II. EXECUTIVE SUMMARY

A. INTRODUCTION

This executive summary provides a brief description of the proposed project, areas of known controversy, and unresolved issues. The executive summary also identifies which environmental impacts associated the proposed project are significant, what specific mitigation measures have been identified to reduce or avoid each significant impact, and the level of significance of the impact after mitigation. This executive summary is intended as an overview and should be used in conjunction with a thorough reading of the Draft EIR and the Initial Study, which is included in Appendix A of this Draft EIR. The text of this Draft EIR, including figures, tables, and appendices serve as the basis for this executive summary.

B. SUMMARY OF PROPOSED PROJECT

Project Location

The project site is located in the southeast quadrant of the City of Chico in Butte County, California and is comprised of four parcels totaling approximately 313 acres The project site is located along the east and west side of Bruce Road, between E. 20th Street and the Skyway at Assessor Parcel Numbers (APNs) 002-190-041, 018-510-007, 008, and 009. The project site is located adjacent to urban uses on its north side (single and multi-family residential), on its west side (single-family), and on the south (commercial). To the east is private grazing land and open space in Butte County jurisdiction (located in the City's proposed sphere of influence), sloping gently up in elevation to rolling foothill terrain.

Project Description

The project proposes to subdivide the project site into a combination of open space, public right-of-way, park, single-family residential standard lots, single-family residential half-acre lots, multi-family residential, and commercial uses (proposed project). The proposed project consists of the Stonegate Subdivision Vesting Tentative Subdivision Map, and related permits and approvals necessary for implementation of the proposed subdivision. The proposed project includes zone changes and General Plan Amendments to establish Primary Open Space in APN 018-510-008 and 018-510-009 and to reconfigure the Residential and Commercial designations throughout the site. Section III. (Project Description) provides a complete description of the project.

Project Objectives

The objectives of the proposed project are:

- Subdivision of the property into residential, commercial, open space and park lots in a manner that is consistent with the City of Chico's land use plans, policies, and regulations;
- Construction of infrastructure to serve all proposed lots;
- Preserve a significant amount of open space on the site, over 100 acres, so as to retain the areas of highest biological resource value;
- Enhance public access to and protect the integrity of the Butte Creek Diversion Channel and adjacent habitats;
- Create residential neighborhoods in the project that offer a variety of housing types at various densities and price points to help meet the City's housing needs;
- Development of a project that is consistent with City design policies and Design Guidelines Manual;
- Provide commercial centers near major intersections to serve the surrounding residential neighborhoods and greater community; and
- Provide revenue to local businesses during project construction and operation.

C. SUMMARY OF PROJECT ALTERNATIVES

Below is a summary of the alternatives to the proposed project considered in Section VII. (Alternatives) of the DEIR.

Alternative A. No Project Alternative

Under the No Project Alternative, the existing site would remain unchanged and no new development would occur on the project site.

Alternative B. Elimination of RS-20 Lots Alternative

Under Alternative B (ELMINIATION OF RS-20 LOTS), the proposed project would eliminate the proposed RS-20 lots in the southeast portion of the project site, Figure VII.Alts-1. In addition, the Alternative B would eliminate all associated infrastructure associated with these lots. The area previously associated with the RS-20 lots would be added to the open space preserve that is to be setup as part of the project. All other portions of the project would remain the same as the proposed project. This alternative would require the same discretionary approvals as the project.

Under Alternative B, approximately 13 acres of the 20-acre commercial lot (Lot 471) would be shifted to Low Density Residential (R1) development. The approximately 7-acre commercial lot would still be situated at the intersection of Bruce Road and East 20th Street, and the remaining 13 acres (nearest Parkhurst Street and Laredo Way) would be platted out with R1 lots appropriate for single-family residential development. Based on an average gross density of 5 units per acre, the additional 13 acres of R1-zoned property would correspond to approximately 65 homes.

Alternative C. Existing Land Use Designations Alternative

Under Alternative C, the proposed project would not include amendments to the General Plan and Zoning land use designations. The project would be developed under the current General Plan and Zoning land use designations. Under Alternative C, the project would not include any community commercial, as it is not permitted under the existing land use designations. This alternative would retain the open space zoning that conforms to the Butte Creek Diversion Channel corridor (approximately 6 acres), but would not establish a large open space preserve as would the proposed proposed project. Development under Alternative C instead would include more low density residential throughout the project site. Higher-density multifamily would be shifted from the northern portions of the project site along Bruce Road to the southern border adjacent to Skyway. A limited amount of office residential would be permitted at the corners of Bruce Road and East 20th Street. Half-acre suburban residential (RS-20) lots would be developed on the entire area east of the Diversion Channel.

D. AREAS OF KNOWN CONTROVERSY/ISSUES TO BE RESOLVED

Section 15123 of the CEQA Guidelines requires an EIR to identify areas of controversy known to the lead agency, including issues raised by agencies and the public, and issues to be resolved. Environmental concerns raised in letters submitted to the City of Chico in response to the Notice of Preparation (NOP) and comments raised at the EIR scoping meeting included in Appendix B.

- Lead Agencies/Responsible Agencies
- Project Description
- Approvals and Permits Required
- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources
- Geological Resources
- Greenhouse Gas Emissions
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Public Services
- Recreation
- Transportation/Traffic
- Utilities/Service Systems
- Cumulative Impacts
- Alternatives
- Other

Disagreement Among Experts

This Draft EIR contains substantial evidence to support all the conclusions presented herein. It is possible that there will be disagreement among various parties regarding these conclusions, although the City of Chico is not aware of any disputed conclusions at the time of this writing. Both the CEQA Guidelines and case law clearly provide the standards for treating disagreement among experts. Where evidence and opinions conflict on an issue concerning the environment, and the lead agency knows of these controversies in advance, the EIR must acknowledge the controversies, summarize the conflicting opinions of the experts, and include sufficient information to allow the public and decision makers to make an informed judgment about the environmental consequences of the proposed project.

Potentially Controversial Issues

Below is a list of potentially controversial issues that may be raised during the public review and hearing process of this Draft EIR:

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation and Traffic
- Utilities and Service Systems
- Tribal Cultural Resources

It is also possible that evidence will be presented during the 45-day, statutory Draft EIR public review period that may create disagreement. Decision makers would consider this evidence during the public hearing process. In rendering a decision on a project where there is disagreement among experts, the decision makers are not obligated to select the most environmentally preferable viewpoint. Decision makers are vested with the ability to choose whatever viewpoint is preferable and need not resolve a dispute among experts. In their proceedings, decision makers must consider comments received concerning the adequacy of the Draft EIR and address any objections raised in these comments. However, decision makers are not obligated to follow any directives, recommendations, or suggestions presented in comments on the Draft EIR, and can certify the Final EIR without needing to resolve disagreements among experts.

