subject to the Clean Water Act Section 401 Water Quality Certification process.

5) California Department of Fish and Game (DFG)

Trustee Agency: DFG serves as a trustee agency to the fish and wildlife of the state, to designated rare or endangered native plants, and to game refuges, ecological reserves, and other areas administered by the department. DFG is consulted by the CEQA lead agency when a project involves resources under the Department's jurisdiction.

Responsible Agency: As part of Phase 2, the proposed clear-span bridge across Little Chico Creek, would require acquisition of a Streambed Alteration Agreement or a waiver thereof (per Section §1600 of the

California Fish and Game Code). Additionally, the project would require DFG consultation due to the presence of listed species per the California Endangered Species Act (CESA).

5) NOAA National Marine Fisheries Service (NMFS)

Responsible Agency: In the event that project construction or implementation activities would result in impacts to Critical Habitat and Essential Fish Habitat, the project would require a consistency determination/technical assistance Section 7 consultation and Section 9 of the Endangered Species Act.

- K. Applicant:** City of Chico, Capital Project Services Department
411 Main Street, Chico, CA.
- L. Initiated By:** City of Chico, Capital Project Services Department
411 Main Street, Chico, CA
- Contact:** Tracy R. Bettencourt, Senior Planner, Capital Project Services
Department
- Prepared By:** Gallaway Consulting (Consultant)
Kamie Loeser, Senior Planner and Jim McKay, Planner

Figure 1: Location Map

Intentionally

Left

Blank

Figure 2: SR99 Corridor Bikeway (Six – 11X17 Sheets)

Insert Photo Pages

2. Environmental Factors Potentially Affected

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

- | | | |
|--|--|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Hazards/Hazardous Materials | <input type="checkbox"/> Population/Housing |
| <input type="checkbox"/> Air Quality | <input type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Public Services |
| <input checked="" type="checkbox"/> Biological Resources | <input type="checkbox"/> Land Use and Planning | <input type="checkbox"/> Transportation/Circulation |
| <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Noise | <input type="checkbox"/> Utilities |
| <input type="checkbox"/> Geology/Soils | <input type="checkbox"/> Open Space/Recreation | |

3. Planning Director Determination

On the basis of this initial evaluation:

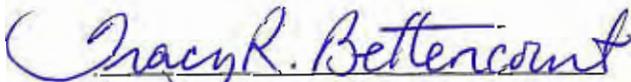
- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

- 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 project proponent. 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 have a potentially significant impact unless mitigated, but at least one effect has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 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, there WILL NOT be a significant effect in this case because all potentially significant effects have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards and have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION including revisions or mitigation measures that are imposed upon the proposed project. No further study is required.


Signature

9/10/09
Date


Printed Name

For Mark Wolfe, Interim Planning Director

4. Evaluation of Environmental Impacts

- Responses to the following questions and related discussion indicate if the proposed project will have or potentially have a significant adverse impact on the environment.
- A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources cited in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g. the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g. the project will not expose sensitive receptors to pollutants based on a project-specific screening analysis).
- All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operation impacts.
- Once it has been determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there is at least one "Potentially Significant Impact" entry when the determination is made an EIR is required.
- Negative Declaration: "Less than Significant with Mitigation Incorporated" applies when the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less than Significant Impact." The initial study will describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section 4, "Earlier Analysis," may be cross-referenced).
- Earlier analyses may be used where, pursuant to tiering, a program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration [Section 155063(c)(3)(D)]. Earlier analyses are discussed in Section 4 at the end of the checklist.
- Initial studies may incorporate references to information sources for potential impacts (e.g. the general plan or zoning ordinances, etc.). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated. A source list attached, and other sources used or individuals contacted are cited in the discussion.
- The explanation of each issue should identify:
 - a) The significance criteria or threshold, if any, used to evaluate each question: and
 - b) The mitigation measure identified, if any, to reduce the impact to less than significant.

A. Aesthetics	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Will the project or its related activities:				
1. Have a substantial adverse effect on a scenic vista, including scenic roadways as defined in the General Plan, or a Federal Wild and Scenic River (Big Chico Creek)?			X	
2. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?			X	
3. Affect lands preserved under a scenic easement or contract?			X	
4. Substantially degrade the existing visual character or quality of the site and its surroundings including the scenic quality of the foothills as addressed in the General Plan?			X	
5. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	

DISCUSSION:

There are no designated scenic highways or wild and scenic rivers in the project area.

As the proposed project is a series of bicycle and pedestrian facilities, it would not introduce substantial light-generating infrastructure to the area. If necessary, the proposed facilities would incorporate lighting to ensure visitor safety and compliance with applicable design standards. As the lighting would be limited in its extent and installed per the city's lighting standards, "spillover" to adjacent parcels would not be expected. Similarly, the proposed project would not incorporate highly reflective materials or vertical facilities that could generate substantial glare.

A Phase II bridge crossing at Little Chico Creek would be constructed according to City standards identified in Titles 12, 16 and 19 of the Municipal Code and the relevant Community Design goals of the General Plan. The proposed facilities would connect to existing bikeways and creek crossings at Big Chico Creek/Bidwell Park and Lindo Channel.

A.1 – A.5: The Phase II bridge crossing would reflect other creek crossings in the City's parks. The proposed project could require the removal of trees or vegetation to ensure proper function of the facilities. For example, trimming may be necessary to provide construction access and to maintain adequate vertical clearance for the bikeways. The project would be required to adhere to the City's replanting requirements, and where applicable, to mitigate potential impacts to trees within the project corridor. Any potential impacts to riparian vegetation would also be required to adhere to DFG mitigation planting requirements per §1600 of the Fish and Game Code (refer to Section C, Biological Resources, of this document for further discussion).

The facilities would be designed pursuant to City standards identified in Chapter 19 of the Municipal Code (Land Use and Development). Adherence to City lighting standards identified in 19.60.050 and 19.66 of the Municipal Code ensures less than significant potential effects generated by light-emitting facilities.

The bridge would be constructed according to City standards identified in Titles 12, 16 and 19 of the Municipal Code and the relevant Community Design goals of the General Plan.

As the proposed project is a bicycle path, it would not introduce substantial light-generating facilities to the area. In addition, the facilities would be designed pursuant to City standards

identified in Chapter 19 of the Municipal Code (Land Use and Development). Adherence to City lighting standards identified in 19.60.050 and 19.66 of the Municipal Code ensures less than significant potential effects generated by new sources of light.

The proposed project would not incorporate highly reflective materials or vertical facilities that could generate substantial glare.

As such, potential aesthetic impacts resulting from the proposed project would occur at levels considered **less than significant**.

MITIGATION: None required.

B. Air Quality	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
<u>Will the project or its related activities:</u>				
1. Conflict with or obstruct implementation of the applicable air quality plans (e.g. Northern Sacramento Valley Air Basin 1994 Air Quality Attainment Plan, Chico Urban Area CO Attainment Plan, and Butte County Air Quality Management District Indirect Source Review Guidelines)?			X	
2. Violate any air quality standard or contribute substantially to an existing or projected air quality violation.			X	
3. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?				X
4. Expose sensitive receptors to substantial pollutant concentrations?			X	
5. Create objectionable odors affecting a substantial number of people?			X	

DISCUSSION:

The Butte County Air Quality Management District (BCAQMD) identifies Butte County as a non-attainment area for three criteria pollutants: ozone (O₃), particulate matter less than 10 microns (PM₁₀) and particulate matter less than 2.5 microns (PM_{2.5}). The attainment designations are based on state and/or federal standards. Ozone is not directly emitted by sources. Rather, it is the product of reactive organic compounds (ROG), nitrogen oxides (NO_x) and atmospheric conditions. Therefore, ROG and NO_x, which are most commonly generated by motor vehicle emissions, are considered O₃ precursors.

Table 1: Air Quality Attainment Status

Criteria Pollutant	Federal Status	State Status
PM ₁₀	Unclassified	<i>Non-Attainment</i>
PM _{2.5}	Unclassified	<i>Non-Attainment</i>
O ₃	<i>Non-Attainment</i>	<i>Non-Attainment</i>

The BCAQMD established action-level thresholds, labeled A, B and C, to assist in evaluating the amount of mitigation a project must implement to successfully reduce potential air quality impacts from indirect sources (*CEQA Air Quality Handbook, Guidelines for Assessing Air Quality Impacts for*

Projects Subject to CEQA Review, January, 2008). According to the BCAQMD Indirect Source Review Guidelines (ISRG), all projects with the potential to increase vehicular activity should implement all appropriate standard mitigation measures (SMM). The BCAQMD has also implemented New Source Review regulations. These review procedures are applicable to stationary sources that are likely to exceed emission thresholds for criteria pollutants. As the project proposes the construction of bikeway facilities, there would be no long-term criteria pollutant emissions anticipated.

Climate change refers to any significant change in measures of climate, such as average temperature, precipitation, or wind patterns over a period of time. Significant changes in global climate patterns have recently been associated with global warming attributed to accumulation of greenhouse gas (GHG) emissions in the atmosphere. The emission of GHGs through the combustion of fossil fuels (i.e., fuels containing carbon) in conjunction with other human activities, appears to be closely associated with global warming (OPR, 2008). The most common GHG generated by human activities is carbon dioxide, followed by methane and nitrous oxide (OPR, 2008).

The City of Chico is in the process of updating its General Plan which will identify policies and criteria that will work toward reducing GHG emissions. Until the adoption of thresholds and significance criteria for GHG emissions and Global Climate Change, the City will continue to implement the AQMD *CEQA Air Quality Handbook* and SMM as well as City General Plan Implementing Policies and Standard Mitigation and Monitoring Programs applicable to proposed projects.

The emissions of criteria pollutants generated by the proposed project would primarily occur during construction activities. As the project will further increase connectivity of the City's bicycle facility network, long-term emissions of criteria pollutants and GHG would not be expected due to the nature of the proposed project.

B.1 – B.5: The proposed project would not create a source of new vehicle traffic, such as a new housing developments or commercial uses. Thus, there would be no vehicle trips added to the local roadways and no long-term air quality impacts (ozone precursors, PM₁₀, GHGs).

