	<p>INITIAL STUDY/ MITIGATED NEGATIVE DECLARATION EA2014-0001 (New York House Road over Dry Creek Bridge Replacement Project)</p>
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Project Title: EA 2014-0001, New York House Road over Dry Creek Bridge Replacement Project

Lead Agency Name and Address: Yuba County Community Development and Services Agency
Planning Department
915 8th Street, Suite 123
Marysville, CA 95901

Project Location: New York House Road Bridge, community of Brownsville, 0.5 miles northeast of the intersection of Frenchtown Road and New York House Road.

Project Sponsor's/Owner's Name and Address: Project Sponsor:
Yuba County Public Works Department
915 8th Street, Suite 125
Marysville, CA 95901
Attn: Ken Godleski

Contact Person: Kevin Perkins, Associate Planner

Phone Number: (530) 749-5470

Date Prepared: February 2014

Project Description

Yuba County's Public Works Department seeks environmental approval for the New York House Road over Dry Creek Bridge Replacement Project. The proposed project is located within the rural community of Brownsville which is located approximately 25 miles northeast of the city of Marysville in the northeastern unincorporated area of Yuba County.

The County is proposing to improve public safety by replacing the existing bridge on New York House Road over Dry Creek Bridge (16C-0029). The existing bridge, constructed in 1965, is a three-span railroad car beam structure. The existing structure is approximately 101 feet long and 24 feet wide, and consists of spans of painted steel railroad car beams with a reinforced concrete deck. The existing bridge is in an advanced state of deterioration as evident by the following deficiencies: the transverse deck cracking through the bridge, rusting of the steel girders,

cracking in the bottom flanges of the girders, and exposed footings at Piers 2 and 3 with undermining noted at Pier 2. The bridge is designated as a Category 5 bridge in the California Department of Transportation (Caltrans) Historic Bridge Inventory-Local Agency and determined ineligible for listing in the National Register of Historic Places (NRHP).

The bridge is currently classified as structurally deficient, with a Sufficiency Rating of 15.5. Bridges classified as structurally deficient with a Sufficiency Rating less than 50 are eligible for replacement under the federal Highway Bridge Program (HBP). Replacement of the structure will be funded through the HBP which is included in the current Federal Statewide Transportation Improvement Program (FSTIP).

The project includes replacing the New York House Road Bridge over Dry Creek. The structure is anticipated to be slightly longer than the existing bridge at 110 feet. A three-span, cast-in-place concrete slab is proposed as the replacement structure. Excavation will be required for both the abutments and wingwalls at the beginning and end of bridge. The excavation will be approximately 10–12 feet below grade and extend approximately 16 feet back along the edges of the wingwalls. The bridge abutments and bents will be supported on spread footings placed 2 feet minimum into intact rock. The footings may be anchored into the existing rock for additional support. The bridge and roadway cross section will include 12 foot lanes and 4 foot shoulders. The bridge profile provides the necessary freeboard over the 100-year water surface elevation.

The project will also include roadway construction work of the approach roadways approximately 400 feet on both sides of the bridge, including the removal of the existing roadway, MBGR, drainage, and placement of new hot mix asphalt pavement. Bridge and roadway improvements are anticipated to be constructed within the existing right of way; however, temporary construction easements both for contractor access north and south of the bridge and a contractor staging area northeast of the bridge are anticipated to be required. Utilities, including overhead telephone and water lines aligned within the existing bridge structure, would require temporary relocation during construction and permanent relocation as a part of the project.

The bridge is planned to be closed to through traffic for the duration of project construction. Traffic would be detoured about 10 miles around the project site which would allow the new bridge to be constructed at one time, providing a shorter overall construction time and cost.

The project is consistent with General Plan goals and policies regarding roadway improvements, safety, and enhancement.

Environmental Setting

The project is located in the foothills of the Sierra Nevada Mountains. Existing land uses within the project site include roadway (i.e., New York House Road), rural residences, and open space. The project area encompasses approximately 3.4 acres and supports mixed coniferous forest, montane riparian, riverine, and rural residential vegetation communities/habitat types.

The project site is located in the *Rackerby, California* USGS 7.5-minute quadrangle. The Dry Creek channel is at an approximate elevation of 1,928 feet, and the existing bridge deck is at an approximate elevation of 1,942–1,949 feet. The stream channel at this location is described as a deeply incised cascading riffle with channel grade ranging from 2 to 3 percent with various channel substrates consisting of impacted sediments, coarse gravels, small- to medium-sized cobbles and areas of exposed bedrock boulders.