E. PUBLIC REVIEW DRAFT EIR

Upon completion of the Draft EIR, the City of Chico filed a Notice of Completion (NOC) with the State Office of Planning and Research to begin the public review period (Public Resources Code, Section 21161). Concurrent with the NOC, a Notice of Availability of this Draft EIR has been distributed to responsible and trustee agencies, other affected agencies, surrounding cities, and interested parties, as well as all parties requesting a copy of the Draft EIR in accordance with Public Resources Code 21092(b)(3). During the public review period, the Draft EIR, including the technical appendices, is available for review at the City of Chico offices and the Butte County Library, Chico Branch. The address for each location is provided below:

City of Chico
Community Development Department
411 Main Street, 2nd Floor
Chico, CA 95927
Hours: Monday–Friday: 8 a.m. to 5 p.m.

Butte County Library, Chico Branch
1108 Sherman Avenue
Chico, CA 95926
Hours: Tuesday: 10 a.m. to 7 p.m.
Wednesday and Thursday: 11 a.m. to 7 p.m.
Friday: 10 a.m. to 5 p.m.
Saturday: 9 a.m. to 5 p.m.
Sunday: 1 p.m. to 5 p.m.

Agencies, organizations, and interested parties have the opportunity to comment on the Draft EIR during the 45-day public review period. Written comments on this Draft EIR should be addressed to:

Mr. Mike Sawley, Senior Planner
City of Chico
Community Development Department
411 Main Street, 2nd Floor
P.O. Box 3420
Chico, CA 95927
Phone: 530.879.6800
Fax: 530.895.4726
Email: mike.sawley@chicoca.gov

Submittal of electronic comments in Microsoft Word or Adobe PDF format is encouraged. Upon completion of the public review period, written responses to all significant environmental issues raised will be prepared and made available for review by the commenting agencies at least 10 days prior to the public hearing before the Chico Planning Commission on the project, at which the certification of the Final EIR will be considered. Comments received and the responses to comments will be included as part of the record for consideration by decision makers for the project.

D. SUMMARY OF SIGNIFICANT ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Table II-1 summarizes the various significant environmental impacts associated with the proposed project that are analyzed in detail in the Draft EIR. Table II-1 also includes the mitigation measures recommended to reduce or avoid the significant environmental impacts, and identifies the level of impact significance after mitigation. Refer to the Initial Study in Appendix A to the Draft EIR for additional environmental impacts and mitigation measures that were not analyzed in detail in the EIR. Table II-1 is included in the EIR as required by CEQA Guidelines Section 15123(b)(1).

Table II-1
Summary of Significant Environmental Impacts and Mitigation Measures

Significant Environmental Impact	Mitigation Measures	Level of Impact After Mitigation
AIR QUALITY		
Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable State or federal ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	*Mitigation Measure AIR-2A:* *Include basic measures to control dust and exhaust during construction.* During any construction period ground disturbance, the applicant shall ensure that the project contractor implement measures to control dust and exhaust. The contractor shall implement the following best management practices: 1. Reduce the amount of the disturbed area where possible; 2. Use of water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site. An adequate water supply source must be identified. Increased watering frequency would be required whenever wind speeds exceed 15 mph. Reclaimed (non-potable) water should be used whenever possible; 3. All dirt stockpile areas should be sprayed daily as needed, covered, or a District approved alternative method will be used; 4. Permanent dust control measures identified in the approved project revegetation and landscape plans should be implemented as soon as possible following	**Less-than-Significant**

Significant Environmental Impact	Mitigation Measures	Level of Impact After Mitigation
	completion of any soil disturbing activities; 5. Exposed ground areas that will be reworked at dates greater than one month after initial grading should be sown with a fast-germinating non-invasive grass seed and watered until vegetation is established; 6. All disturbed soil areas non-subject to revegetation should be stabilized using approved chemical soil binders, jute netting, or other methods approved in advance by the District; 7. All roadways, driveways, sidewalks, etc. to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used; 8. Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site; 9. All trucks hauling dirt, sand, soil, or other loose materials are to be covered or should maintain at least two feet of fretboard (minimum vertical distances between top of load and top of trailer) in accordance with local regulations; 10. Install wheel washers where vehicles enter and exit unpaved roads onto streets, or wash off trucks and equipment leaving the site; 11. Sweep streets at the end of each day if visible soil	

Significant Environmental Impact	Mitigation Measures	Level of Impact After Mitigation
	material is carried onto adjacent paved roads. Water sweepers with reclaimed water should be used where feasible; and 12. Post a sign in a prominent location visible to the public with the telephone numbers of the contractor and District for any questions or concerns about dust from the project. *Mitigation Measure AIR-2B:* 1. All mobile diesel-powered off-road equipment larger than 25 horsepower and operating on the site for more than two days or 20 hours shall meet, at a minimum, U.S. EPA NO_X emissions standards for Tier 4 engines or equivalent. 2. The project sponsor shall require all architectural coatings during construction containing 50 g/L or less. *Mitigation Measure AIR-2C/GHG-1: The project applicant shall implement the following BCAQMD-recommended operational mitigation measures:* 1. Incorporate outdoor electrical outlets to encourage the use of electric appliances and tools; 2. Provide shade tree planting in parking lots to reduce evaporative emissions from parked vehicles; 3. Utilize green building materials (materials which are resource efficient, recycled, and sustainable) available	

Significant Environmental Impact	Mitigation Measures	Level of Impact After Mitigation
	locally if possible; 4. Final designs shall consider buildings that include roof overhangs that are sufficient to block the high summer sun, but not the lower winter sun, from penetrating south facing windows (passive solar design); 5. Utilize high efficiency gas or solar water heaters; 6. Utilize built-in energy efficient appliances (i.e., Energy Star); 7. Utilize double-paned windows; 8. Utilize low energy street lights (i.e. light-emitting diode); 9. Utilize energy-efficient interior lighting; 10. Utilize low-energy traffic signals (i.e., light-emitting diode); 11. The project shall meet all title 24 requirements, including but not limited to; a. Install door sweeps and weather stripping (if more efficient doors and windows are not available); b. Install energy-reducing programmable thermostats; Use roofing material with a solar reflectance values meeting the EPA/DOE Energy Star rating to reduce summer cooling needs; ; and	