The proposed project is expected to improve pedestrian and cycling conditions in the project area. These improved conditions would provide improved access to the city's parks, schools and bicycle network. Increased bicycle and pedestrian commutes within the project area would be expected to reduce the generation of criteria pollutants over pre-project conditions.

Construction-related activities can create temporary increases in fugitive dust and exhaust emissions. Per General Plan Implementing Policy OS-I-8, the City requires the inclusion of dust suppression measures in all grading plans. Furthermore, the Chico General Plan EIR, in accordance with applicable regulations, sets forth mitigation measures that are intended to reduce fugitive dust generated by construction activities. Approval from the Building and Development Services Department is further contingent on adherence to any other appropriate guidelines at the local, state and federal levels, including the CBC as adopted by the Chico Municipal Code.

Construction-related activities may also result in short-term GHG emissions, particularly CO₂ emissions, from the combustion of fuel during construction. However, General Plan Implementing Policy OS-I-9 identifies measures intended to reduce construction-related exhaust emissions.

The proposed project would result in short-term pollutant emissions during construction activities. Due to the limited amount of ground disturbance along the bike corridor, and because the majority of the proposed bike facilities would occur along existing roadways, maintenance access roads and pedestrian paths, the amount of grading necessary would be minimal. The City General Plan

contains implementing policies that encourage the inclusion of dust suppression measures (OS-I-8) and appropriate measures intended to reduce construction-related exhaust emissions (OS-I-9). Grading policies are enforced through the City Municipal Code Grading Ordinance (MC 16.22), which was adopted "to safeguard life, property and the environment from the hazards and effects of grading work performed within the city." The City's *Best Practices Technical Manual* identifies the Standard Mitigation and Monitoring Program for projects that may generate air quality impacts through construction-related exhaust emissions. Construction of the proposed bicycle facilities could result in contributions of PM10 and ozone levels in a non-attainment area. To ensure adequate reduction of potential air quality impacts resulting from construction activities, the City has implemented a standard mitigation and monitoring program for all applicable projects:

To minimize fugitive dust and exhaust emissions during construction activities, the following shall be included in all construction plans and documents for the project:

- a. Water all active construction areas at least twice daily. The frequency should be based on the type of operation, soil conditions, and wind exposure.*
- b. If necessary, apply chemical soil stabilizers to inactive construction areas (disturbed areas that are unused for at least four consecutive days) to control dust emissions. Dust emissions should be controlled at the site for both active and inactive construction areas throughout the entire construction period (including holidays).*
- c. Limit vehicle speeds to 15 mph on unpaved roads.*
- d. Suspend land clearing, grading, earth moving, or excavation activities when wind speeds exceed 20 mph.*
- e. If applicable, apply non-toxic binders (e.g. latex acrylic copolymer) to exposed areas after cut and fill operation and hydroseed the area.*
- f. Cover inactive storage piles.*
- g. Project applicant shall consult with the Butte County Quality Management District about the application of a paved (or dust palliative treated) apron onto the project site.*
- h. Sweep or wash paved streets adjacent to the site where visible silt or mud deposits have accumulated due to construction activities.*
- i. Post a publicly visible sign at the construction site with the name and telephone number of the person to contact regarding dust complaints. This person shall respond and take corrective action within 24 hours. The telephone number of the BCAQMD shall also be visible to ensure compliance with BCAQMD rules 201 and 207 (Nuisance and Fugitive Dust Emissions).*
- j. Prior to final occupancy/use, the applicant shall demonstrate that all ground surfaces are treated sufficiently to minimize fugitive dust emissions. Fugitive dust emissions are considered dust clouds caused by wind, traffic, or other disturbances to exposed ground surfaces.*
- k. Exhaust emissions shall be minimized by maintaining equipment in good repair and proper tune according to the manufacturer's specifications.*
- l. If construction activities occur during smog season (May-October), equipment will not be allowed to idle for long periods of time.*

The standard conditions listed above will be specified in applicable project plans and construction contract requirements. The Building and Development Services Department regularly conducts inspections to verify compliance.

The long-term operation of a bike path would serve to reduce vehicle-related air emissions through increased use of alternative transportation. In addition, an Individual project does not generate sufficient emissions of GHGs to result in a significant impact in the context of the cumulative effects of GHG emissions and global climate change. GHG emissions reductions will be the product of a series of interrelated reduction programs. The projected increase in bicycle and

pedestrian circulation and decrease in motor vehicle traffic generated by the proposed project would further GHG emissions reduction goals.

Children, elderly people, and acutely or chronically ill people are affected more intensely by elevated concentrations of air pollutants. As a result, these populations are considered "sensitive receptors." Construction activities would result in brief periods of elevated pollutant concentrations in the proximity of recreational facilities, residences and area schools. Implementation of Mitigation Measure B.1 pertaining to fugitive dust and exhaust emissions during construction activities would minimize the exposure of sensitive receptors to pollutant concentrations to the maximum extent practicable.

The project is not expected to create significant odors beyond the short-term odors associated with normal construction, paving and striping activities.

Therefore, relative to air quality, the proposed project would result in potential impacts that are considered **less than significant**.

MITIGATION: None required.

C. Biological Resources	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Will the project or its related activities result in:				
1. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species as listed and mapped in the MEA or in other local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?			X	
2. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in the MEA or in other local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service.				X
3. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
4. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			X	
5. Result in the fragmentation of an existing wildlife habitat, such as blue oak woodland or riparian, and an increase in the amount of edge with adjacent habitats.				X
6. Conflict with any local policies or ordinances, protecting biological resources?				X

DISCUSSION:

Great valley mixed riparian habitat occurs on-site around the Teichert Pond's and Little Chico

Creek area. The majority of on-site vegetation consists of native and non-native upland grasses with an overstory of valley oak, Western sycamore, Fremont cottonwood and various ornamental and fruiting trees.

As the proposed facilities would be constructed in the vicinity of Little Chico Creek, Big Chico Creek, Lindo Channel and Comanche Creek, a Natural Environmental Study (NES) was prepared for the proposed project. The NES was prepared by Gallaway Consulting in September 2009.

During preparation of the NES, several data sources were consulted to identify special-status biological resources occurring or potentially occurring within the project area. Data sources included the Chico General Plan, General Plan MEA, General Plan EIR and Best Practices Technical Manual, the California Natural Diversity Database (CNDDDB), USFWS Species Lists and California Native Plant Society (CNPS) lists. A list of recorded occurrences of special-status species was compiled from the CNDDDB data. Biological field surveys were conducted by Gallaway staff to evaluate the project site's physical characteristics. Each potentially occurring special-status species identified during preliminary consultation was then evaluated for its potential to occur within the project site. The following biological resources are identified as occurring, or having at least a moderate potential to occur, within the project site:

Table 2: Potentially Occurring Biological Resources

Resource	Status	Potential
Sensitive Natural Communities		
Great Valley/Oak Riparian Forest		Known to occur along drainage corridors
Invertebrates		
Valley Elderberry Longhorn Beetle	FT	Known to occur along riparian corridors
Fish		
CV Spring-Run Chinook Salmon	FT/ST	Known: Designated critical habitat
CV Steelhead	FT/ST	Known: Designated critical habitat
Amphibians		
Northwestern Pond Turtle	CSC	Known to occur
Reptiles		
Giant Garter Snake	FT/ST	
Birds		
Western Burrowing Owl	CSC	Low: Heavily developed & lack of open fields
Raptors/Migratory Birds	Varies	High: Suitable foraging/nesting habitat
Notes: FT=Federally Threatened; ST=State Threatened; CSC=CA Species of Special Concern		

In addition to the NES, Gallaway Consulting prepared a Draft Delineation of Waters of the United States in 2009 for the proposed project. Approximately 0.866 acres of pre-jurisdictional waters were delineated within the alignments of the proposed facilities. The pre-jurisdictional waters were delineated along the SUDAD drainage facilities, near the northern terminus of the project site, and Little Chico Creek, in the central portion of the project site.

Relative to biological resources, the project is proposed in a regulatory context that includes local, state and federal jurisdictions. The following standards, guidelines and regulations are likely applicable to the proposed project as it pertains to special-status biological resources that may occur in the project area:

Local Regulations

Chico Municipal Code

- Title 16 (Buildings and Construction): Building, Grading, Floodplain and Tree Preservation Regulations.

- Title 16R (Building Standards): Adopts the standards of the Uniform Building Code (UBC) and California Building Code (CBC). Projects must implement appropriate BMPs that shall "safeguard...life, health, property, safety...and environment."

City of Chico Best Practices Technical Manual (BPTM)

- Implementation Guide for Project Review: Requires compliance with Chico Municipal Code Chapter 1.4 (Environmental Review Guidelines)
- Standard Mitigation and Monitoring Program for Air Quality: Requires incorporation of pertinent BMPs during construction activities.
- Standard Mitigation and Monitoring Program for Storm Drain Outfalls, Stream Crossings, or Other Intrusions into a Creek: Requires acquisition of appropriate permits/approvals from the United States Army Corps of Engineers, Regional Water Quality Control Board, and Department of Fish and Game.
- Standard Mitigation Measure Where Removal of Riparian Vegetation Occurs: Requires avoidance of vegetation impacts to the extent feasible and mitigation plantings for unavoidable losses.
- Standard Mitigation and Monitoring Program for Raptor Habitat: Requires compliance with the federal Migratory Bird Treaty Act and California Fish and Game Code for protecting raptors.
- Standard Mitigation and Monitoring Program for Creekside Greenways: Requires relevant BMPs for projects proposed near creekside greenways identified in General Plan.
- Standard Mitigation and Monitoring Program for Oaks and Other Trees: Regulations for potential impacts to City-owned trees, specifications for tree work and tree protection specifications.
- Municipal Code 16R.22: Grading plans and contracts shall include appropriate measures, including sediment control, BMPs, setbacks, runoff control, re-vegetation, slope stabilization, protection of watercourses, disposal of cleared material and fill.
- BMPs: Implemented where practicable and relevant include, but are not limited to:
 - Staging Areas: These areas will be located away from sensitive biological resources, habitat, water features, et cetera.
 - Watering Construction Sites: To control fugitive dust emissions (which, otherwise, could impact air quality and biological resources).
 - Fenced/Cordoned-Off Areas of Biological Sensitivity: To ensure avoidance of intrusion in these areas.
 - Employee Education: To illuminate the importance of biological resources within the project area, appropriate avoidance measures and potential penalties for generating impacts to special-status biological resources.
 - Erosion, Siltation and/or Stormwater Measures: Shall ensure construction activity and long-term water quality protection.