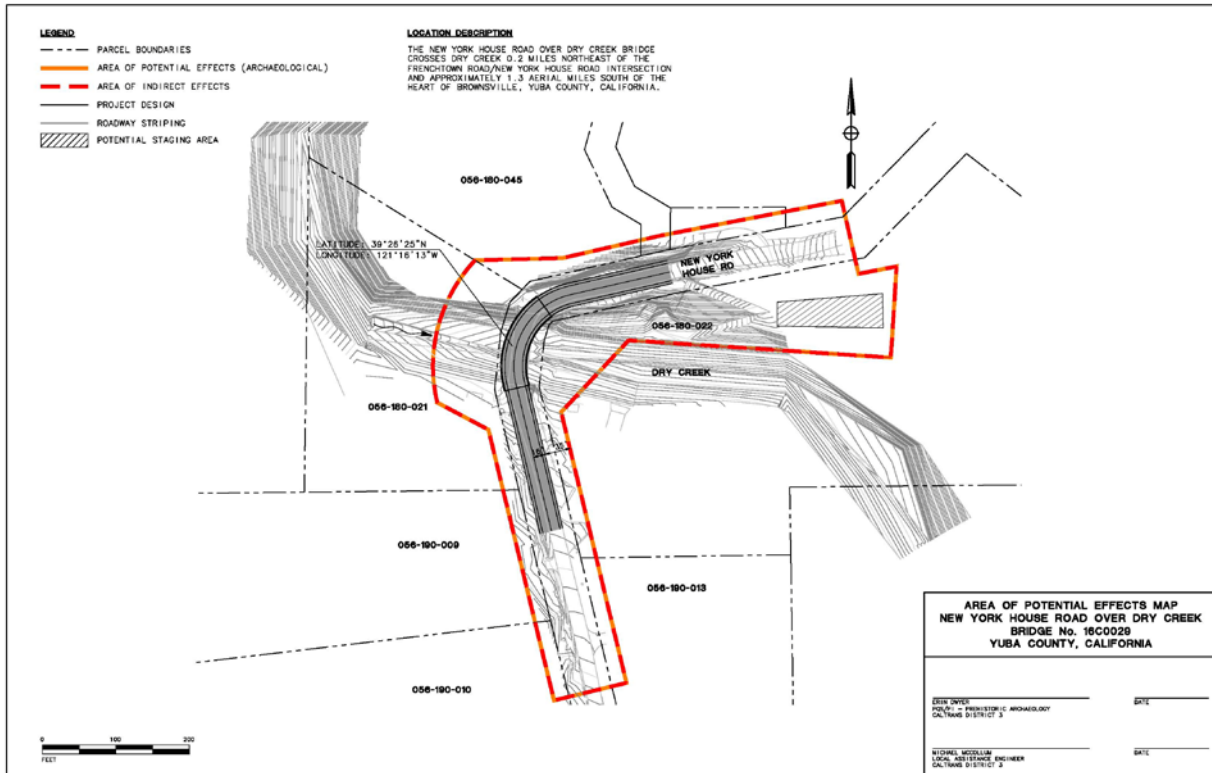
Dry Creek, a primary tributary of the North Yuba River and is a perennial stream that drains southward through the project site. On the *Rackerby, California* USGS 7.5-minute quadrangle, this stream begins east of Challenge, California and drains all of the Brownsville Basin. Dry Creek flows in a southerly direction through two reservoirs that block the upper migration of fish. These reservoirs are Lake Mildred and Collins Lake. The North Yuba River is approximately 14.5 miles below the project site. Nearly all the precipitation in the Dry Creek Watershed occurs in the form of rainfall. Winter and spring high flows are evidenced by scour along the channel banks.

There are three types of soils within the project area that are recognized by the USDA Natural Resource Conservation Service. The three soils include Sites loam - 3 to 8 percent slopes, Sites loam - 8 to 15 percent slopes and Sites gravelly loam – bedrock substratum 30 to 50 percent slopes. The habitat types occurring within the BSA area include Sierran Mixed Conifer Forest-Lower Coniferous Forest, Montane Riparian, Riverine, and Rural Residential.

Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):

- Feather River Air Quality Management District (Fugitive Dust Plan)
- Regional Water Quality Control Board (Section 401 certification and for construction activities over one acre in size)
- California Dept. of Fish & Wildlife (1600 permit)
- United States Army Corps of Engineers (404 permit)
- Central Valley Flood Protection Board
- Caltrans (NEPA Delegation)

PROJECT MAP



Environmental Factors Potentially Affected:

The environmental factors checked below would be potentially affected by this project, as indicated by the checklist and corresponding discussion on the following pages.

- | | | |
|--|---|--|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture & Forestry Resources | <input checked="" type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology / Soils |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input checked="" type="checkbox"/> Hazards & Hazardous Materials | <input checked="" type="checkbox"/> Hydrology / Water Quality |
| <input type="checkbox"/> Land Use / Planning | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise |
| <input type="checkbox"/> Population / Housing | <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Transportation / Traffic | <input type="checkbox"/> Utilities / Service Systems | <input checked="" type="checkbox"/> Mandatory Findings of Significance |

DETERMINATION: (To be completed by the Lead Agency)

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 “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) 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, nothing further is required.

Planner's Signature
Kevin Perkins, Associate
Planner

Date

Applicant's Signature
Ken Godleski, Public Works

Date

PURPOSE OF THIS INITIAL STUDY

This Initial Study has been prepared consistent with California Environmental Quality Act (CEQA) Guidelines Section 15063, to determine if **Environmental Assessment 2014-0001 (New York House Road over Dry Creek Bridge Replacement Project)**, as proposed, may have a significant effect upon the environment. Based upon the findings contained within this report, the Initial Study will be used in support of the preparation of a Mitigated Negative Declaration.

EVALUATION OF ENVIRONMENTAL IMPACTS

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites 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 project-specific screening analysis).
- 2) All answers must take account the whole action involved, including offsite as well as onsite, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has 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 are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) 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.

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

Discussion/Conclusion/Mitigation:

a) *Less than Significant* – Scenic vistas in the project vicinity generally consist of views of timber land and rural residences. The project proposes replacing an existing bridge along New York House Road. The proposed project would remove an aesthetically unappealing bridge with a new more aesthetically appealing bridge.

While the overall width of the bridge will be larger (32 feet proposed, 24.6 feet existing), the design width of the bridge is based on the amount of traffic and type of roadway the bridge is being constructed on. The existing bridge alignment and size do not meet current standards. The replacement structure would actually result in a shallower structure than the existing one and increase safety at this narrow location on New York House Road. We are also using an open rail type rather than a concrete barrier to minimize the scenic impact. In addition, the new intermediate supports will be narrower than the existing supports.

b) *Less than Significant* –There will be no substantial effects to rock outcroppings, historic buildings, or trees associated with a state scenic highway. There are no roads in Yuba County that qualify as either State or Federal scenic highways or roadways. A few trees will be removed as part of the new alignment of the bridge replacement during project construction. However, the removal of these trees within a heavily wooded area would not be significantly noticed and an impact to the surrounding natural resources. Project construction is impacting as few trees as possible and all trees impacted are within existing County right of way. All vegetation removal is to accommodate bridge maintenance/inspection, fire safety, safe sight distance, and construction. Furthermore, all trees needed to be removed will be subject to mitigation measures in the mitigation measures 4.7 and 4.8 in the Biological Resource section.