Significant Environmental Impact	Mitigation Measures	Level of Impact After Mitigation
	12. Prior to the recordation of each Final Map, to the extent that cumulative project operational emissions exceed applicable thresholds the project applicant shall participate in an Off-site Mitigation Program coordinated through the Butte County Air Quality Management District (BCAQMD). The project applicant shall utilize a methodology based on the BCAQMD CEQA Handbook with final details to be approved by the BCAQMD and City for calculating the payment to the Off-site Mitigation Program.	
Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	*See Mitigation Measures AIR-2A, AIR-2B and AIR-2C/GHG-1:*	**Less-than-Significant**
Expose sensitive receptors to substantial pollutant concentrations?	*See Mitigation Measures AIR-2A* *Mitigation Measure AIR-4: Selection of equipment during construction to minimize emissions. Such equipment selection would include the following.* 1. All mobile diesel-powered off-road equipment larger than 25 horsepower and operating on the site for more than two days or 20 hours shall meet, at a minimum, U.S. EPA particulate matter emissions standards for Tier 4 engines or equivalent. The construction contractor could use other measures to minimize construction period DPM emission to reduce the predicted cancer risk below the	**Less-than-Significant**

Significant Environmental Impact	Mitigation Measures	Level of Impact After Mitigation
	thresholds. The use of equipment that includes CARB-certified Level 3 Diesel Particulate Filters[1] or alternatively-fueled equipment (i.e., non-diesel) could meet this requirement. Other measures may be the use of added exhaust devices, or a combination of measures, provided that these measures are approved by the City and demonstrated to reduce community risk impacts to less than significant; 2. Implementing a design measure to minimize emissions from on- and off-road equipment associated with the construction phase. This measure should include but not be limited to the following elements: a. Tabulation of on- and off-road construction equipment (type, age, horse-power, engine model year and miles and/or hours of operation); b. Schedule equipment to minimize the amount of large construction equipment operating simultaneously during any given time period; c. Locate staging areas at least 1,000 feet away from sensitive receptors; d. Where feasible, limit the amount of cut and fill to 2,000 cubic yards per day;	

[1] *See http://www.arb.ca.gov/diesel/verdev/vt/cvt.htm*

Significant Environmental Impact	Mitigation Measures	Level of Impact After Mitigation
	e. Where feasible, limit the length of the construction work-day period; and f. Where feasible, phase construction activities; 3. Schedule construction truck trips during non-peak hours to reduce peak hour emissions; 4. Proposed truck routes should be evaluated to define routing patterns with the least impact to residential communities and sensitive receptors and identify these receptors in a truck route map; and 5. Trucks and vehicles should be kept with the engine off when not in use, to reduce vehicle emissions. Signs shall be placed in queuing areas to remind drivers to limit idling to no longer than 5 minutes.	
BIOLOGICAL RESOURCES		
Impacts to Special-Status and Nesting Bird Species	*Mitigation Measure BIO-1A:* Prior to the issuance of a grading permit, the Applicant shall implement the following measures to reduce impacts to nesting birds, including white-tailed kite, grasshopper sparrow, oak titmouse, loggerhead shrike, yellow-billed magpie, Nuttall's woodpecker, and other nesting bird species protected by the MBTA and CFGC. • If ground disturbance or vegetation removal is initiated in the non-breeding season (August 16 through January 31), no pre-construction surveys for nesting birds are required and no adverse impact to nesting birds would result.	**Less-than-Significant**

Significant Environmental Impact	Mitigation Measures	Level of Impact After Mitigation
	• If ground disturbance or removal of vegetation is initiated during the breeding bird season (February 1 through August 15), pre-construction surveys shall be performed by a qualified biologist no more than 14 days prior to commencement of ground disturbing activities to determine the presence and location of nesting bird species within and adjacent to the proposed project footprint. The results of the survey shall be compiled into a report and submitted to the City for review and approval prior implementation of the following measures if nesting birds are present: • If active nests are present, temporary no-work buffers shall be placed around active nests to prevent adverse impacts to nesting birds. Appropriate buffer distance shall be determined by a qualified biologist and is dependent on species and subsequent foraging requirements, legal status of species, surrounding vegetation, and topography. Typical buffer distances vary from 25 feet for common passerines to 500 feet for larger raptors and/or CDFW fully protected species. Work may continue within the buffer area once an active nest becomes inactive due to natural causes (i.e. young fledging the nest, the nest being otherwise depredated, etc.) and no adverse impact to birds would result from the proposed project.	
Impacts to Pallid Bat	*Mitigation Measure BIO-1B:* Prior to the issuance of a grading permit associated with the RS-20 lots east of the Diversion Channel, the Applicant shall implement the	**Less-than-Significant**

Significant Environmental Impact	Mitigation Measures	Level of Impact After Mitigation
	following measures to reduce impacts to pallid bat: • Pre-construction roost assessment survey: A qualified biologist shall conduct a roost assessment survey of trees located within the project site. The survey shall assess use of the trees and cavities for roosting as well as potential presence of bats. If the biologist finds no evidence of bat roosting, no further measures are recommended. The results of the survey shall be compiled into a report and submitted to the City for review and approval prior implementation of the following measures if evidence of bat roosting is present: • Work activities outside the maternity roosting season: If evidence of bat roosting is discovered during the pre-construction roost assessment and construction activities are planned August 1 through February 28 (outside the bat maternity roosting season), a qualified biologist shall implement passive exclusion measures to prevent bats from re-entering the tree cavities. After sufficient time to allow bats to escape and a follow-up survey to determine that bats have vacated the roost, construction activities may continue and impacts to special-status bat species would be avoided. • Work activities during the maternity roosting season: If a pre-construction roost assessment discovers evidence of bat roosting in the trees during the maternity roosting season (March 1 through July 31), and determines maternity roosting bats are present, a no disturbance shall be established	