City of Chico General Plan

- General Plan Elements set forth guidelines and policies that inform development processes. The project would be required to obtain all necessary agency approvals and permits and implement appropriate BMPs and design standards, as set forth in the General Plan and identified throughout this study.

City of Chico Storm Water Management Program

In compliance with state and federal water quality regulations, the City has developed a Storm Water Management Program (SWAP). The SWAP was developed in compliance with the Phase II NPDES permitting regulations established by the EPA in 1999. The SWAP consists of six elements: Public Education/Outreach, Public Participation/Involvement, Illicit Discharge Detection and Elimination, Construction Site Stormwater Runoff Control, Post-Construction Stormwater Management and Pollution Prevention/Good Housekeeping (Municipal Operations). The proposed project shall adhere to relevant and practicable standards and regulations identified in the SWAP, including implementation of BMPs and development of a SWPPP.

Public Agency Approvals Potentially Required

California Department of Fish and Game (DFG)

- DFG is consulted by the CEQA lead agency when a project involves resources under the Department's jurisdiction
- The project would likely require acquisition of a Streambed Alteration Agreement or a waiver thereof (per §1600 et seq. of the Fish and Game Code)
- The project may require DFG consultation due to the potential presence of listed species per the California Endangered Species Act (CESA)

United States Army Corps of Engineers (USACE)

- If the proposed improvements would place fill within Waters of the US, a §404 Permit or appending to a Nationwide Permit would be required

Central Valley Regional Water Quality Control Board

- The project may require a Construction Activity Storm Water Permit (CASWP), with an approved Stormwater Pollution Prevention Plan (SWPPP), per Section §402 of the Clean Water Act
- The project would be required to obtain water quality certification, per §401 of the Clean Water Act, if a §404 Permit is required

United States Fish and Wildlife Services

- *Responsible Agency:* The project may require technical assistance or consultation with the USFWS due to the potential for federally listed species to occur within the action area.

NOAA National Marine Fisheries Service (NMFS)

- *Responsible Agency:* The project may require technical assistance or consultation with the NOAA due to the presence of designated critical habitat and the potential for federally listed anadromous fish to occur within several of the city's drainages.

The proposed facilities would connect to existing crossings at Lindo Channel and Big Chico Creek. The existing crossing at Lindo Channel is a dry season bike path immediately east of SR99. The Big Chico Creek crossing is an existing bridge, which spans the creek just west of SR99. The proposed bikeway facilities would tie in to the existing Class I paths extending northward and southward from these two crossings. Therefore, no impacts to Lindo Channel or Big Chico Creek are anticipated.

The central portion of the proposed bicycle path corridor is located within the riparian corridor of Little Chico Creek. The proposed Phase 2 improvements include a clear-span bike path over Little Chico Creek immediately east of SR99. This area is identified as a Great Valley Mixed Riparian Forest, which is a Sensitive Natural Community per California Department of Fish and Game (DFG) guidelines.

Central Valley spring-run Chinook salmon and Central Valley steelhead are found throughout the Sacramento River and its tributaries. NOAA Fisheries spatial distribution data show spring-run Chinook salmon within Mud Creek, Lindo Channel, Big Chico Creek and Butte Creek. Accordingly, these streams are within designated Critical Habitat for this species. In addition to the above-listed streams, Little Chico Creek is identified by NOAA Fisheries as suitable habitat for the Central Valley steelhead. Furthermore, the segment of Little Chico Creek within the project site is within designated Critical Habitat for Central Valley steelhead.

No impacts to Central Valley spring-run Chinook salmon are anticipated because the proposed project would not create intrusions into Lindo Channel or Big Chico Creek. The proposed Phase 2 crossing at Little Chico Creek would be a clear-span structure. No intrusions into the creek or potential steelhead habitat are expected.

The valley elderberry longhorn beetle (VELB) is a federally threatened species. The beetle is commonly found near riparian habitats within the Central Valley. However, this species' range spans the Sierra foothills, and may reach elevations of 2,200 feet. VELB uses elderberry shrubs solely to incubate its larvae. For this reason, elderberry shrubs are considered habitat for this species.

Little Chico Creek is considered a jurisdictional Water of the United States. The term Waters of the United States is an encompassing term that includes "wetlands" and "other waters." Wetlands have been defined for regulatory purposes as follows: *Those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas. Other waters of the United States are seasonal or perennial water bodies, including lakes, stream channels, drainages, ponds, and other surface water features, that exhibit an ordinary high-water mark but lack positive indicators for one or more of the three wetland parameters (i.e. hydrophytic vegetation, hydric soil, and wetland hydrology) (33 CFR 328.4).*

C.1 – C.6:

Special-Status Species: Valley Elderberry Longhorn Beetle

One elderberry shrub exists along the eastern edge of SR 99 near the intersection of Emilio Way and Panama Avenue. The second elderberry tree is located within the SR 99 right-of-way immediately across from the California Highway Patrol office on Humboldt Road. Located in an upland area bordered by SR 99 and a highly developed residential area, these trees lack the proximity of riparian habitat and connectivity to other elderberry shrubs that support VELB. Currently, the elderberry trees are surrounded by private and commercial residences, and are supported by runoff water from SR 99 and neighboring residences. They also have no physical barrier from herbicides and/or pesticides. The proposed Project will not result in any ground disturbing activities near the trees as Class II/III bike path will merely be demarcated on the existing pavement. Due to the isolated nature and the proposed avoidance of the elderberry shrubs, no impacts to VELB are anticipated.

Special-Status Species: Central Valley Spring-run Chinook Salmon

Portions of Big Chico Creek and Lindo Channel are designated as Critical Habitat by NOAA Fisheries for this species. The proposed facilities would connect to existing crossings at these two drainages. Thus, no impacts to this species or designated critical habitat are anticipated.

Riparian

The portion of the proposed project that is located within the vicinity of Little Chico Creek is in a riparian setting that is designated by the DFG as a sensitive natural community and as a Resource Management Area in the MEA. The proposed project, through avoidance of impacts to sensitive natural resources would remain consistent with General Plan Open Space and Environmental

Conservation goals OS-G-6 and OS-G-7, which promote protection of sensitive natural resources. Facilities proposed in the area of riparian vegetation include an asphalt pathway and a clear-span pedestrian/bicycle crossing of Little Chico Creek. The project would construct facilities within the riparian corridor adjacent to Little Chico Creek. Trees and/or vegetation within this riparian setting may be impacted during construction of the proposed Phase 2 facilities. Therefore, the following mitigation measure shall be implemented:

MITIGATION MEASURE C.1 (Biological Resources): Prior to the issuance of a notice to proceed to construction contractors, the DFG shall be consulted pursuant to §1600 et seq. of the California Fish and Game Code for any activities affecting bed, bank or associated riparian vegetation of the stream. If required, the project applicant shall enter into a Streambed Alteration Agreement, coordinate with DFG in developing appropriate mitigation and abide by the conditions of any executed permits.

MITIGATION MONITORING C.1 (Biological Resources): Prior to the commencement of construction activities, city staff will coordinate with the DFG and the consulting biologist to ensure the timely initiation of the above mitigation measure.

Through adherence to Mitigation Measure C.1, the City's Best Practices Technical Manual Standard Mitigation Measure Where Removal of Riparian Vegetation Occurs and all mitigation measures identified in this study, the project would generate potential riparian impacts that are **less than significant with mitigation incorporated**.

Special-Status Species: Central Valley Steelhead

Central Valley steelhead, which is listed at the state and federal levels, is known to occur in several of the city's creek corridors. Portions of Big Chico Creek, Lindo Channel and Little Chico Creek are designated as Critical Habitat by NOAA Fisheries for this species. Similarly, portions of these corridors are identified as Essential Fish Habitat by NOAA Fisheries.

The proposed facilities would connect to existing crossings at Big Chico Creek and Lindo Channel. Phase 2 of the proposed project would construct a clear-span crossing at Little Chico Creek. Based on the current project design, no improvements are expected within potential habitat for this species. If the proposed Little Chico Creek crossing would intrude into potential steelhead habitat, the proposed project would trigger consultation requirements of the ESA. This would coincide with the placement of fill within Waters of the US and the §404 permitting requirements of the USACE. The §7 consultation requirements of the ESA would be initiated by the USACE under these circumstances.

The proposed project is expected to avoid potential impacts to federally listed steelhead and its designated critical habitat. If complete avoidance of impacts is not implemented by the finalized improvement plans, the performance standards of NOAA fisheries would ensure adequate mitigation for potential impacts to this species. This would be ensured through implementation of Mitigation Measure C.2, as identified in this section.

Jurisdictional Waters

The proposed project would construct a clear-span pedestrian/bicycle bridge over Little Chico Creek. The bridge is designed, and will be installed, in a manner that is consistent with Title 16 of the Chico Municipal Code and the UBC and CBC. Through adherence to Title 16 and the UBC/CBC, including implementation of relevant BMPs, the proposed clear-span bridge would avoid direct and indirect impacts to waters of the United States (waters of the US) and waters of the State. Furthermore, as identified in Mitigation Measure C.1, the proposed project would be required to adhere to the §1600 performance standards of the DFG. The proposed facilities near the northern terminus of the project site may require intrusions into the SUDAD ditch, a drainage feature

constructed and maintained by Butte County. As the proposed project would construct facilities in the vicinity of pre-jurisdictional waters, the following mitigation measure shall be implemented:

MITIGATION MEASURE C.2 (Biological Resources): Prior to the issuance of a notice to proceed to construction contractors, the applicant shall ensure compliance with the relevant guidelines of the Clean Water Act. Therefore, the project applicant shall:

- Submit the draft delineation to the USACE for verification
- Acquire all necessary permits and certifications per the Clean Water Act, including §404, §402 and §401
- If necessary, satisfy §7 consultation requirements of the USFWS and/or NOAA Fisheries

MITIGATION MONITORING C.2 (Biological Resources): Prior to the commencement of construction activities, city staff will coordinate with the USACE and RWQCB and the consulting biologist to ensure the timely initiation of the above mitigation measure.