c) *Less Than Significant with Mitigation Incorporated* – As discussed in a) above, the existing visual characteristics of the project site would not be significantly negatively altered by the project. However, the removal of vegetation and trees during project construction could make nearby residences more visible from the road. The following Mitigation Measures shall be implemented to ensure that neighboring property owners with a direct line of site (both up and down stream) of the bridge maintain adequate screening:

MM 1.1 The County shall work with the property owners with a direct line of site (both up and down stream) of the bridge in providing screen trees on their property to help block the bridge's view from their respective properties. All screen trees provided to property owners shall not exceed total number of required in MM 4.8 and after installation shall be maintained by the property owner.

d) *Less Than Significant with Mitigation Incorporated* – The proposed bridge replacement would be conducted during daytime hours; no nighttime construction is proposed. No temporary or permanent lighting is proposed to build as a result of project construction. However, with the removal of trees and vegetation vehicular headlights could add nighttime light to neighboring residences. MM 1.1 will add tree screening to neighboring properties that could be affected by nighttime light from vehicles and would ensure that this impact is less than significant.

II. AGRICULTURE AND FORESTRY RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

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

Discussion/Conclusion/Mitigation:

a) *No Impact* – The proposed project is a bridge replacement project along New York House Road. Nearly all project activity is in the existing right-of-way and there will be no farmland conversion needed for this project. Therefore, no loss or conversion of farmland would result from the proposed project.

b) *No Impact* – The project area, consisting predominately of public roadways, is designated Rural Community by the Yuba County General Plan. The surrounding project zoning is “A/RR” Agricultural/Rural Residential. The proposed project is consistent with the General Plan and zoning. The property is not under a Williamson Act contract, as Yuba County has not established a Williamson Act program.

c) *No Impact* – The project does not involve any activities that would result in a rezone or loss of a Timberland Preservation Zone. The long term use of the property will remain as a road.

d) *No Impact*- No conversion of forests would occur as a result of the project.

e) *No Impact*- The project consists of a bridge replacement along New York House Road. Nothing related to the project will lead to the conversion of any type of viable agricultural land.

III. AIR QUALITY

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

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

Discussion/Conclusion/Mitigation:

a) *Less Than Significant Impact* – In 2010, an update to the 1994 Air Quality Attainment Plan was prepared for the Northern Sacramento Valley Air Basin (NSVAB), which includes Yuba County. The plan proposes rules and regulations that would limit the amount of certain emissions, in accordance with the 1994 State Implementation Plan (SIP). The 2010 update summarizes the feasible control measure adoption status of each air district in the NSVAB, including the Feather River Air Quality Management District (FRAQMD). The 2010 update was adopted by the FRAQMD, and development proposed by the project would be required to comply with its provisions.

The Air Quality Attainment Plan also deals with emissions from mobile sources, primarily motor vehicles and construction equipment with internal combustion engines. Data in the Plan, which was incorporated in the SIP, are based on the most currently available growth and control data. As is stated in the guidelines of FRAQMD, projects are considered to have a significant impact on air quality if they reach emission levels of at least 25 pounds per day of reactive organic gases (ROG), 25 pounds per day of nitrogen oxides (NOx), and/or 80 pounds per day for PM10. FRAQMD recommends that Type 2 District projects, like a bridge replacement project, use a District recommended land use model to calculate project related emissions.

In March 2014 a project air quality analysis was performed using the CalEEMod air quality emissions calculator to determine project daily impacts to ROG; NOx; PM10; and PM2.5. The

CalEEMod analysis was based on a 175 day project construction length, a project construction impact of 1.0 acres, and that daily project watering would occur at the construction site. The resulting analysis determined that the project daily emission levels were: ROG 0.69 lbs/day; NOx 4.57 lbs/day; PM10 0.34 lbs/day; and PM2.5 0.23 lbs/day. The CalEEMod emission analysis demonstrates that project related air quality emissions would not substantially add to the Air Quality Attainment Plan and FRAQMD thresholds. Therefore, impacts to air quality plans would be less than significant.

b) *Less Than Significant Impact* – The California Air Resources Board provides information on the attainment status of counties regarding ambient air quality standards for certain pollutants, as established by the federal and/or state government.

As of 2004, Yuba County is in non-attainment status for State and national (one-hour) air quality standards for ozone, and State standards for particulate matter less than 10 microns in diameter (PM₁₀).

As discussed above in Section A, under the guidelines of FRAQMD projects are considered to have a significant impact on air quality if they reach emission levels of at least 25 pounds per day of reactive organic gases (ROG), 25 pounds per day of nitrogen oxides (NOx), and/or 80 pounds per day for PM₁₀. ROG and NOx are ingredients for ozone. The CalEEMod analysis shows the project is adding only 0.34 lbs/day of PM10. The proposed project does not result in any new development or have an operational emissions phase and would not contribute substantially to the existing non-attainment status for ozone and PM₁₀.

c) *Less Than Significant with Mitigation Incorporated* – As previously noted, the project proposes a bridge replacement along New York House Road. There is no future development associated with the project. The only air emissions associated with the project are emissions associated with project construction and idling vehicular traffic associated with construction traffic delays. The proposed project does exceed any daily air quality thresholds. Nevertheless, Yuba County currently is in non-attainment status for State and federal (one-hour) air quality standards for ozone, and State standards for particulate matter less than 10 microns in diameter (PM₁₀). Therefore, any pollutant contribution may be considered cumulatively considerable, especially when included with emissions from other proposed projects in the County.