Significant Environmental Impact	Mitigation Measures	Level of Impact After Mitigation
	around these roost sites until they are determined to be no longer active by the qualified biologist. The size of the no distance buffer shall be determined by the qualified bat biologist in coordination with CDFW and would depend on existing screening around the roost site (such as dense vegetation), the roost type, species present, as well as the type of construction activity which would occur around the roost site.	
Impacts to Western Spadefoot	*Mitigation Measure BIO-1C:* Prior to issuance of a grading permit, the Applicant shall implement the following measures to reduce impacts to western spadefoot: • Prior to initial ground disturbance, a pre-construction presence/absence survey shall be conducted by a qualified biologist using appropriate site-specific methodology (e.g., visual surveys for adult spadefoots during or immediately following the first heavy rains of the fall/winter period). A qualified biologist may also survey aquatic habitat for breeding adults, eggs, and/or larvae. If western spadefoot is not present, impacts to this species would be avoided. The results of the survey shall be compiled into a report and submitted to the City for review and approval prior implementation of the following measures if western spadefoot is present: • If western spadefoots individuals are found within or adjacent to the Study Area, the Applicant shall retain a qualified biologist to consult with CDFW to determine appropriate	**Less-than-Significant**

Significant Environmental Impact	Mitigation Measures	Level of Impact After Mitigation
	mitigation for impacts to western spadefoot habitat and individuals. • In addition to consultation with CDFW, construction activities shall take place during the dry season (generally June 1 through September 30) within two kilometers of aquatic habitats. If construction activities extend into the wet season (generally October 1 through May 31), temporary exclusion fencing shall be installed 100 feet from work areas to prevent western spadefoot from entering construction areas. In addition, the following BMPs shall be implemented during construction: o Escape ramps shall be installed in all trenches or excavations to allow western spadefoot to escape. o Biological monitoring shall be provided by an agency-approved biologist during construction in all areas within two kilometers of aquatic habitats. The biological monitor shall identify, capture, and relocate western spadefoot present in the work area to a pre-approved location, if necessary. o Water quality of western spadefoot habitat shall be maintained through implementation of appropriate erosion-control measures to reduce siltation and contaminated runoff from the project by maintaining vegetation within buffers and/or through the use of hay bales, filter fences, vegetative buffer strips, or other accepted equivalents.	

Significant Environmental Impact	Mitigation Measures	Level of Impact After Mitigation
	• In addition, the proposed project shall be required to mitigate for impacts to 9.35 acres (Direct impacts) and 4.51 acres (Indirect Impacts) of aquatic resources that shall result in the creation, preservation, restoration, or purchase of mitigation bank credits for wetlands (see *Mitigation Measure BIO-4* below).	
Special-Status Vernal Pool Crustaceans	*Mitigation Measure BIO-1D:* Prior to issuance of a grading permit, the Applicant shall implement the following measures to reduce impacts to special-status vernal pool crustaceans: • Unless a protocol-level presence/absence survey prepared by a qualified biologist demonstrates a lesser amount of occupied habitat within the development area, it shall be assumed that the project will result in the loss of 9.35 acres of occupied special-status vernal pool crustacean habitat. If VPFS and/or VPTS are either presumed present or determined by surveys to be present, and avoidance is not feasible, then impacts to their habitat shall be mitigated at a 2:1 ratio (two acres mitigated for every one acre lost) through preservation, restoration, and/or creation of suitable vernal pool crustacean habitat or purchase of vernal pool mitigation bank credits. However, final habitat acreages, mitigation ratios and other project-specific compensatory requirements shall be determined through consultation between USFWS and the Corps as part of the Section 404 permitting process.	**Less-than-Significant**

Significant Environmental Impact	Mitigation Measures	Level of Impact After Mitigation
Impacts to Valley Elderberry Longhorn Beetle	*Mitigation Measure BIO-1E:* Prior to the issuance of improvement plans or grading permits for the extension of utilities from Street A to serve the RS-20 lots located east of the Diversion Channel, the Applicant shall implement the following to avoid impacts to VELB (adapted from USFWS 2017): • Avoidance and Minimization: To the extent feasible, project activities within 165 feet of elderberry shrubs shall be avoided. For all activities that occur within 165 feet of elderberry shrubs, the following measures shall be implemented to ensure that avoidance activities completely avoid impacting elderberry shrub habitat for VELB: o Fencing: All areas to be avoided during project activities shall be fenced and/or flagged near project activity limits. o Avoidance area: Trenching, paving, or similar activities that may damage or kill elderberry shrubs shall have an avoidance area of at least 20 feet from the drip-line of the shrub. o Worker education: A qualified biologist shall provide training for all contractors, work crews, and any onsite personnel on the status of the VELB, its host plant and habitat, the need to avoid damaging the elderberry shrubs, and the possible penalties for non-compliance. o Construction monitoring: A qualified biologist shall monitor the project at appropriate intervals to ensure all avoidance and minimization measures are implemented.	**Less-than-Significant**

Significant Environmental Impact	Mitigation Measures	Level of Impact After Mitigation
	○ Timing: As feasible, all activities that would occur within 165 feet of an elderberry shrub shall be conducted outside of VELB flight season (March - July). ○ Trimming: Trimming of elderberry shrubs shall occur between November and February and shall avoid removing any branches or stems that are ≥ 1 inch in diameter. Measures to address regular and/or large-scale maintenance (trimming) shall be established in consultation with the Service. ○ Chemical Usage: Herbicides shall not be used within the drip-line of an elderberry shrub. Insecticides shall not be used within 98 feet of an elderberry shrub. All chemicals shall be applied using a backpack sprayer or similar direct application method. ○ Mowing: Mechanical weed removal within the drip-line of an elderberry shrub shall be limited to the season when adults are not active (August - February) and shall avoid damaging the elderberry shrub. • Transplanting: Where elderberry shrubs cannot be avoided or indirect impacts nearby will result in the death of stems or entire shrubs, the Applicant shall transplant all elderberry shrubs with stems greater than 1 inch in diameter, where feasible, to protect VELB larvae. In addition, the Applicant shall use the following guidelines when transplanting elderberry shrubs to a USFWS-approved location: ○ Monitor: A qualified biologist shall be on-site for the duration of transplanting activities to ensure compliance with	

Significant Environmental Impact	Mitigation Measures	Level of Impact After Mitigation
	avoidance and minimization measures, in addition to other conservation measures. ○ Exit holes: Exit-hole surveys shall be completed immediately before transplanting. Details of the survey including number of exit holes observed, the GPS location of the plant to be transplanted, and the GPS location of the final position of the transplanted shrub shall be recorded and reported to the Service and to CNDDB. ○ Timing: Elderberry shrubs shall be transplanted while shrubs are dormant (from November through the first two weeks in February) and after shrubs have lost their leaves to reduce shock to the shrub and increase transplantation success. ○ Transplanting Procedure: Transplanting shall follow the most current version of ANSI A300 (Part 6) guidelines for transplanting. ○ Trimming Procedure: Any trimming of elderberry shrubs shall occur between November and February and should minimize removal of branches and/or stems that exceed one (1) inch in diameter.	
Impacts to Butte County Meadowfoam and Shield-bracted Monkeyflower	*Mitigation Measure BIO-2A:* Prior to the issuance of a grading permit, the Applicant shall consult with both the USFWS and the CDFW to obtain authorization for project implementation and develop appropriate type and amount of compensatory mitigation for project impacts to Butte County meadowfoam (BCM) occupied habitat.	**Less-than-Significant**