The proposed project would be required to obtain approval from the USACE per the Clean Water Act. As such, the proposed improvements would require either the avoidance of all waters of the US or the acquisition of a §404 permit. All potential impacts to Waters of the US would require mitigation consistent with the USACE "no net loss" policy for both area and function. Therefore, potential impacts to Waters of the US would occur at levels considered **less than significant with mitigation incorporated**.

Raptors and Migratory Birds

Raptors, such as hawks and owls, may nest in the large trees adjacent to the proposed bicycle facilities. The disturbance, removal or destruction of active raptor nests is considered a violation of the California Fish and Game Code Section 3503.5.

The Migratory Bird Treaty Act (MBTA) protects migratory birds, their occupied nests and eggs. The mature trees and riparian habitat in the project area provide nesting habitat for raptors and migratory birds.

Activities, including noise generated by construction equipment, associated with the development of the proposed facilities could negatively affect special-status birds. Therefore, the following mitigation is required:

MITIGATION MEASURE C.3 (Biological Resources): If construction is proposed during the nesting season (February 15th through September 15th), pre-construction survey(s) for raptors shall be conducted by a qualified biologist. The survey(s) shall be conducted within 15 days prior to the onset of construction. The pre-construction survey(s) shall determine if active nests are in the study area. If active nests are found, no construction activities shall take place within 500 feet of the nests until the young have fledged, to be determined by a qualified biologist.

If no active nests are found during the focused survey(s), no further mitigation will be required for nesting raptors or migratory birds.

If construction is proposed during the non-nesting season, no surveys are required.

MITIGATION MONITORING C.3 (Biological Resources): Prior to commencement of construction activities during all phases of the proposed project, city staff will coordinate with the consulting biologist to ensure the timely initiation of the above mitigation measure.

The incorporation of Mitigation Measure C.3 into the project development process would reduce the potential impacts to nesting raptors and migratory birds to levels that are considered **less than significant with mitigation incorporated**.

Implementation of MMC.1 would ensure less than significant potential impacts to riparian habitat and sensitive natural communities. Implementation of MMC.2 would ensure less than significant potential impacts to Waters of the US, water quality and species listed per the state and federal Endangered Species Acts. Implementation of MMC.3 would ensure less than significant potential impacts to special status raptors and migratory birds.

Therefore, relative to environmental factors C.1 through C.6, the proposed project would generate potential impacts considered **less than significant with mitigation incorporated**.

MITIGATION: MMC.1, MMC.2 and MMC.3

D. Cultural Resources	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Will the project or its related activities:				
1. Cause a substantial adverse change in the significance of an historical resource as defined in PRC Section 15064.5?			X	
2. Cause a substantial adverse change in the significance of an archaeological resource pursuant to PRC Section 15064.5?		X		
3. Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?			X	
4. Disturb any human remains, including those interred outside of formal cemeteries?			X	

DISCUSSION:

Chapters IV of the BPM and the BPTM address cultural resources, including archaeological, architectural and historic resources, in the Chico planning area. The level of review required for projects within the city’s jurisdiction varies depending on project-specific conditions. The city has implemented standard mitigation and monitoring programs for newly-discovered cultural resources and/or human remains that could result from new ground disturbances.

Projects subject to CEQA review must conduct an evaluation of potential impacts to cultural resources commensurate with the project site’s archaeological sensitivity. Policy OS-G-26 of the Chico General Plan provides a broad level of cultural resource protection with the statement “Protect archaeological, historic, and paleontologic resources...” Implementing Policy OS-I-50 provides greater specificity with the following requirement: “Require a records search... in areas of high archaeological sensitivity.”

Figure 7-3 of the General Plan identifies the areas of the city that are considered to have high archaeological sensitivity. The proposed improvements would traverse delineated areas high archaeological sensitivity, which are primarily along the city’s drainages. The proposed improvements would connect to existing bikeways where they cross Lindo Channel, Big Chico Creek and Comanche Creek. Most of the proposed class I bike paths would be constructed along existing maintenance roads. Many of the proposed improvements would involve striping and signage along existing roadways. However, the proposed Phase II improvements would likely include a bridge crossing at Little Chico Creek, near Teichert Ponds and Humboldt Road. The proposed improvements in the vicinity of Teichert Ponds and Little Chico Creek would generate the primary disturbances within areas of high archaeological sensitivity. This portion of the project site was analyzed in the Initial Study for the Teichert Ponds Restoration Project (City of Chico, 2009). As part of the environmental review, Peak and Associates, Inc. conducted a record search

and archaeological survey of the Teichert Ponds project site in 2008. In addition to the most recent survey conducted by Peak and Associates, portions of the Teichert Ponds Restoration site have been previously surveyed on numerous occasions since the early 1960s.

Historic property inventories consulted during preparation of this study included the City of Chico *Historic Resources Inventory* (2009) and the state and federal Registers of Historical Resources.

As identified in the Peak and Associates summary report, significant or potentially significant cultural resources have been documented in the action area of the Teichert Ponds Restoration Project. The Initial Study prepared for that project incorporates a series of mitigation measures related to documented and currently unidentified cultural resources within the project site. A portion of the currently proposed bicycle facilities, namely the Phase II crossing at Little Chico Creek, would be constructed within the western portion of the Teichert Ponds Restoration Project site.

It should be noted that the existing record search, archaeological sensitivity maps and historic property database consultations have been utilized in this study in order to satisfy the requirements of the CEQA Guidelines. Per Memoranda of Understanding between the FHWA and Caltrans and the §404 Permit requirements of the USACE, the proposed project will likely be required to demonstrate compliance with the National Historic Preservation Act (NHPA). As a result, the proposed project is likely to require additional analyses and consultations in order to comply with any NHPA standards that are beyond those set forth in the CEQA Guidelines and the BPTM.

The BPTM includes the following standard mitigation and monitoring program for cultural resources as a condition of approval for applicable projects in the city's jurisdiction:

If, during ground disturbing activities, any bones, pottery fragments or other potential cultural resources are encountered, all work shall cease with the area of the find pending an examination of the site and materials by a professional archaeologist. This person will assess the significance of the find and prepare appropriate mitigation measures for review by the Planning Director. All mitigation measures determined by the Planning Director to be appropriate for this project shall be implemented pursuant to the terms of the archaeologist's report.

The above shall be incorporated into construction contracts and documents to ensure contractor knowledge and responsibility for the proper implementation. Should cultural resources be encountered, the supervising contractor shall be responsible for reporting any such findings to the Capital Project Services Division, and a qualified archaeologist will be contacted to conduct meetings with on-site employees and monitor the referenced mitigation measures.

The standard program ensures adherence to applicable cultural resource regulations for all projects, including those that may result in the uncovering of previously unidentified resources.

Projects that inadvertently uncover cultural resources must adhere to the applicable standards of the National Historic Preservation Act, the Antiquities Act the Native American Graves Protection and Repatriation Act and other regulations pertaining to the preservation of cultural resources.

D.1 – D.4: The proposed bikeway alignments are predominantly located within areas that have been previously disturbed by land use improvements, such as the construction of Highway 99, area roadways and various bicycle paths. No significant cultural resources are known to occur within the construction footprint. However, the Teichert Ponds Initial Study identifies significant or potentially significant resources within that project's action area. Furthermore, unknown cultural

resources could be uncovered during grading and other ground disturbing activities throughout project site during both phases of the proposed improvements.

The proposed project would be subject to the following Standard Mitigation and Monitoring Program for Cultural Resources:

Standard Mitigation and Monitoring Program: Pursuant to the City of Chico's Standard Mitigation And Monitoring Program for cultural resources, as identified in Section IV.A and IV.B of the *Best Practices Technical Manual*, a note shall be placed on all construction plans which informs the construction contractor that if any potential archaeological, cultural or paleontological resources are encountered during construction, such as bones or pottery fragments, all work shall cease within the area of the find pending an examination of the site and materials by a professional archaeologist. The archaeologist will assess the significance of the find and prepare appropriate mitigation measures for review by Capital Project Services. All mitigation measures determined by Capital Project Services to be appropriate for this project shall be implemented pursuant to the terms of the archaeologist's report.

Standard Monitoring Program: City staff will verify that the above wording is included in project plans, construction contracts and documents. Should potential resources be encountered, the supervising inspector will be responsible for reporting any such findings to the Capital Project Services, and a qualified archaeologist will be contacted to conduct meetings with on-site employees and monitor the referenced mitigation measures.

Grading and construction activities could unearth previously unidentified human remains. To ensure that potentially significant impacts to newly discovered human remains are avoided, the following Standard Mitigation and Monitoring Program measure would apply:

Standard Mitigation and Monitoring Program: Pursuant to State Health and Safety Code section 7050.5, if human remains are unearthed during construction, the construction contractor must cease work within 100-feet of the discovery and notify the County Coroner. No further disturbance may occur until the Coroner, in consultation with the Native American Heritage Commission, has made the necessary findings as to the origins and disposition pursuant to Public Resource Code §5097.98 and 5097.99 and the Native American Graves Protection and Repatriation Act (NAGPRA). Compliance with the City's Standard Mitigation and Monitoring Program, which ensures compliance with state and federal laws and regulations, ensures potential impacts to newly discovered human remains would be less than significant.

Standard Monitoring Program: City staff will ensure that the above wording is incorporated into project plans and construction contracts and documents.

Upon finalization of the Phase II Little Chico Creek crossing location, any proposed ground disturbances can be evaluated relative to the documented cultural resources in the vicinity of Teichert Ponds. As described in the Biological Resources section of this study, the proposed project will require consultation with the USACE pursuant to the Clean Water Act. A §404 Permit will be required if the proposed facilities will require the placement of fill within Waters of the United States. Furthermore, the proposed project will be required to demonstrate compliance with all applicable Caltrans standard conditions of approval. The performance standards of the USACE and Caltrans, relative to cultural resources, would ensure compliance with §106 of the NHPA.