The FRAQMD has a list of standard construction-phase Mitigation Measures that apply to all projects. Also, FRAQMD has established a list of Fugitive Dust Control Mitigation Measures applicable to construction activities, from its Indirect Source Review Guidelines. Based on these, the following Mitigation Measures shall be implemented:

MM 3.1 The most current FRAQMD Standard Mitigation Measures applicable to construction activities shall be incorporated as part of the project.

MM 3.2 To mitigate impacts of construction vehicle and equipment emissions during construction, the following Mitigation Measures shall be incorporated as part of the project and included in all construction bid documents:

1. Water inactive construction sites and exposed stockpile sites at least daily.

2. Pursuant to California Vehicle Code, all trucks hauling soil and other loose material to and from the construction site shall be covered or should maintain at least 6 inches of freeboard (i.e. minimum vertical distance between top of load and the trailer).
3. Any topsoil that is removed for the construction operation shall be stored on-site in piles not to exceed 4 feet in height to allow development of microorganisms prior to replacement of soil in the construction area. These topsoil piles shall be clearly marked and flagged. Topsoil piles that will not be immediately returned to use shall be revegetated with a non-persistent erosion control mixture.
4. Soil piles for backfill shall be marked and flagged separately from native topsoil stockpiles. These soil piles shall also be surrounded by silt fencing, straw wattles, or other sediment barriers or covered unless they are to be immediately used.
5. Equipment or manual watering shall be conducted on all stockpiles, dirt/gravel roads, and exposed or disturbed soil surfaces, as necessary, to reduce airborne dust.

Implementation of **MM 3.1 and 3.2** would further reduce potential pollutant emissions of the project, and further minimize any cumulative impact. Impacts after mitigation would be less than significant.

d) *Less Than Significant Impact* – The proposed project would be located in a sparsely populated rural area northeast of the City of Marysville. The proposed construction activities are not expected to generate pollutant concentrations at a sufficient level to be noticed by any nearby residences, particularly given the rural nature of the project area.

e) *No Impact* – The project would not allow activities that generate odors considered objectionable. Furthermore, the project is located in a rural area, and as noted above, any odors generated by the project would be temporary and consistent with odors emitted from the surrounding rural residences.

IV. BIOLOGICAL RESOURCES				
Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion/Conclusion/Mitigation:

a) *Less Than Significant with Mitigation Incorporated* – A Natural Environment Study (NES) report, which assessed the potential for the proposed project to result in significant impacts on special-status species was prepared by North State Resources, Inc. (NSR) in March 2014 (North State Resources 2014). NSR biologists conducted habitat assessments of the proposed project site on March 27 and June 27, 2013, and determined that the site does not provide habitat for any special-status plant species. Therefore, the proposed project would not result in significant impacts on special-status plant species. The proposed project could result in impacts on nine special-status animal species including California red-legged frog (CRF) (*Rana draytonii*), foothill yellow-legged frog (*Rana boylei*), Pacific pond turtle (*Actinemys marmorata*), California yellow warbler (*Setophaga petechia brewsteri*), yellow-breasted chat (*Icteria virens*), California spotted owl (*Strix occidentalis occidentalis*), Townsend's big-eared bat (*Corynorhinus townsendii*), and western red bat (*Lasiurus blossevillei*). In addition, the existing bridge provides

suitable nesting habitat for swallows and other migratory birds, and may provide suitable roosting habitat for bats. Trees and other vegetation within the project site and adjacent areas provide suitable nesting habitat for migratory birds and raptors. Special-status species, nesting birds, and roosting bats could be adversely affected if they are present during project construction activities. Impacts on special-status species, nesting migratory birds and raptors, and roosting bats would be considered a significant impact. Implementation of the following mitigation measures would reduce impacts to a less-than-significant level:

Mitigation Measures:

MM 4.1 All construction personnel shall complete environmental awareness training for California red-legged frog prior to beginning work. The training shall inform construction personnel of: 1) BMPs for California red-legged frog protection (e.g., inspecting around equipment and work area before operating, minimize vegetation disturbance, protect water quality); 2) California red-legged frog identification and potential habitat within the project area; 3) procedures to follow if a California red-legged frog (or unknown frog) is observed; and 4) other special-status species that could occur in the project area.

MM 4.2 A preconstruction clearance survey for California red-legged frog will be performed during the night period by a qualified biologist immediately prior to groundbreaking activities. Areas to be surveyed shall be limited to those areas within the project area and along Dry Creek, extending 30 linear feet away from Dry Creek and 500 feet up and downstream of the project area. If any California red-legged frogs are detected, the USFWS will be immediately notified. Work that has a potential to disturb California red-legged frog (as determined by a qualified biologist) shall be immediately halted and shall not resume until appropriate conservation measures have been implemented in coordination with the USFWS. These measures may include, but are not limited to moving California red-legged frogs away from the construction area and implementing a biological monitoring plan.

MM 4.3 If foothill yellow-legged frogs are encountered during construction, work activity in the immediate vicinity will cease until any frogs have left the work area. If the frogs do not leave the work area and relocation is necessary, they shall be relocated only by a qualified biologist.

MM 4.4 If Pacific pond turtles are encountered during construction, work activity in the immediate vicinity will cease until any turtles have left the work area. If the turtles do not leave the work area and relocation is necessary, they shall be relocated only by a qualified biologist.

MM 4.5 To the extent practicable, vegetation disturbance, grading, and other construction activities shall be conducted outside of the nesting season (i.e., conduct construction from September 15th through February 15th). If construction occurs outside the nesting season, no further mitigation is necessary. If the nesting season cannot be completely avoided, the following measures shall be implemented.