Significant Environmental Impact	Mitigation Measures	Level of Impact After Mitigation
	To compensate for project impacts to occupied BCM habitat the Applicant shall: (1) Preserve and enhance BCM habitat within the on-site preserve areas pursuant to a habitat mitigation and monitoring plan approved by the USFWS and the CDFW at a minimum 1:1 ratio for temporary impacts (1.0 acres enhanced over pre-project conditions for every one acre of temporarily impacted habitat). Enhancement activities will be detailed in the habitat mitigation and monitoring plan and will include vegetation management for non-native, annual grasses. In addition, in areas not previously documented to support BCM, but which consist of the same mapped soils association, BCM habitat will be created through a site-specific restoration plan to mitigate at a 1.5:1 ratio for permanent impacts (1.5 acres created over pre-project conditions for every one acre of permanently impacted habitat). Because successful creation of the microhabitat required by BCM cannot be guaranteed, a performance bond shall be established prior to restoration activities taking place, to purchase BCM credits at an approved mitigation bank at ratios outlined in (2). Creation of BCM habitat will consist of scraping topsoil to mimic the soil depth suitable for BCM (~4-6 inch depth of soil over bedrock) adjacent to swale habitat. Topsoil from known locations of BCM in the impact area will be salvaged and transplanted to these created areas and observed for three years. Performance will be met only when density of BCM in created habitat matches reference population density in preserved habitat. The success of the on-site preserve for BCM	

Significant Environmental Impact	Mitigation Measures	Level of Impact After Mitigation
	habitat (enhancement and creation) shall be documented with before-and-after protocol-level, floristic, rare plant surveys that compare pre-project baseline BCM acreage and stem counts to post-restoration BCM acreage and stem counts. The plan shall detail methods, locations, and goals for re-locating soils from impacted areas to the preserve, and include contingency measures that address the potential that creation efforts could fall short of stated goals (including a performance bond posted by the Applicant during the restoration period matching the funding required to purchase credits at a 19:1 ratio); or, (2) Preserve habitat for BCM at a 19:1 ratio (19 acres of preservation for every one acre impacted) for direct impacts and at a 5:1 ratio (five acres of preservation for every one acre impacted) for indirect impacts. However, final habitat acreages, mitigation ratios, and other project-specific compensatory requirements for direct and indirect impacts shall be finalized during consultation between USFWS and the Corps as part of the Section 404 permitting process.This compensatory mitigation may include one or a combination of the following options: • Purchase BCM credits from an approved mitigation bank within the service area. The actual fee paid shall be that in effect at the time of payment. • Preserve and enhance BCM habitat at an existing site where long-term protections encumbering the property are currently not in place. This would likely include	

Significant Environmental Impact	Mitigation Measures	Level of Impact After Mitigation
	habitat within the 108 acre on-site open space preserve as well as the adjacent 14.76 acre Doe Mill-Schmidbauer Preserve (APN 018-510-002), which was dedicated to the City by the owner of the Stonegate project in 1989 in anticipation of mitigation requirements for a previous project that did not move forward at that time. This option would require the preparation of a long-term management plan, subject to approval by USFWS and the City, prior to the start of construction, along with an endowment for the long-term management of the property and a USFWS-approved conservation easement to ensure that the population of BCM is protected in perpetuity. Final habitat acreages, mitigation ratios, and other project-specific compensatory requirements shall be determined through consultation between USFWS and the Corps as part of the Section 404 permitting process. The exact cost to purchase preservation credits for project-related impacts shall be determined at the time of purchase. Mitigation credits shall be purchased and/or a conservation area and management plan shall be established prior to any grading or other ground-disturbing activities on the project site. Consultation shall also include requesting a consistency determination from CDFW concerning Butte County meadowfoam.	
Invasive Weeds from Project Development	*Mitigation Measure BIO-2B:* Prior to the issuance of a grading permit, the Applicant shall prepare	**Less-than-Significant**

Significant Environmental Impact	Mitigation Measures	Level of Impact After Mitigation
	a Weed Control Plan for review and approval by the City. Prior to the start of construction activities, the Applicant shall implement a comprehensive, adaptive Weed Control Plan for pre-construction and construction invasive weed abatement. The long-term Weed Control Plan, shall include, but is not limited to, the following: • A pre-construction weed inventory shall be conducted by surveying all areas subject to ground-disturbing activity, including but not limited, to staging areas, access roads, and areas subject to grading. • Weed populations that (1) are rated High or Moderate for negative ecological impact in the California Invasive Plant Database (Cal-IPC) and (2) aid and promote the spread of wildfires (such as cheatgrass, Saharan mustard, and medusa head) shall be mapped and described according to density and area covered. • In areas subject to ground disturbance, weed infestations shall be treated prior to construction according to control methods and practices for invasive weed populations. • The Weed Control Plan shall be updated and utilized for eradication and monitoring post-construction. • Weed control treatments shall include all legally permitted herbicide, manual, and mechanical methods. The application of herbicides shall be in compliance with all state and federal laws and regulations under the prescription of a Pest Control Advisor and implemented by a Licensed	

Significant Environmental Impact	Mitigation Measures	Level of Impact After Mitigation
	Qualified Applicator. • The timing of weed control treatment shall be determined for each plant species in consultation with USFWS with the goal of controlling populations before they start producing seeds. • Surveying and monitoring of the identified and treated populations shall be require at all sites impacted by construction and shall occur annually for years one to five and bi-annually for years six to ten. • During project preconstruction and construction, vehicles and all equipment shall be washed (including wheels, undercarriages, and bumpers) prior to commencing work in off road areas.	
Disturbance to Riparian Habitat	*Mitigation Measure BIO-3A:* Prior to issuance of a grading permit for the RS-20 lots located east of the Diversion Channel, the Applicant shall implement the following measures to reduce impacts to riparian habitat: The Applicant shall restore riparian habitat at a minimum ratio of 1:1 for temporary loss and 3:1 for permanent loss. For the current anticipated temporary loss of riparian habitat, the restoration amount shall be 0.02 acre. Restoration shall occur within the temporarily disturbed area in order to return the temporary impact area to pre-construction conditions. In addition, silt fencing or other appropriate erosion control BMPs shall be installed down grade of construction activities to minimize the transport of sediments. Other water quality	**Less-than-Significant**