Phase I of the proposed project would not be expected to generate potential impacts to known cultural resources. The final alignments and site plans for Phase II may result in the placement of improvements near documented cultural resources. Implementation of the Standard Mitigation and Monitoring Programs, as set forth in the *Best Practices Technical Manual* and identified in this Initial Study, would ensure potential impacts to currently unidentified cultural resources/human

remains occur at less than significant levels. Adherence to the applicable performance standards of the USACE and Caltrans, per §106 of the NHPA, would ensure avoidance or mitigation of potential impacts to potentially significant cultural resources documented within the action area. Therefore, the proposed project would generate potential impacts to cultural resources at levels considered **less than significant with mitigation incorporated**.

MITIGATION: None required.

E. Geology /Soils	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
<u>Will the project or its related activities:</u>				
1. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
a. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Div. Of Mines & Geology Special Publication 42)				X
b. Strong seismic ground shaking?			X	
c. Seismic-related ground failure, including liquefaction?			X	
d. Landslides?			X	
2. Result in substantial soil erosion or the loss of topsoil?			X	
3. 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?			X	
4. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?				X
5. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water, or is otherwise not consistent with the Chico Nitrate Action Plan or policies for sewer service control?				X

DISCUSSION:

The proposed project generally parallels the east side of the SR 99 corridor, extending from Eaton Road at the northern terminus to Southgate Avenue at the southern terminus. The Natural Resources Conservation Service (NRCS) identifies the proposed project corridor crossing three soil map units: Almendra Loam, Vina Fine Sandy Loam and Chico Loam. These soils consist of very deep, well drained soils that occur within alluvial fans and floodplains, with slopes from 0 to 1 percent. Similarly, the City's General Plan MEA delineates the project corridor within the Group 2 Soils, which includes: Conejo-Berrendos (ca-BS), Vina-Farwell (VN-Fd), and Honcut (Hu) soil group/associations (MEA Figure 10-2). These soils are characterized as deep, nearly level, moderately well to somewhat excessively drained soils. These soils are also characterized as moderately expansive (MEA Figure 10-3).

According to the City's General Plan Final EIR (GPFEIR), there are no known earthquake faults in the project area. Currently, there are no designated Alquist-Priolo Special Study Zones within the

Planning Area, nor are there any known or inferred active faults. The project site is not located within a foothill area nor is the project site identified in the County or City General Plans as prone to landslides.

Title 16 of the City's Municipal Code establishes building and construction standards to which all applicable projects must adhere. As identified in the Municipal Code, Title 16R codifies the following basic standards:

Table 3: Title 16 Building Standards

Chapter	Title
16R.02	Basic Building Standards
16R.04	Electrical Standards
16R.06	Mechanical Standards
16R.08	Plumbing Standards
16R.10	Sign Standards
16R.22	Grading Standards
16R.37	Floodplain Standards
16R.42	Fire Regulation Standards

Thus, all projects in the City of Chico are required to adhere to the applicable standards of the UBC and the CBC. The project would be required to implement applicable BMPs based on the geologic, seismic and soil characteristics of the project site.

E.1a – E.1d: The proposed project is not located in an Alquist-Priolo Earthquake Fault Zone. There would be **no impact** resulting from the rupture of known faults.

The proposed project would be required to comply with applicable design standards and BMPs, as required by the CBC and Municipal Code. Because the project would be required to adhere to adopted standards, potential impacts associated with seismic ground shaking is **less than significant**.

Unique and unusual geologic features identified in the City's GPFEIR are identified primarily in the foothill area framing the eastern edge of the City's urban area. Liquefaction occurs in areas with shallow groundwater and recently deposited alluvium or poorly compacted fill, characteristics not present on the project site. Thus, the project site is not subject to hazards resulting from liquefaction or landslides. Impacts are **less than significant**.

MITIGATION: None required.

E.2: The project site is not in an area of highly erosive soils. Furthermore, the project would be required to adhere to the applicable standards of the City's Grading Ordinance, as identified in Chapter 16R.22 of the Municipal Code. Potential erosion impacts are considered **less than significant**.

MITIGATION: None required.

E.3: The project is not proposed in an area that is identified as having high landslide, liquefaction, lateral spreading or subsidence risks. Furthermore, the design standards of the UBC and CBC, as adopted by the Municipal Code, set forth BMPs that address these potential soil-related hazards. Impacts are considered **less than significant**.

MITIGATION: None required.

E.4: Most soil groups within the City’s planning area are characterized as moderate to highly expansive. The Safety Element of the City’s General Plan establishes Implementing Policy S-I-5, which states, “Continue requiring all new buildings in the City to be built under the seismic requirements of the Uniform Building Code.” Thus, project approval is contingent on implementation of appropriate BMPs and adherence to applicable regulations and design standards. However, it should be noted that the proposed project would result in bicycle path improvements and does not result in the construction of dwellings or occupied structures. Therefore, “buildings” is the construction of a bike path. Impacts are considered **less than significant**.

MITIGATION: None required.

E.5: The proposed project would result in bicycle path improvements and does not include construction of dwellings, occupied structures or facilities that require the disposal of septic sewerage or other wastewater. Accordingly, the proposed bike path does not require installation of sewer system connections or onsite septic disposal systems. There is **no impact**.

MITIGATION: None required.

F. Hazards /Hazardous Materials	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Will the project or its related activities:				
1. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				X
2. Create a significant hazard to the public or the environment through reasonable foreseeable upset and accident conditions involving the release of hazardous materials into the environment?				X
3. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X
4. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would it create a significant hazard to the public or the environment?			X	
5. For a project located within the airport land use plan, would the project result in a safety hazard for people residing or working in the Study Area?				X
6. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the Study Area?				X
7. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X
8. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				X

DISCUSSION:

The proposed project generally parallels the east side of the SR 99 corridor, extending from Eaton Road at the northern terminus to Southgate Avenue at the southern terminus. The proposed facilities would increase pedestrian and bicycle traffic ; however, vehicular traffic and land uses in the project area would not be impacted by the proposed project.

A search of the Department of Toxic Substances Control's (DTSC) EnviroStor Database identified two Leaking Underground Fuel Tank (LUFT) cleanup sites that are located adjacent to the proposed project alignment. One of these sites, GeoTracker ID#T0600775535, located at the intersection Business Lane has been remediated and is no longer undergoing cleanup. The second site, GeoTracker ID#T0600701763, is the City of Chico's Municipal Services Center, and is currently undergoing cleanup activities. The proposed bike lane in this area is the designation of Class II Bike Lane, which includes striping activities. No disturbance to the ground would occur in this area; therefore, there is no potential for the risk of upset of hazardous materials within or immediately adjacent the project area.

The northern terminus of the proposed facilities would occur at East Eaton Road. This point would be approximately one mile southwest of the Chico Municipal Airport (CMA). The proposed bikeway facilities would not occur within the current or projected 55dB CNEL noise contour for the CMA, as identified in the Airport Land Use Compatibility Plan (ALUCP) prepared by the Butte County Airport Land Use Commission (ALUC, 2000). Portions of the proposed bikeway facilities would be constructed in Land Use Compatibility Zones C and D, as established by the Butte County Airport Land Use Commission for the CMA. Land Use Zone C, identified as Airport Traffic Pattern, includes density requirements of one dwelling unit per five acres or no less than four dwelling units per one acre. The remaining portions of the project corridor is not within the vicinity of any private airstrips.

The proposed project would result in Class I and Class II/III bicycle facilities and pedestrian improvements adjacent to the SR 99 corridor. However, the proposed path improvements would not result in facilities that would emit or handle hazardous materials or substances.

The Chico Fire Department (CFD) serves the incorporated portions of the Planning Area. The Butte County Fire Department and the California Department of Forestry and Fire Protection (CDF) provide fire protection and rescue services in the unincorporated portions of the Planning Area. Mutual aid agreements between the departments result in prompt response times throughout the City's Sphere of Influence. According to the MEA, there is a fire station within seven minutes of all incorporated locations in the Chico urban area.

F.1 – F.2: The construction of bicycle paths and related infrastructure does not involve the use of large amounts of hazardous substances. Construction vehicles and equipment do use small amounts of petroleum products that could accidentally be spilled onto the site. Construction activities are strictly regulated by local, state and federal guidelines, which prevent the accidental release of toxic substances into the environment. The project will be required to adhere to the City Municipal Code, Title 16, Building Standards, which are based on the UBC and require incorporation of BMPs, such as designating staging areas for construction vehicles. The City will also be required to develop a SWPPP and incorporate practicable and relevant BMPs, pursuant to the City's SWAP (refer to Section G, Hydrology and Water Quality, for a complete discussion). Adhering to pertinent regulations during construction activities would reduce potential impacts resulting from the storage, transport, disposal or accidental release of hazardous materials to levels that are considered **less than significant**.

MITIGATION: None required.

F.3 – F.8: The proposed project corridor bisects the City from north to south and would provide access to nearby school facilities throughout the City. However, the project's proximity to existing

or proposed schools is not relevant with regard to hazardous materials, as the bike path would not result in emissions or production of hazardous materials.

As discussed above, the DTSC EnviroStor Database identified two Leaking Underground Fuel Tank (LUFT) cleanup sites that are located adjacent to the proposed project alignment; one which has been remediated and one which is undergoing cleanup. However, no ground disturbance would occur in the areas where cleanup activities are taking place; therefore, there is no potential for the risk of upset of hazardous materials within or immediately adjacent the project area. Portions of the proposed bikeway facilities would be constructed in Land Use Compatibility Zones C and D, as established by the Butte County Airport Land Use Commission for the CMA. Land Use Zone C, identified as Airport Traffic Pattern, includes density requirements of one dwelling unit per five acres or no less than four dwelling units per one acre. However, construction of the bike path facilities would not result in safety hazards to people residing or working in the area due to the proximity of airports. Development of the proposed project would neither hinder the implementation, nor physically interfere with, emergency response or evacuation plans. The project site is located within the urban area of the City of Chico, including residential areas and Highway 99. Therefore, the project would not introduce people or structures to wildland fire hazards compared to pre-project conditions. There would be **no impact**.