A qualified biologist shall conduct a minimum of one pre-construction survey for nesting migratory birds within 50 feet of the project area, and for nesting raptors within 500 feet of the project area (where accessible). Areas to be surveyed shall be limited to those areas subject to increased disturbance as a result of construction activities (i.e. areas

where existing traffic, human activity, etc. is greater or equal to construction-related disturbance need not be surveyed). The survey should be conducted no more than 15 days prior to the initiation of construction. If any active nests are found, appropriate conservation measures (as determined by a qualified biologist) shall be implemented. These measures may include, but are not limited to: establishing a construction-free buffer zone around the active nest site, biological monitoring of the active nest site, and delaying construction activities in the vicinity of the active nest site until the young have fledged.

If necessary and practicable, measures may be implemented to prevent swallows and other birds from nesting on the bridge. The measures may include:

- i) Prior to the start of the nesting swallow season, a qualified biologist shall supervise the installation of exclusion netting, or other acceptable materials (e.g., polytetrafluoroethylene sheeting) on the underside of the existing bridge to prevent swallows or other birds from nesting on the bridge. The exclusion device shall be monitored regularly, especially during the on-set of the nesting season when nest-building activities are the most intense. Any foundational nest material that may develop on either the netting or unnetted areas of the bridge shall be removed on a regular basis. Any deficiencies in the netting system (e.g., tears, unsecured areas) shall be repaired as soon as possible following observation. Exclusion structures shall be left in place and maintained until construction activities begin; or
- ii) During the nesting season, or as long as swallows attempt to nest on the bridge, all unfinished swallow nests will be removed from the underside of the bridge on as frequent a basis as necessary to ensure that no nesting occurs. Nests will be removed using a high powered water hose, a long pole, or equivalent method. If occupied nests are found, activities that would disturb the occupied nests shall be rescheduled until nesting activities cease.

MM 4.6 Within 30 days prior to removal of the existing bridge and removal of woody vegetation, a qualified biologist shall conduct surveys to determine if the bridge and vegetation to be removed are being used by roosting bats. If roosting bats are detected, the biologist should attempt to determine: what species are present, what structural features are being used, and for what roosting purpose. If no roosting bats are detected or bats are using the features exclusively for night roosting, no further mitigation is necessary. If bats are using the bridge or trees for day roosting, the following measure shall be implemented.

If practicable, removal of the existing bridge/vegetation shall begin before maternity colonies form (i.e., prior to March 1) or after young are volant (flying) (i.e., after July 31). During removal of the existing bridge/vegetation, a qualified biologist shall be consulted to assist in developing a method (e.g., one-way doors) and timing which allows the maximum potential for bats to leave during dark hours; thus increasing their chance of finding new roosts with minimum exposure to predation during daylight .

b) *Less Than Significant* – Riparian habitat is present in the project area along the banks of Dry Creek. Construction of the replacement bridge would require disturbance to a limited amount of riparian vegetation along Dry Creek. Construction of two concrete piers would result in the loss of 0.004 acre of riparian habitat, and 0.059 acre of riparian habitat would be temporarily impacted due to vegetation clearing. These impacts on riparian habitat are minimal and necessary to replace the existing bridge and improve public safety. The proposed project would not result in substantial adverse effects on riparian habitat or other sensitive natural communities. Impacts are considered to be less than significant. Implementation of the following measures would further reduce the potential for impacts on riparian habitat.

Mitigation Measures:

MM 4.7 Where practical, staging areas and work activity shall be located within existing roadways and parking areas to minimize disturbance to soil and native vegetation within the project area. Disturbance to native vegetation and soil shall be kept to the minimum area necessary to perform work and provide adequate clearing around the bridge.

MM 4.8 Removal of riparian vegetation shall be limited to the minimum area necessary to construct the project and provide an appropriate line of sight for motorists using the bridge. All removed trees will be replaced with new trees at a 3:1 ratio.

c) *Less Than Significant with Mitigation Incorporated* – A delineation of waters of the United States report was prepared for the proposed project by Area West Environmental (Area West Environmental 2013). Waters of the United States delineated within the project area include riparian wetland (0.123 acre) and perennial stream (0.129 acre, 240 linear feet). Placement of two concrete piers for the new bridge would result in permanent impacts (i.e. fill within the ordinary high water mark) on 0.004 acre of riparian wetland. Additionally, the proposed project would result in temporary impacts on approximately 0.078 acre (138 linear feet) of the Dry Creek stream channel and 0.059 acre of riparian wetland within the ordinary high water mark of Dry Creek. The temporary impacts would result from construction of a temporary stream diversion and development of temporary access to the stream channel for general construction equipment. Impacts on waters of the United States would be considered a significant impact. Implementation of the following mitigation measures would reduce impacts on waters of the United States to a less-than-significant level:

Mitigation Measures:

MM 4.9 To the extent practicable, the discharge of dredged or fill material into waters of the United States shall be avoided.

MM 4.10 Disturbance to in-stream habitat shall be kept to the minimum area necessary to perform work.

MM 4.11 All waters of the United States that are temporarily affected by project construction shall be restored, as close as practicable, to their original contour and conditions within 10 days of the completion of the construction activities that temporarily disturb areas within the ordinary high water mark.

MM 4.12 Construction activities that will affect waters of the United States shall be conducted during the dry/low flow season to minimize the potential for erosion.

MM 4.13 Prior to any discharge of dredged or fill material into waters of the United States, the required permits/authorizations shall be obtained from the U.S. Army Corps of Engineers and the Regional Water Quality Control Board. All terms and conditions of the required permits/authorizations shall be implemented.