Significant Environmental Impact	Mitigation Measures	Level of Impact After Mitigation
	protection measures shall be implemented to reduce impacts to riparian habitat including: • Prior to construction, the contractor shall be required to prepare an Accidental Spill Prevention and Cleanup Plan. This plan shall include required spill control absorbent material, for use beneath stationary equipment, to be present on-site and available at all times. • To minimize fluid leaks during operation, refueling, and maintenance of stationary equipment spill control absorbent material shall be in place underneath this equipment at all times to capture potential leaks. • All stockpiling of construction materials, equipment, and supplies, including storage of chemicals, refueling and maintenance, shall occur outside the Butte Creek diversion channel. No equipment shall be washed where runoff could enter the channel. • All refueling and maintenance of equipment, other than stationary equipment, shall occur outside the channel's top-of-bank. Receptacles containing fuel, oil, or any other substance that may adversely affect aquatic resources shall be stored outside of the channel. Any hazardous chemical spills shall be cleaned immediately. Additionally, the Applicant shall implement MM-BIO 4 below to reduce impacts to wetlands and waters and riparian habitats.	

Significant Environmental Impact	Mitigation Measures	Level of Impact After Mitigation
Disturbance to Other Sensitive Natural Communities	*See Mitigation Measure BIO-3A* and *MM-BIO-4*	**Less-than-Significant**
Have a Substantial Adverse Effect on Federally Protected Wetlands and Waters	*Mitigation Measure BIO-4:* Prior to issuance of any City permits for construction, grading, or other site-disturbing activities, the Applicant shall provide proof to the Chico Community Development Department that all necessary authorizations from the USACE and RWQCB for the discharge of dredged or fill material into the waters of the U.S. identified on the project site have been obtained. Prior to any work affecting the bed or bank of the Butte Creek Diversion Channel, tributaries, or associated riparian areas, the Applicant shall obtain a Lake or Streambed Alteration (LSA) Agreement from the CFW, as required under Section 1602 of the Fish and Game Code. The LSA Agreement shall detail the authorized activities affecting the Butte Creek Diversion Channel, tributaries, and associated riparian areas, and provide specific terms and conditions necessary to protect fish and wildlife resources in the project site. The Applicant shall comply with all requirements of the LSA agreement, including any compensatory mitigation such as replacement of impacted trees. A copy of the fully executed LSA Agreement shall be submitted to the Chico Community Development Department prior to initiation of any work impacting riparian habitats on the project site. To mitigate for the permanent loss of 9.35 acres and temporal impact to 4.51 acres of aquatic resources resulting from the project, the Applicant shall provide a USACE-approved compensatory	**Less-than-Significant**

Significant Environmental Impact	Mitigation Measures	Level of Impact After Mitigation
	mitigation plan for impacts to waters of the U.S. The plan shall provide for replacement of waters of the U.S. at a 3:1 ratio (three acres replaced for every one acre removed), or as required by the USACE. The plan shall describe the specific methods for replacement of impacted waters on site, and provide a monitoring plan, including a reporting schedule and success criteria over a specific amount of time. In the event the USACE determines that compensatory mitigation for impacts to waters of the U.S. cannot be fully accomplished on site, the Applicant may purchase credits at a USACE-approved mitigation bank whose service area includes the project site. The type and amount of credits shall be determined in coordination with the USACE. Proof of the purchase of any required mitigation bank credits shall be provided to the Chico Community Development Department prior to initiation of any work impacting waters of the U.S. on the project site.	
Disturbance of Movement, Migration Corridors, and Nursery Sites	*See Mitigation Measure BIO-4*	**Less-than-Significant**

Significant Environmental Impact	Mitigation Measures	Level of Impact After Mitigation
CULTURAL RESOURCES		
Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5? Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	*Mitigation Measure CULT-2* Prior to the start of grading operations for each phase of the project the Applicant shall provide reasonable notice and site access for a tribal representative to be present at the project site during any ground disturbing activities in areas mapped by the Mechoopda Indian Tribe of Chico Rancheria as High Sensitivity areas. If any archaeological or paleontological deposits are encountered, all soil-disturbing work shall be halted at the location of any discovery until a qualified archaeologist or paleontologist evaluates the significance of the find(s) and prepares a recommendation for further action. If the project site is expanded beyond its current limits, additional cultural resource studies shall be required.	**Less-than-Significant**
GREENHOUSE GAS EMISSIONS		
Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact (1,100 metric tons of CO_2e per year and at least 4.6 metric tons of CO_2e per service population) on the environment?	*Mitigation Measure AIR-2C/GHG-1* The project applicant shall implement the following BCAQMD-recommended operational mitigation measures: 1. Incorporate outdoor electrical outlets to encourage the use of electric appliances and tools; 2. Provide shade tree planting in parking lots to reduce evaporative emissions from parked vehicles; 3. Utilize green building materials (materials which are resource efficient, recycled, and sustainable) available	**Significant and Unavoidable**

Significant Environmental Impact	Mitigation Measures	Level of Impact After Mitigation
	locally if possible; 4. Final designs shall consider buildings that include roof overhangs that are sufficient to block the high summer sun, but not the lower winter sun, from penetrating south facing windows (passive solar design); 5. Utilize high efficiency gas or solar water heaters; 6. Utilize built-in energy efficient appliances (i.e., Energy Star); 7. Utilize double-paned windows; 8. Utilize low energy street lights (i.e. light-emitting diode); 9. Utilize energy-efficient interior lighting; 10. Utilize low-energy traffic signals (i.e., light-emitting diode); 11. The project shall meet all title 24 requirements, including but not limited to: a. Install door sweeps and weather stripping (if more efficient doors and windows are not available); b. Install energy-reducing programmable thermostats; c. Use roofing material with a solar reflectance values meeting the EPA/DOE Energy Star rating to reduce summer cooling needs. 12. Prior to the recordation of each Final Map, to the extent that cumulative project operational emissions exceed applicable thresholds the project applicant shall	