MITIGATION: None required.

G. Hydrology/ Water Quality	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
<u>Will the project or its related activities:</u>				
1. Violate water quality standards or waste discharge requirements?			X	
2. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g. the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			X	
3. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?			X	
4. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?			X	
5. 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?			X	
6. Otherwise substantially degrade water quality?			X	
7. Place real property within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X
8. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?			X	
9. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?			X	

G. Hydrology/ Water Quality	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Will the project or its related activities:				
10. Inundation by seiche, tsunami, or mudflow?				X

DISCUSSION:

Phase 2 of the proposed project includes a bridge crossing over Little Chico Creek and would require the construction of facilities adjacent to the northern and southern banks of the creek. The bridge would be a clear-span pedestrian bridge; therefore, require modifications to the creek embankment are not anticipated. The construction of the Class I bike path facilities would result in a slight increase in impervious surfaces. With the exception of the area immediately adjacent to Teichert Ponds and the portions of the bike corridor that will connect to existing facilities (i.e., Lindo Channel, Bidwell Park and the north side of Little Chico Creek), the project site is not located within a flood hazard area. According to the FEMA, Flood Insurance Rate Maps (various panels 06007CXXXX) the Class I Bike Path proposed on the unpaved path/maintenance road along the western edge of Teichert Ponds is located within a special flood hazard area inundated by 100-year flood. Specifically, this area is designated "AE-Base flood elevations determined." The area immediately adjacent to Little Chico Creek is designated as Zone AO, "flood depths of 1 to 3 feet."

G.1 – G.10: The project proposes grading and construction activities that are subject to Central Valley Regional Water Quality Control Board (RWQCB) and City guidelines.

The City's General Plan encourages use of natural drainage techniques and provides policies to ensure provision of adequate drainage facilities. To ensure compliance with the Federal Clean Water Act (CWA) and Phase II of the National Pollution Discharge Elimination System (NPDES) Storm Water Program, the City of Chico has implemented the Storm Water Management Program (SWAP) as approved by the CVRWQCB. The SWAP assists with interpretation and application of the storm water requirements of the CWA. It provides an overall storm water management program, which identifies appropriate actions and Best Management Practices (BMPs) to address water quality problems and regulatory requirements.

Prior to the commencement of grading and construction activities, the City will ensure compliance with the SWAP and NPDES Phase II program, which includes the identification of appropriate BMPs and preparation of a Stormwater Pollution Prevention Plan (SWPPP). Compliance with these regulations provides adequate reduction of potential stormwater impacts. In addition, the project would be subject to City grading standards as identified in Municipal Code Chapter 16R.22.

Design of the project in accordance with the BMPs required for compliance with the NPDES Phase II Program will ensure the impacts related to water quality are less than significant. NPDES compliance and adhering to the appropriate BMPs included in the grading permit would result in **less than significant** impacts to drainage and runoff.

There would be no new sources of groundwater extraction. The slight increase in impervious surface area would not impede groundwater recharge. Water supply impacts would be **less than significant**.

The project would not create structures or facilities that would impede or redirect flood flows. The project would involve improvements to a predominantly previously disturbed and developed area. No significant impacts to safety would occur beyond existing conditions. Additionally, risks associated with inundation by seiche, tsunami, or mudflow would not occur beyond existing conditions. The project would result in **no impact**.

MITIGATION: None required.

H. Land Use and Planning	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
<i>Will the project or its related activities:</i>				
1. General Plan/Specific Plan policies or zoning regulations?			X	
2. Physically divide an established community?				X
3. Conflict with any applicable Resource Management or Resource Conservation Plan?				X
4. Result in substantial conflict with the established character, aesthetics or functioning of the surrounding community?			X	
5. Be a part of a larger project involving a series of cumulative actions?			X	
6. Result in displacement of people or business activity?				X
7. Conversion of viable prime agricultural land and/or land under agricultural contract to non-agricultural use, or substantial conflicts with existing agricultural operations? (Viable agricultural land is defined as land on Class I or Class II agricultural soils of 5 acres or greater, adjacent on no more than one side to existing urban development.)				X

DISCUSSION:

The proposed project would construct bicycle and pedestrian facilities in two phases, traversing much of the city's north-south extent. Therefore, the proposed facilities would be constructed within, and adjacent to, nearly all land use designations and zoning districts.

The Transportation Element and Community Design Element of the Chico General Plan set forth a series of policies pertaining bicycle and pedestrian facilities against which the proposed project can be evaluated:

<u>Transportation Element</u>	<u>Community Design Element</u>
<u>G-1</u> <i>Develop a system of sidewalks & bikeways</i>	G-12 <i>Open up creeks to public view & access</i>
<u>G-2</u> <i>Provide safe & direct pedestrian routes & bikeways</i>	G-13 <i>Extend the amenity value of the creeks</i>
<u>G-6</u> <i>Plan & design pedestrian facilities to meet the needs of disabled persons</i>	G-14 <i>Diminish...barrier effect of creeks...Bridges should be designed for bikes & pedestrians</i>
<u>I-3</u> <i>Make bikeway improvements a funding priority</i>	G-30 <i>Improve the physical linkages to...Bidwell Park through creek crossings, trails... & other bicycle & pedestrian improvements</i>
<u>I-4</u> <i>Implement the bikeway plan</i>	
<u>I-12</u> <i>Increase bicycle safety</i>	

Many of the goals and policies of the Chico General Plan promote improved access and safety conditions for non-motorized transportation and recreation. The proposed project would not conflict with, or be inconsistent with, any Identified General Plan policies, zoning regulations or applicable management plans.

While the proposed project would incorporate a linear extent of several miles, it would not physically divide the community. Rather, the proposed path is intended to increase connectivity while providing a safer environment for non-motorized recreation and transportation.

The proposed project would not result in potential conflicts with any adopted resource management plans or resource conservation plans.

The proposed bikeway improvements would be constructed in two phases, both of which are analyzed in this study.

The proposed project would be linked, directly or indirectly, to a series of city improvements, both planned and currently unidentified. The proposed action is closely related to the development and improvement of bike paths and lanes throughout the Planning Area. These improvements are collectively rooted in a variety of plans, policies and goals. Guiding and implementing policies found throughout the General Plan identify the need to improve existing bicycle facilities and develop new facilities, which will promote connectivity and alternatives to automobiles. Policies in the General Plan, which promote connectivity, increase safety and promote alternatives to automobiles, effectively prevent potentially significant impacts stemming from large-scale automobile use, divisions of the community and related catalysts stemming from continued growth. All future projects borne of these GP policies would undergo separate environmental review in which the unique characteristics of the project, site and subsequent potential impacts would be considered. The proposed project is consistent with City policies identified in the *General Plan*, Municipal Code and Urban Area Bicycle Plan.

The proposed plans for Phase I would not require the acquisition of right of way. Phase II would likely require right of way acquisition per the applicable bikeway design standards and in order to ensure the safe and proper function of the proposed facilities. The conceptual alignments of the Phase II facilities reflect roadway alignments, logical termini and parcel boundaries. The proposed improvements are not expected to affect residences or businesses to a degree that would result in displacement. Construction activities may result in occasional delays for those traveling in the project area.

H.1 – H.7: As an identified component of the 2008 Chico Urban Area Bicycle Plan (CUBP), the proposed facilities will tie in with existing bikeways and increase connectivity to facilities that may be constructed in the future. The proposed project would provide for a more consistent, direct and safe route for cyclists and pedestrians to travel throughout the City and to existing park facilities. Per the CUBP, the proposed project would *provide safe and direct routes for cyclists between and through residential neighborhoods, commercial areas, schools, and other major destinations within the Chico Urban Area.*

The proposed facilities would provide a north-south corridor traversing, and providing increased access to, a series of east-west drainages that can be physical barriers to non-vehicular transportation within the city. Roadway crossings, which are identified in the CUBP as “perceptive barriers,” would be improved with the applicable pedestrian/bicycle safety devices to ensure adherence to the appropriate design standards and to minimize barrier perceptions.

Per City standards, the design of infrastructure, materials and colors shall be visually compatible with the surrounding area and provide an attractive environment. The proposed project would enhance the utility of existing bicycle and pedestrian routes, thereby reducing automobile traffic and increasing community connectivity.

The project site is located in the city limits and predominantly within the boundaries of existing rights of way. The proposed bikeway improvements would not conflict with any adopted resource

management plans or resource conservation plans. Similarly, the proposed project would neither convert, nor cause conflict with, agricultural uses or contracts.

Therefore, relative to land use factors, the proposed project would result in potential impacts at levels considered **less than significant**.

Mitigation: None required.

I. Noise	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Will the project or its related activities:				
1. Exposure of residents in new hotels, motels, apartment houses, and dwellings (other than single-family dwellings) to interior noise levels (CNEL) higher than 45 dBA in any habitable room with windows closed?				X
2. Exposure of sensitive receptors (residential, parks, hospitals, schools) to exterior noise levels of 60 dBA L or higher?			X	
3. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			X	
4. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?				X
5. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
6. For a project located within the airport land use plan, would the project expose people residing or working in the Study Area to excessive noise levels?			X	
7. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the Study Area to excessive noise levels?				X

DISCUSSION:

The Chico General Plan establishes standards related to both noise generation and noise exposure. Noise levels are most commonly expressed in decibels (dB). The General Plan noise levels are expressed in equivalent values, which represent average levels generated over a 24-hour period. Thus, the equivalent values correct for the greater significance of potential impacts generated by nighttime noise compared to daytime noise. The noise standards of the General Plan are based on Community Noise Equivalent (CNEL) and Day-Night Noise Level (Ldn) equivalent values.

Noise generation thresholds are set forth in the General Plan to achieve the city's goals of protecting residents and sensitive receptors from the harmful and annoying effects of exposure to excessive noise. The General Plan also identifies maximum allowable exposure levels for new land uses adjacent to existing noise sources. Noise sensitive land uses such as schools and residences have lower permissible noise exposure levels than other uses such as playgrounds and neighborhood parks.