MM 4.14 Prior to any activities that would obstruct the flow of, or alter the bed, channel, or bank of Dry Creek or other streams, notification of streambed alteration shall be submitted to the California Department of Fish and Wildlife. If required, a streambed alteration agreement shall be obtained from the California Department of Fish and Wildlife and all conditions of the agreement shall be implemented.

d) *Less Than Significant* – The project area is within critical winter range of the Mooretown deer herd. The proposed project consists of replacement of an existing bridge and would not result in significant impacts on critical winter range for the Mooretown deer herd. Replacement of the existing bridge could result in the temporary disruption of movement for resident fish and other aquatic species. This temporary disruption would be limited to the in-stream construction phase of the project. In-stream movement corridors following completion of the project would not be significantly different from existing conditions. Impacts are considered to be less than significant.

e) *No Impact* – The Conservation Element of the Yuba County General Plan (Yuba County 2011) has a policy (Action NR5.3) that projects near wetlands and riparian areas require buffering. The Conservation Element also discourages any development that would substantially affect the Mooretown deer herd (Policy NR5.14). The proposed project consists of replacement of an existing bridge and would not substantially adversely affect riparian areas or the Mooretown deer herd. The proposed project would not conflict with the Conservation Element and no impact would occur.

f) *No Impact* – There are no adopted Habitat Conservation Plans (HCP), Natural Community Conservation Plans (NCCP), or other approved habitat conservation plans in effect within the project area. No impact would occur.

V. CULTURAL RESOURCES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion/Conclusion/Mitigation:

a) *Less Than Significant* – An Archaeological Survey Report (ASR) and Historic Property Survey Report (HPSR) were prepared for the project by North State Resources, Inc. in July 2013. The ASR searched State and other databases at the North Central Information Center for historic site/survey records within ¼ mile of the project site, a pedestrian field survey was conducted, and various Native America groups and the Native American Heritage Society were contacted to identify potential historic sites or cultural issues of concern. The search determined that there were no recorded pre-historic sites or historic properties within the project search area. One cultural resource, consisting of the New York House Bridge itself, was identified near the project; however the bridge is presently listed as a Category 5 bridge which is not eligible for listing on the National Register of Historic Places. North State Resources, Inc determined that project impacts to the historical period resources were not going to require mitigation measures.

b) *Less Than Significant With Mitigation Incorporated* – No known archaeological resources exist on the project site. However, there is a very slight possibility that undiscovered resources may be found during grading activities. If cultural resources are uncovered during the course of grading activities, the following Mitigation Measure shall be implemented.

Mitigation Measure:

MM 5.1 Pursuant to CEQA Guidelines Section 15064.5(e), in the event of the discovery of a cultural resource site or artifact during project construction, there shall be no further excavation or disturbance within 50 feet of the discovery until a professional archaeologist is consulted. Upon completion of the site examination, the archaeologist shall submit a report to the County Planning Director describing the significance of the find and making recommendations as to its origin. Mitigation Measures, as recommended by the archaeologist and approved by the County in accordance with Section 15064.5 of the CEQA Guidelines, shall be implemented prior to commencement of construction activity within the 50-foot perimeter.

Implementation of the above Mitigation Measure would reduce potential adverse impacts on uncovered cultural resources. Impacts after mitigation would be less than significant.

c) *No Impact* – No known record exists of any paleontological resources on the project site and no known unique geological features were identified or are known to exist on the project site.

d) *Less Than Significant Impact* – There are no known burial sites within the project site. If human remains are unearthed during construction, the provisions of California Health and Safety Code Section 7050.5 shall apply. Under this section, no further disturbance of the remains shall occur until the County Coroner has made the necessary findings as to origin, pursuant to California Public Resources Code Section 5097.98. If the remains are determined to be Native American, the County Coroner shall contact the Native American Heritage Commission within 24 hours.

VI. GEOLOGY AND SOILS	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion/Conclusion/Mitigation:

a

i) *Less Than Significant*- Yuba County 2030 General Plan describes the potential for seismic activity potential within Yuba County as being relatively low and it is not located within a highly active fault zone. No Alquist-Priolo Earthquake Fault Zones are located within the County. The faults that are located within Yuba County are primarily inactive and consist of the Foothills Fault System, running south-southeastward near Loma Rica, Browns Valley and Smartsville. Faults within the Foothill Fault System include Prairie Creek Fault Zone, the Spenceville Fault, and the Swain Ravine Fault.

ii) *Less Than Significant Impact* – Within Yuba County, the Swain Ravine Lineament of the Foothills Fault system is considered a continuation of the Cleveland Hill Fault, the source of

the 1975 Oroville earthquake. The Foothill Fault System has not yet been classified as active, and special seismic zoning was determined not to be necessary by the California Division of Mines and Geology. While special seismic zoning was not determined to be necessary, the Foothill Fault system is considered capable of seismic activity. In addition, the County may experience ground shaking from faults outside the County.

iii) *No Impact* – Ground failures, such as differential compaction, seismic settlement and liquefaction, occur mainly in areas that have fine-grained soils and clay. The project site sub-surface materials do not consist of fine-grained soils and that the project site has a very low liquefaction probability. Furthermore, the proposed project would be constructed to meet all applicable State of California seismic building codes and bridge construction standards.

iv) *No Impact* – Landslides are most likely to form when the ground is sloped. The proposed bridge replacement would take place over relatively flat topography which is not prone to landslides.

b) *Less Than Significant Impact* –As part of the construction process, projects are required to submit plans for the disposition of surface runoff and erosion control to the County's Public Works Department. In addition, the Feather River Air Quality Management District has standard Mitigation Measures that address earth-disturbing activities. Mitigation Measures in the Air Quality section have incorporated these measures.

c) *No Impact* – The proposed project would not be subject to significant hazards associated with landslides, lateral spreading, liquefaction, or collapse. Activities that would cause subsidence include groundwater pumping and natural gas extraction. There are a number of wells in the project vicinity that are used to supply water for agricultural and residential uses. These wells will continue to be used in the future. However, the project would not result in an increased demand for water. Water usage associated with the proposed project would not significantly draw down aquifers in the area to a level that would cause subsidence.

d) *No Impact* – The Yuba County 2030 General Plan confirms that there are not expansive soils located near the project site.

e) *No Impact* – The project does not propose any residential uses and would not generate any wastewater. No septic systems are proposed.