Significant Environmental Impact	Mitigation Measures	Level of Impact After Mitigation
	participate in an Off-site Mitigation Program coordinated through the Butte County Air Quality Management District (BCAQMD). The project applicant shall utilize a methodology based on the BCAQMD CEQA Handbook with final details to be approved by the BCAQMD and City for calculating the payment to the Off-site Mitigation Program.	
Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	*See Mitigation Measure AIR-2C/GHG-1*	**Significant and Unavoidable**
HYDROLOGY AND WATER QUALITY		
Substantial Erosion or Siltation through Alteration of Drainage Patterns	*Mitigation Measure HYDRO-1* Prior to development of the RS-20 lots, the project applicant shall prepare a detailed hydraulic evaluation to determine the potential for improvements within the existing Federal Emergency Management Agency (FEMA) 100-year flood zones and California Department of Water Resources (DWR) 200-year flood zones to result in changes to the extent, depth, and velocity of flood flows. The modeling shall be performed and certified by a professional engineer using the U.S. Army Corp of Engineer's Hydrologic Engineering Center's River Analysis System (HEC-RAS) or similar surface water flow modeling software. The modeling shall include an evaluation of both the on-site and off-site flooding impacts under existing flooding conditions and future flood conditions as a result of developing the RS-20 lots.	**Less-than-Significant**

Significant Environmental Impact	Mitigation Measures	Level of Impact After Mitigation
	Based on the surface water flow modeling, areas of development that could reduce the overflow storage capacity of floodwater near the channel shall be identified. For any of the RS-20 lots improvements that could reduce overflow storage capacity, the project design shall be modified to ensure there is no net decrease in the floodwater storage capacity. This could include balancing the amount of cut and fill materials within the flood zones. Based on the surface water flow modeling, areas of development that could affect the velocity of floodwater along the Butte Creek Diversion Channel shall be identified. For any improvements that would substantially alter the channel flow velocity, the project design for the RS-20 lots shall be modified to reduce potential erosion, siltation, and associated flooding impacts. Modifications to the project design may include, but are not limited to, the following measures. • Alter the location and design of structures and/or fill materials within the FEMA 100-year flood zones or DWR 200-year flood zones. • Install erosion controls systems such as rock protection or erosion resistant vegetation. • Increase the size of proposed culverts. • Install cross-flow culverts for improvements through flood zones. • Improve existing off-site stormwater drainage systems that would receive runoff from the project site.	

Significant Environmental Impact	Mitigation Measures	Level of Impact After Mitigation
	The detailed hydraulic evaluation and, if necessary, proposed changes to the RS-20 lots design, shall be submitted to the City of Chico and any other regulatory agencies that have jurisdiction over the improvements. *Mitigation Measure HYDRO-2* The project applicant shall coordinate levee modification activities (if any) with the California Department of Water Resources and obtain an encroachment permit from the Central Valley Flood Protection Board (CVFPB) prior to commencing project construction activities. As required by the encroachment permit, project construction shall comply with the CVFPB's flood control standards described under Title 23 of the California Code of Regulations and (if applicable) the U.S. Army Corps of Engineers construction standards to ensure that the integrity of the existing flood-control system is properly maintained.	
Increased Flooding through Alteration of Drainage Patterns or Substantial Increases in the Rate or Amount of Surface Runoff	*See Mitigation Measures HYDRO-1 & HYDRO-2*	**Less-than-Significant**
Placing Structures within a 100-year Flood Hazard Area which would Impede or Redirect Flood Flows	*See Mitigation Measures HYDRO-1 & HYDRO-2*	**Less-than-Significant**
Inundation as a Result of the Failure of a Levee or Dam	*See Mitigation Measures HYDRO-1 & HYDRO-2*	**Less-than-Significant**

Significant Environmental Impact	Mitigation Measures	Level of Impact After Mitigation
NOISE		
Commercial Parking Area Noise at Noise-Sensitive Uses	*Mitigation Measure NOISE-2* To satisfy the City of Chico's noise level standards at noise-sensitive uses near commercial lots within the project, commercial parking areas within the project shall be designed such that no residentially-zoned property would have 100 or more parking spaces within 100 feet, unless a solid noise barrier of 6 feet in height is included at the interface of the commercial parking area and the residential property.	**Less-than-Significant**
On-Site Commercial Loading Dock Noise at Noise-Sensitive Uses	*Mitigation Measure NOISE-4* To satisfy the City of Chico's noise level standards at residentially-zoned properties nearest Lots 471, 472 and 474, the future commercial development on these commercial lots shall be designed to locate all loading docks a minimum distance of 125 feet from property lines abutting residentially-zoned properties. Alternatively, a future acoustic study prepared by a qualified professional and based on the specific commercial site design, may be used to demonstrate that a lesser separation would meet the City's noise level standards. Such future acoustic study shall state all assumptions, including specifications for a noise barrier as appropriate, and be subject to review and approval by the Chico Community Development Director.	**Less-than-Significant**
Future Interior Traffic Noise Levels at Proposed Residences	*Mitigation Measure NOISE-7* Should the building facades of the future multi-family residences be	**Less-than-Significant**

Significant Environmental Impact	Mitigation Measures	Level of Impact After Mitigation
	proposed within 90 feet of the centerline of Bruce Road, all upper floor windows of the residential structures located within that setback distance and within line-of-sight of Bruce Road shall be upgraded to STC-32.	
TRANSPORATION AND TRAFFIC		
Impacts to Intersection Operations	*Mitigation Measure TRANSPORTATION-1* *Install a Traffic Signal at Bruce Road / Raley Boulevard (Intersection 13)* The AM and PM peak hour traffic volumes at this intersection were analyzed to determine if a traffic signal would be warranted. According to the California Manual on Uniform Traffic Control Devices (MUTCD), Caltrans 2014, the projected traffic volumes at full project build-out would meet Signal Warrant 3 – Peak Hour Warrant for the AM and PM peak hours. With the implementation of a traffic signal the weekday AM peak hour level of service would improve from LOS F to LOS C, and the PM peak hour level of service would improve from LOS F to LOS D, which would result in a ***less-than-significant*** impact after mitigation. The applicant shall design, fund, and install a traffic signal when signal warrants are met. The City shall be responsible for monitoring traffic conditions at the intersection and notifying the applicant, in writing, when traffic signal installation is required. Following such notification from the City that the traffic signal is required, the signal shall be included on any subsequent subdivision improvement plans for the project, and no new building permits for	**Less-than-Significant**