The city's Noise Ordinance (Municipal Code Chapter 9.38) regulates noise generation within the City of Chico. For example, the ordinance prohibits noise sources on public properties from producing a noise level that exceeds 60dBA (decibels on an A-weighted scale) at 25 feet or more from the source. The ordinance also prohibits new noise sources from increasing noise levels by 15 decibels at 25 feet from the source.

Project contractors would be required to comply with Chapter 9.38 of the Chico Municipal Code, which sets forth the City’s standards for construction-generated noise and limits the hours of construction activities within the City. Additionally, the Chico Municipal Code (§9.38.060) contains a categorical exemption for construction activities as follows:

*The following ... are exempt from the provisions of this chapter:
 Notwithstanding any other provision of this chapter, between the hours of ten a.m. and six p.m. on Sundays and holidays, and seven a.m. and nine p.m. on other days, construction ... shall be subject to one of the following limits:
 No individual device or piece of equipment shall produce a noise level exceeding eighty three (83) dBA at a distance of twenty-five (25) feet from the source.*

The *Maximum Allowable Noise Exposure to Transportation Noise Sources* table in the General Plan Noise Element establishes the following noise level thresholds, based on land use:

Land Use	Outdoor Activity dB Threshold
Residential	60 CNEL/Ldn
Transient Lodging	60 CNEL/Ldn
Hospitals, Nursing Homes	60 CNEL/Ldn
Theaters, Auditoriums, Music Halls	--
Churches, Meeting Halls	60 CNEL/Ldn
Office Buildings	--
Schools, Libraries, Museums	60 CNEL/Ldn
Playgrounds, Neighborhood Parks	70 CNEL/Ldn

The proposed project would not be subject to any interior noise level thresholds, as there would be no residences or occupied structures constructed.

The project site is not within the vicinity of any private airstrips. The northern terminus of the proposed facilities would occur at East Eaton Road. This point would be approximately one mile southwest of the Chico Municipal Airport (CMA). The proposed bikeway facilities would not occur within the current or projected 55dB CNEL noise contour for the CMA, as identified in the Airport Land Use Compatibility Plan (ALUCP) prepared by the Butte County Airport Land Use Commission (ALUC, 2000). Portions of the proposed bikeway facilities would be constructed in Land Use Compatibility Zones C and D, as established by the Butte County Airport Land Use Commission for the CMA. Land Use Zone C, identified as Airport Traffic Pattern, includes density requirements of one dwelling unit per five acres or no less than four dwelling units per one acre. In contrast to Zone C, Land Use Zone D, identified as Other Airport Environs in the ALUCP, does not incorporate specific density requirements.

I.1 – I.7: The project would not result in the construction of dwellings or structures. Thus, interior noise thresholds would not be applicable. The proposed project would not permanently increase ambient noise levels to the extent that adjacent sensitive receptors could be impacted. The nearest private airstrip, Ranchoero Airport, is over three miles west of the SR99 alignment.

The proposed improvements would be expected to result in temporary noise increases during construction activities. The use of equipment during construction is not expected to result in temporary or permanent excessive groundborne vibration or groundborne noise levels. During construction activities, all increases in noise levels in the project vicinity above existing levels would be temporary. Project contractors would be required to comply with Chapter 9.38 of the

Chico Municipal Code, which sets forth the City’s standards for construction-generated noise and limits the hours of construction activities within the City. As such, construction activities would be expected to generate noise at levels below the Chico Municipal Code thresholds.

Users of the proposed bicycle path could be exposed to temporary noise increases at or above 60dB as they travel in the vicinity of SR99. Per Table 9.2-1 of the Chico General Plan, outdoor land uses, such as playgrounds and parks are identified as “feasible” with an outdoor noise exposure up to 70dB and “probably feasible” with levels of 75-80dB. As the project proposes to improve pedestrian and cycling conditions in an area adjacent to SR99, the outdoor noise levels would not be expected to exceed the established exposure thresholds.

The proposed bikeway facilities would not result in permanent noise levels significantly higher than existing ambient levels. Similarly, the proposed project would not result in substantial land use changes over pre-project conditions. As such, the proposed improvements would not subject new users to significant, existing noise levels.

The use of construction equipment during construction of the proposed project is not expected to result in temporary or permanent excessive groundborne vibration or groundborne noise levels.

Some of the proposed improvements would occur within the outermost limits of the ALUCP. The proposed bikeway facilities would not conflict with noise exposure or land use policies of the ALUCP.

Relative to these environmental factors, the proposed project would generate potential noise impacts at levels considered **less than significant**.

MITIGATION: None required.

J. Open Space/ Recreation	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Will the project or its related activities:				
1. Affect lands preserved under an open space contract or easement?			X	
2. Affect an existing or potential community recreation area?			X	
3. 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?			X	
4. 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?				X

DISCUSSION:

J.1 – J.4: The proposed bikeway corridor connects to existing facilities at Lindo Channel and Bidwell Park, which are designated as Creekside Greenway and Park, respectively. The clear-span bridge crossing over Little Chico Creek is proposed as part of Phase 2 of the project and is predominantly located within an area that is designated as *Parks* (P) in the General Plan and within the *Secondary Open Space* (OS2) zoning district. There are no existing open space contracts or easements that would be compromised by the proposed project.

The proposed project extends from Eaton Road at the northern terminus to Southgate Avenue at the southern terminus. The project proposes to connect to existing Class I bike and pedestrian

facilities that cross Lindo Channel, Big Chico Creek in Bidwell Park, and the existing bike path on the north side of Little Chico Creek.

The project proposes connecting to these existing facilities with Class II bike lanes, therefore construction activities would be limited to striping the designated bike lane. In the area of Teichert Ponds, where a Class I bike path (Phase 1) and a clear-span bridge over Little Chico Creek (Phase 2) is proposed, recreationists may experience temporary and minor aesthetic and noise impacts associated with construction activities during their use of this area. Once the project is completed, the area will function in a similar, yet more efficient manner. The conditions for recreation will improve in terms of safety and access once the project is completed.

The proposed project improves access to Bidwell Park, which is an established recreational/park facility. Generally, installation of bicycle paths and other connections do not increase the use of a park, but rather it is the type of recreational facility destination, such as the gymnasium, tennis courts, playground and soccer fields, that creates the motive to travel and ultimately use the park. Therefore, the development of a bicycle path would not increase the use of existing community park facilities in which substantial deterioration of the facility would occur or be accelerated.

Portions of the bikeway would provide an alternate bicycle and pedestrian route, separated from vehicular traffic and thus complete another segment of the *Chico Urban Area Bicycle Plan (CUBP)*. A benefit of the project would be increased connectivity between existing bicycle lanes while providing a safer environment for cyclists and motorists. Thus, the project may result in greater use of existing bicycle lanes and paths. The project is consistent with City policies identified in the General Plan and the CUBP (see the Land Use and Planning, Transportation/Circulation and Mandatory Findings of Significance sections of this document for further discussion).

The proposed bicycle path implements a recreational and circulation facility planned in the General Plan, the BCAG's Federal Transportation Improvement Program (FTIP) and the Chico Urban Area Bicycle Plan. There would be no impact.

Based on the discussions above, potential impacts on open space, easements and community recreation areas are considered **less than significant**.

MITIGATION: None required.

K. Population/ Housing	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
<u>Will the project or its related activities:</u>				
1. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				X
2. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X
3. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X
4. Conflict with General Plan population growth rates for its planning areas in conjunction with other recently approved development?				X

DISCUSSION:

K.1 – K.4: Phase 1 of the proposed project would occur within the existing city limits and would connect to existing bicycle and pedestrian facilities, and use existing surface streets and County easements along the SUDAD system. Phase 2 would also use existing facilities and surface streets, but also requires right-of-way acquisition for proposed Class I bike paths. The project would not induce population growth directly, as it does not propose the construction of residences or similar land uses. The proposed bicycle and pedestrian facility is not an infrastructure improvement (such as sanitary sewers) that could lead to the area being able to support larger populations than under current conditions. No housing units, people or businesses would be temporarily or permanently displaced by the proposed project. The project would not result in access to areas that were once undevelopable due to lack of infrastructure. The project is not considered growth inducing. With regard to housing and population, the project would have **no impact**.

MITIGATION: None required.

L. Public Services

Will the project or its related activities have an effect upon or result in a need for altered governmental services in any of the following areas:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
1. Fire protection?			X	
2. Police protection?			X	
3. Schools?			X	
4. Parks and recreation facilities? (See Section J Open Space/Recreation)			X	
5. Maintenance of public facilities, including roads, canals, etc.?			X	
6. Other government services?			X	

DISCUSSION:

The project corridor is located within the city limits, connects to existing bicycle facilities and uses existing surface streets and County easements. Phase 2 of the project would require acquisition of right-of-way for Class I bike paths. The Chico Fire Department would serve the project corridor and surrounding parcels.

The Chico Police Department (CPD) serves the incorporated portion of the City's planning area. The CPD is responsible for enforcing State laws and City ordinances in the area of the project site.

The project site is located within the Chico Unified School District. The proposed improvements would improve access to area schools including, Neal Dow Elementary, Chapman Elementary, and Marsh Junior High School.

K.1 – K.6: The proposed project would not require additional firefighting equipment nor any additional fire or police personnel. Once completed, the project would likely require routine, yet minimal, maintenance in order to maintain design details. As described in Section H, Land Use and Planning, of this study, the proposed facilities are consistent with both the *Chico Urban Area Bicycle Plan* and the General Plan.

The proposed project would not generate additional demand on public services. Rather the proposed improvements are in response to an existing demand for safe and separate, non-motorized facilities in the project area. The proposed project would not result in a population increase within the project area, nor would it result in altered land uses over pre-project conditions.

No other governmental services are affected by the project. As described in the City’s General Plan Land Use and Transportation Elements, increased bicycle use, connectivity and safety are beneficial objectives that reduce potential impacts caused by population growth and excessive automobile use.

No new residences are proposed with this project. The project would not contribute additional students to the local schools and school impact fees would not be required. There would be no impact to school services.

Therefore, impacts associated with any changes in the demand on public services would be considered **less than significant**.

MITIGATION: None required.