VII. GREENHOUSE GAS EMISSIONS	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion/Conclusion/Mitigation:

a) *Less Than Significant*- Global Warming is a public health and environmental concern around the world. The predominant opinion within the scientific community is that global warming is currently occurring, and that it is being caused and/or accelerated by human activities, primarily the generation of “greenhouse gases” (GHG).

In 2006, the California State Legislature adopted AB32, the California Global Warming Solutions Act of 2006, which aims to reduce greenhouse gas emissions in California. Greenhouse gases, as defined under AB32, include carbon dioxide, methane, nitrous oxide, hydro-fluorocarbons, perfluorocarbons, and sulfur hexafluoride. AB 32 requires that the state’s GHG emission be reduced to 1990 levels by 2020.

In 2008, the California Air Resources Board (CARB) adopted the Scoping Plan for AB32. The Scoping Plan identifies specific measures to reduce GHG emissions to 1990 levels by 2020, and requires ARB and other state agencies to develop and enforce regulations and other initiatives for reducing GHGs. The Scoping Plan also recommends, but does not require, an emissions reduction goal for local governments of 15% below “current” emissions to be achieved by 2020 (per Scoping Plan current is a point in time between 2005 and 2008). The Scoping Plan also recognized that Senate Bill 375 Sustainable Communities and Climate Protection Act of 2008 (SB 375) is the main action required to obtain the necessary reductions from the land use and transportation sectors in order to achieve the 2020 emissions reduction goals of AB 32.

SB 375 complements AB 32 by reducing GHG emission reductions from the State’s transportation sector through land use planning strategies with the goal of more economic and environmentally sustainable (i.e., fewer vehicle miles travelled) communities. SB 375 requires that the ARB establish GHG emission reduction targets for 2020 and 2035 for each of the state’s 18 metropolitan planning organizations (MPO). Each MPO must then prepare a plan called a Sustainable Communities Strategy (SCS) that demonstrates how the region will meet its SB 375 GHG reduction target through integrated land use, housing, and transportation planning.

The Sacramento Area Council of Governments (SACOG), the MPO for Yuba County, adopted an SCS for the entire SACOG region as part of the 2035 Metropolitan Transportation Plan (MTP) on April 19, 2012. THE GHG reduction target for the SACOG area is 7 percent per capita by 2020 and 16 percent per capita by 2035 using 2055 levels as the baseline. Further

information regarding SACOG's MTP/SCS and climate change can be found at <http://www.sacog.org/2035/>.

While AB32 and SB375 target specific types of emissions from specific sectors, and ARBs Scoping Plan outlines a set of actions designed to reduce overall GHG emissions it does not provide a GHG significance threshold for individual projects. Air districts around the state have begun articulating region-specific emissions reduction targets to identify the level at which a project may have the potential to conflict with statewide efforts to reduce GHG emissions (establish thresholds). To date, the Feather River Air Quality Management District (FRAQMD) has not adopted a significance threshold for analyzing project generated emissions from plans or development projects or a methodology for analyzing impacts. Rather FRAQMD recommends that local agencies utilize information from the California Air Pollution Control Officers Association (CAPCOA), Attorney General's Office, Cool California, or the California Natural Resource Agency websites when developing GHG evaluations through CEQA.

GHGs are emitted as a result of activities in residential/commercial buildings when electricity and natural gas are used as energy sources. New California buildings must be designed to meet the building energy efficiency standards of Title 24, also known as the California Building Standards Code. Title 24 Part 6 regulates energy uses including space heating and cooling, hot water heating, ventilation, and hard-wired lighting that are intended to help reduce energy consumption and therefore GHG emissions. Replacing an existing bridge will not create any new sources of GHG outside of the small emission that would take place during project construction that are within the limits allowed in the Yuba County 2030 General Plan.

Therefore the rehabilitation of an existing bridge would likely not generate significant GHG emissions that would result in a cumulatively considerable contribution to climate change impacts.

b) No Impact- Yuba County is currently updating its Uniform Development Code, which will include a Resource Efficiency Plan that will address Greenhouse Gas emissions; however there is not a plan in place at this time. The project is consistent with the Air Quality & Climate Change policies within the Public Health & Safety Section of the 2030 General Plan therefore, the project does not conflict with any applicable plan, policy or regulation.

VIII. HAZARDS AND HAZARDOUS MATERIALS	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion/Conclusion/Mitigation:

a) *Less than Significant With Mitigation Incorporated*– The project consists of a bridge replacement along a section of New York House Road. Construction equipment typically uses only a minor amount of hazardous materials, primarily motor vehicle fuels and oils. Because of their limited quantity, these materials would present a minor hazard, and only if spillage occurs. Standard spill prevention and control measures will be maintained by the contractor. Use of these materials would cease once project construction is completed. Lead based paint is present on the existing bridge and improper removal of any lead based painting materials could expose the

project site and workers to hazardous materials. Section d) of this document further discusses lead based paint project related impacts.

MM 8.1 Construction specifications shall include the following measures to reduce potential impacts in the project area associated with accidental spills of pollutants (e.g., fuel, oil, grease):

- A site-specific spill prevention plan shall be implemented for potentially hazardous materials. The plan shall include the proper handling and storage of all potentially hazardous materials, as well as the proper procedures for cleaning up and reporting any spills. If necessary, containment berms shall be constructed to prevent spilled materials from reaching surface water features.
- Equipment and hazardous materials shall be stored a minimum of 50 feet away from surface water features.
- Vehicles and equipment used during construction shall receive proper and timely maintenance to reduce the potential for mechanical breakdowns leading to a spill of materials. Maintenance and fueling shall be conducted in an area at least 50 feet away from Dry Creek or within an adequate fueling containment area.

b) *Less than Significant with Mitigation Incorporated* – As noted in a) above, hazardous materials would be used and removed by construction equipment during bridge construction. Spills of these materials could potentially occur, and MM 8.1 and MM 8.2 would ensure that impacts from spills would be limited and not a significant risk to the environment.