Significant Environmental Impact	Mitigation Measures	Level of Impact After Mitigation
	traffic-generating uses shall be issued on Lot 472 until the signal has been installed or progress toward installation is substantially underway. To the extent that the applicant qualifies for reimbursement for a portion of the costs associated with this improvement pursuant to provisions of the Chico Municipal Code, the applicant may pursue a Memorandum of Reimbursable Street Facility Costs with the City. *Mitigation Measure TRANSPORTATION-2* *Install a Traffic Signal at Skyway / Forest Avenue (Intersection 17)* The PM peak hour traffic volumes at this intersection were analyzed to determine if a traffic signal would be warranted. According to the California Manual on Uniform Traffic Control Devices (MUTCD), Caltrans 2014, the projected traffic volumes meet Signal Warrant 3 – Peak Hour Warrant for the PM peak hour. With the implementation of a traffic signal the weekday PM peak hour level of service would improve from LOS F to LOS A, which would result in a ***less-than-significant*** impact. The applicant shall design, fund, and install a traffic signal when signal warrants are met. The City shall be responsible for monitoring traffic conditions at the intersection and notifying the applicant, in writing, when traffic signal installation is required. Following such notification from the City that the traffic signal is required, the signal shall be included on any subsequent subdivision improvement plans for the project, and no new building permits for traffic-generating uses shall be issued on Lot 472 until the signal has been installed or progress toward installation is substantially	

Significant Environmental Impact	Mitigation Measures	Level of Impact After Mitigation
	underway. To the extent that the applicant qualifies for reimbursement for the costs associated with this improvement pursuant to provisions of the Chico Municipal Code, the applicant may pursue a Memorandum of Reimbursable Street Facility Costs with the City.	
Impacts to Bicycle Facilities	*Mitigation Measure TRANSPORTATION-3* *Add Bike Lanes or Path Along Skyway* Subdivision improvement plans for the RS-20 lots located along Potter Road (Phases 11 and/or 12), shall include the provision of bike lanes or path connection along Skyway between Potter Road and existing facilities near Bruce Road. Since the existing Skyway bridge crossing over the Butte Creek Diversion Channel is too narrow to accommodate any additional bicycle or pedestrian facilities, a new bridge crossing will be needed to fulfill this mitigation. Any additional public right-of-way needed to accommodate this connection shall be dedicated by the developer. Final design details for the connection required by this mitigation shall be subject to review and approval by the Public Works Director.	
Impacts to Pedestrian Facilities	*Mitigation Measure TRANSPORTATION-4* *Add Sidewalk or Path Along Skyway* Subdivision improvement plans for the RS-20 lots located along Potter Road (Phases 11 and/or 12), shall include the provision of sidewalk or path connection along Skyway between Potter Road and facilities located near Bruce Road. Since the existing Skyway bridge crossing over the Butte Creek Diversion Channel is too narrow to	**Less-than-Significant**

Significant Environmental Impact	Mitigation Measures	Level of Impact After Mitigation
	accommodate any additional bicycle or pedestrian facilities, a new bridge crossing will be needed to fulfill this mitigation. Any additional public right-of-way needed to accommodate this connection shall be dedicated by the developer. Final design details for the connection required by this mitigation shall be subject to review and approval by the Public Works Director. Implementation of this pedestrian facility would provide adequate pedestrian access for the RS-20 lots; therefore, this impact would be reduced to a ***less-than-significant*** level.	
Impacts to Transit Facilities	*Mitigation Measure TRANSPORTATION-5* *Transit Stops and Routes* Prior to City approval of each set of detailed subdivision improvement plans, the applicant shall coordinate with local public transit providers to determine a suitable transit service concept for the project site that does not substantially alter existing public transit operations and is consistent with relevant service standards and new service warrants. Potential transit service modifications include a new route or route extension along Bruce Road between E 20th Street and Skyway (consistent with the BCAG Transit and Non-Motorized Plan) and the installation of bus stops internal to the project site. Bus stops should be installed at locations within close proximity to key pedestrian routes (e.g. the Bruce Road / Webster Drive and Skyway / Potter Road intersections). Implementation of this mitigation measure would provide adequate access to transit service, therefore, this impact would be reduced to a ***less-than-***	**Less-than-Significant**

Significant Environmental Impact	Mitigation Measures	Level of Impact After Mitigation
	significant level.	
Impacts to Cumulative Intersection Operations	*See Mitigation Measures TRANSPORTATION-1 and TRANSPORTATION-2* *Mitigation Measure TRANSPORTATION-6:* *Install a Traffic Signal at Bruce Road / Raley Boulevard (Intersection 13)* The AM and PM peak hour traffic volumes at this intersection were analyzed to determine if a traffic signal would be warranted. According to the California Manual on Uniform Traffic Control Devices (MUTCD), Caltrans 2014, the projected traffic volumes at full project build-out would meet Signal Warrant 3 – Peak Hour Warrant for the AM and PM peak hours. With the implementation of a traffic signal the weekday AM peak hour level of service would improve from LOS F to LOS C, and the PM peak hour level of service would improve from LOS F to LOS E, which would result in a ***less-than-significant*** impact after mitigation. *Mitigation Measure TRANSPORTATION-7:* *Install a Traffic Signal at Skyway / Forest (Intersection 17)* AM and PM peak hour traffic volumes at this intersection were analyzed to determine if a traffic signal would be warranted. According to the California Manual on Uniform Traffic Control Devices (MUTCD), Caltrans 2014, the projected traffic volumes meet Signal Warrant 3 – Peak Hour Warrant for both peak hours. With the implementation of a traffic signal the weekday AM and PM peak hour level of service would improve from LOS F to LOS B,	**Less-than-Significant**

Significant Environmental Impact	Mitigation Measures	Level of Impact After Mitigation
	which would result in a ***less-than-significant*** impact after mitigation.	
Cumulative impacts from the project on bicycle facilities, pedestrian facilities and transit facilities	*See Mitigation Measures TRANSPORTATION-3, TRANSPORTATION-4, TRANSPORTATION-5*	**Less-than-Significant**
UTILITIES AND SERVICE SYSTEM		
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?	*See Mitigation Measures HYDRO-1 & HYDRO-2*	**Less-than-Significant**
TRIBAL CULTURAL RESOURCES		
Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	*See Mitigation Measures CULT-2*	**Less-than-Significant**

Significant Environmental Impact	Mitigation Measures	Level of Impact After Mitigation
A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the new resource to a California Native American tribe.	*See Mitigation Measures CULT-2*	**Less-than-Significant**