M. Transportation/Circulation	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
<u>Will the project or its related activities:</u>				
1. Traffic volumes which exceed established Level of Service (LOS) standards on roadway segments or at intersections, or which do not meet applicable safety standards? Based on General Plan policies, significant impacts would generally result if traffic exceeded LOS C on residential streets, LOS D on arterial & collector streets/intersections, and (under specific circumstances) LOS E in built-out areas served by transit.				X
2. The absence of bicycleway facilities in the general locations identified in the General Plan, consistent with guidelines in the <i>Chico Urban Area Bicycle Plan</i> , or failure to meet applicable design requirements and safety standards?				X
3. Travel characteristics which are not consistent with standards established in the <i>Butte County Congestion Management Plan</i> (CMP), or other General Plan policies related to Transportation Systems Management (TSM)?				X
4. Substantial impact on existing or proposed public transit systems including rail and air traffic?				X
5. Effects on existing parking facilities or demand for new parking not provided for by the project?			X	
6. Increase traffic hazards to motor vehicles, bicycles, pedestrian or other traffic?			X	
7. A change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?			X	

DISCUSSION:

Highway 99 forms the western boundary of the bikeway corridor. Phase 1 project roadways include: Silverbell Road, Panama Avenue, East Avenue, Tom Polk Avenue, White Avenue, Alba Avenue, Pillsbury Road, Manzanita Avenue, East Lindo Avenue, Neal Dow Avenue, Hill View Way, Downing Avenue, Sierra Vista Way, Rey Way, Sheridan Avenue, Fir Street, Forest Avenue, and Notre Dame Boulevard. Phase 2 project roadways include: Emilio Way, White Avenue, Palmetto Avenue, East 20th Street, Business Lane, Talbert Drive, and Southgate Avenue. Refer to **Figure 2**.

Other major roadways that bisect the project corridor include: Eaton Road, East Lassen Avenue, East Avenue, Cohasset Road, East 5th Avenue, East 1st Avenue, Palmetto Avenue, Vallombrosa

Avenue, East 8th Street, State Route 32, Springfield Drive, East 20th Street, Forest Avenue, Skyway, and Southgate Avenue. In addition, existing Class I bicycle facilities connect to the proposed project including: the Class I bike path that extends from the intersection of Eaton Road and Cohasset Road to Esplanade and East 11th Avenue; the Class I bike path that extends from Alba Avenue to Pillsbury Road; and Class I facilities at Lindo Channel, Bidwell Park, Little Chico Creek, and behind Kohls, Logan's restaurant and Wal-Mart. Existing Class II bicycle facilities that connect to or are a part of the proposed project, include Manzanita Avenue, parallel to Lindo Channel; Springfield Drive, Forest Avenue, Business Lane, and Notre Dame Boulevard. Public transit within the project vicinity is provided by the Butte Regional Transit System (B-line).

As stated previously in the Section H, Land Use and Planning, the project is an identified component of the 2008 *Chico Urban Area Bicycle Plan* (CUBP) and will tie in with the existing City bicycle paths. The CUBP was part of a comprehensive bicycle planning effort that began with the original 1991 Chico Urban Area Bicycle Plan that later became part of the 1995 Chico Urban Area Bicycle Transportation Plan (updated by the Butte County Association of Governments). The City of Chico has updated the Plan in 1998, 2002, and most recently in 2008. The 2008 CUBP is a continued effort by the City of Chico to assess the needs of bicyclists in the community and to assure needed facilities will be provided in the future.

In addition, the proposed project is identified in the Butte County Association of Government's (BCAG) *2009 Federal Transportation Improvement Program* (FTIP) for Butte County. BCAG is responsible for development of federal and state transportation plans and programs that secure transportation funding for the region's highways, transit, streets and roads, pedestrian and other transportation system improvements.

BCAG adopted the 2009 FTIP in July 2008, which includes 2009 amendments. The FTIP is a comprehensive listing of Butte County surface transportation project that receive federal funds, or are subject to a federally required action, or are regionally significant. The FTIP includes a financial plan that demonstrates that programmed projects can be implemented. In addition, all projects included in the FTIP must be consistent with the Regional Transportation Plan (RTP) for Butte County. Refer to **Attachment A**.

M.1 – M.7: The proposed project would provide a combination of Class I bike paths and Class II/III bike lanes and routes, thereby improving the connectivity of facilities throughout the City. The project is an alternative transportation facility. Additionally, by providing separate and improved facilities as well as designated lanes for bicyclists, there will be fewer disruptions in the flow of vehicular traffic along the project corridor. The installation of the proposed facilities is consistent with the County's *Congestion Management Plan* and the City's Transportation Systems Management policies. The proposed project is not expected to require additional services from the B-Line. The project is intended to reduce existing hazards by providing facilities for bicyclists and pedestrians that are currently lacking. These facilities would be constructed pursuant to relevant safety guidelines identified by Caltrans and the City and are intended to improve the existing bicycle network. The project is consistent with the City's General Plan Transportation and Community Design Elements and the CUBP as well as the County's FTIP program and RTP. The project is intended to improve current transportation and circulation conditions, by using funds identified for this purpose and in a manner that is consistent with City policies.

The project does not include any development (housing, commercial, etc.) that would create new vehicular trips, nor increase demand on parking facilities. The proposed improvements are intended to improve bicycle and pedestrian circulation in the city. Lastly, the project would not result in changes to air traffic patterns. The project would result in **no impact** to transportation/circulation factors.

MITIGATION: None required.

N. Utilities	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Will the project or its related activities have an effect upon or result in a need for new systems or substantial alterations to the following utilities:				
1. Water for domestic use and fire protection?				X
2. Natural gas, electricity, telephone or other communications?			X	
3. Exceed the wastewater treatment requirements of the applicable Regional Water Quality Control Board?				X
4. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				X
5. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				X
6. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?				X
7. 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?				X
8. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?				X
9. Comply with federal, state, and local statutes and regulations related to solid waste?				X

DISCUSSION:

N.1 – N.9: The proposed project would not result in the need for new water lines, natural gas, electricity, telephone or other communications in the vicinity. There would be no new wastewater discharges associated with the implementation of this project. The project would not result in increased demands on water treatment facilities. The proposed project does not include uses that require new water services. The project does not propose a land use that would result in increased demands on wastewater treatment or landfill capacity. Therefore, there would be no impact to these utilities. Existing infrastructure is in place to make site-specific electrical connections for necessary safety lighting and bicycle/pedestrian crossing devices.

As described in the Biological Resources, Geology/Soils and Hydrology/Water Quality Sections of this study, potential impacts to water quality and quantity would be avoided by adhering to pertinent local, state and federal guidelines and through the implementation of appropriate BMPs. The City will adhere to the SWAP and grading standards identified in Chico Municipal Code Section 16R.22. The City's Storm Water Management Program (SWAP) implements storm water requirements of the Federal Clean Water Act. It provides an overall storm water management program, which identifies appropriate actions and BMPs. The drainage plan requires adherence to the City's NPDES Phase II Program, including implementation of appropriate BMPs. The project would not result in increased demand on existing stormwater facilities. Adhering to the appropriate federal, state and local guidelines, as identified in this document, would result in the project generating **less than significant** impacts.

MITIGATION: None required.

5. Mandatory Findings of Significance

Pursuant to Section 15382 of the State CEQA Guidelines, a project shall be found to have a significant effect on the environment if any of the following are true:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
A. The project has the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory.			X	
B. The project has possible environmental effects which are individually limited but cumulatively considerable. (Cumulatively considerable means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past, current and probable future projects.			X	
C. The environmental effects of a project will cause substantial adverse effects on human beings, either directly or indirectly.			X	

DISCUSSION:

Section 15065 of the CEQA Guidelines (Guidelines) identifies the circumstances under which a lead agency must prepare an EIR. A lead agency must identify whether, in light of the whole record, a project could have a significant effect on the environment. The following four conditions are the identified EIR catalysts:

1. The project may: Degrade the quality of the environment, Substantially reduce the habitat of a fish/wildlife species, Cause a population to drop below self-sustaining levels, Eliminate a plant/animal community, Reduce the number/restrict the range of endangered, rare or threatened species, or Eliminate important examples of major periods of the state’s history or prehistory.
2. The project may achieve short-term goals while being detrimental towards long-term goals pertaining to environmental quality.
3. The project may result in cumulatively considerable environmental effects despite individual effects that may be less than significant.
4. The project’s environmental effects may result in adverse effects on human beings.

The Guidelines clarify that, if the lead agency has identified adequate mitigation for all potentially significant effects, an EIR is not required simply because the potential effects would be significant in the absence of mitigation.

As the culminating section of an initial study, the Mandatory Findings of Significance must analyze the proposed project within the context of §15065 of the Guidelines. As identified in §15065(a), the analysis must be rooted in “substantial evidence, in light of the whole record.” It is within this context that the following Mandatory Findings of Significance were prepared.

This document was prepared to ensure the continued adherence to full disclosure during

implementation of city-sponsored projects and capital improvements.

5.A – 5.C: The proposed improvements would be required to adhere to the applicable standards of the Chico General Plan, BPTM, Municipal Code and SWMP. Furthermore, the proposed improvements would be required to adhere to the applicable performance standards of the USACE, USFWS, NOAA Fisheries, DFG, RWQCB and SHPO.

Based on the analysis set forth in this document, the proposed project would not generate potentially significant impacts to wildlife species, habitat or cultural resources. Thus, the proposed improvements would result in potential impacts considered less than significant.

Adherence to the requirements of the mitigation measures in this document and the permitting processes of regulatory agencies (as described in the City's Best Practices Technical Manual) there would ensure less than significant cumulative impacts. The proposed bicycle paths are consistent with the City's General Plan, Municipal Code and Chico Urban Area Bicycle Plan. Furthermore, the proposed facilities would be constructed according to City and Caltrans design standards, which ensure safe, proper functioning facilities.

Based on the preceding environmental analysis, through incorporation of the identified mitigation measures and compliance with local, state and federal regulations, as noted in this document, the proposed project would not result in potentially significant cumulative, direct or indirect adverse effects on the environment or human beings.

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Note: The above referenced information is available for public review at the City of Chico Planning Services Department, 411 Main Street, Chico, California or at the identified webpage.