c) *Less than Significant with Mitigation Incorporated* – There are no schools located near the project site. However as discussed in sections a) and d), hazardous materials associated with the proposed project could present a significant hazard. Mitigation measures MM 8.1 and MM 8.2 would ensure that project impacts to hazardous materials would be less than significant.

d) *Less than Significant With Mitigation Incorporated* – Lawrence & Associates completed a Environmental Site Assessment on the project site that checked the project site and the existing bridge for treated wood, lead based paint and aerially deposited lead (ADL) in August 2013. Lawrence & Associated study consisted of a visual project site inspection as well as taking samples of paint from above and below the existing bridge as well as soil samples. The samples taken did not exceed either the HUD and EPA threshold standards for lead based paint or ADL in the project site or the existing bridge. No other hazardous materials are known to exist on the project site. To ensure the proper disposal of lead based paint, the following mitigation measure will be added to project construction specifications:

MM 8.2 Construction specifications shall include the following measures to reduce potential impacts in the project area associated with the removal and disposal of lead based paint:

The construction plans should include best management practices (BMP) to protect workers from exposure to lead during grading activities. Such BMPs could include minimizing grading and employing dust suppression measures.

- Avoid grinding, sanding, or any other activity that will generate dust from the lead paint on the existing bridge structure during construction/destruction
- Consult with a Certified Industrial Hygienist to verify if a lead compliance plan is necessary to protect workers from exposure to lead and to comply with CCR Title 8, Section 1532.1, based on the construction sequencing and approach.

e) *No Impact*- The project is located northeast of Beale Air Force Base (BAFB) which has a Land Use Compatibility Plan that was adopted on March 17, 2011. The project is proposing a bridge replacement and does not have a land-use element that is inconsistent with the BAFB Land Use Compatibility Plan or base operations. The Brownsville Airport is the closest airport located near the New York House Road Bridge, but the Brownsville Airport does not have an adopted Land Use Compatibility Plan. A bridge replacement project will not have any anticipated impact on the Brownsville Airport.

f) *No Impact* – There are no private airstrips located near the project site. Therefore, the project will not have any potential safety impacts related to private airstrips.

g) *No Impact* – The County is currently developing a Pre-Disaster Multi-Hazard Mitigation Plan (MHMP), in accordance with the Disaster Mitigation Act of 2000, to develop activities and procedures to reduce the risk of loss of life and property damage resulting from natural and man-made hazards and disasters. The 2030 General Plan contains safety and seismic safety policies. The project is not expected to have an impact on any of the County's emergency response plans or policies as a detour will be maintained for both residents and emergency response vehicles in case of an event. The project does not propose any development that would have to evacuate and would not interfere with an emergency evacuation of the area. . The project would help the County's MHMP.

h) *No Impact* – The project does not propose any development, and as such it will not expose people or structures to wildland fires. All heavy equipment used during the construction of the project will be mandated to possess fire extinguishers and all construction personnel training to use the fire extinguishers.

IX. HYDROLOGY AND WATER QUALITY		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:					
a)	Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b)	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e)	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f)	Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g)	Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? (Source:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h)	Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i)	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j)	Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion/Conclusion/Mitigation:

a) The project may result in ground disturbance equal to or greater than one acre in size and would then be within the jurisdiction of the Central Valley Regional Water Quality Control Board (RWQCB), which develops and enforces water quality objectives and implementation plans that safeguard the quality of water resources in its region. Prior to construction of a project

greater than one acre, the RWQCB requires a project applicant to file for a National Pollution Discharge Elimination System (NPDES) General Permit. The General Permit process requires the project applicant to 1) notify the State, 2) prepare and implement a Storm Water Pollution Prevention Plan (SWPPP), and 3) to monitor the effectiveness of the plan.

The following mitigation shall be incorporated into the project's construction activities and stormwater runoff design to offset the potential for siltation (erosion) and other potential water quality impacts.

MM 9.1 Prior to the County's approval of a grading plan or site improvement plans, the project applicant shall obtain from the Central Valley Regional Water Quality Control Board a National Pollution Discharge Elimination (NPDES) Permit for the disturbance of over one acre. Further, approval of a General Construction Storm Water Permit (Order No. 99-08-DWQ) is required along with a Small Construction Storm Water Permit. The permitting process also requires that a Storm Water Pollution Prevention Plan (SWPPP) be prepared prior to construction activities. The SWPPP is used to identify potential construction pollutants that may be generated at the site including sediment, earthen material, chemicals, and building materials. The SWPPP also describes best management practices that will be employed to eliminate or reduce such pollutants from entering surface waters.

b) *No Impact*- The project will not affect groundwater supplies or interfere with any groundwater recharge. There is not a development component to the project.

c) *Less than Significant* –The proposed construction plan would not substantially alter the existing drainage pattern of the site or area. The project plans to replace an existing bridge that spans Dry Creek. The natural drainage pattern of the area will not be altered in terms of changing drainage channels/paths.

If total disturbance is over one acre, the project sponsor is also required to file a NPDES General Construction Storm Water Permit. The NPDES General Construction Permit process requires the project sponsor to 1) notify the State, 2) prepare and implement a SWPPP, and 3) monitor the effectiveness of the plan. The SWPPP identifies pollutants that may be generated at the construction site, including sediment, earthen material, chemicals, and building materials. The SWPPP also describes best management practices that a project will employ to eliminate or reduce contamination of surface waters. Implementation of the conditions of the NPDES General Construction Permit, if required, would control potential erosion problems.

d) *No Impact* – As stated above, the proposed project would not substantially alter the existing drainage pattern of the site. No future development such as the construction of houses is proposed; however a small increase in impervious surfaces would occur. Therefore, flooding is unlikely to be generated by the additional impervious surfaces.

e) *No Impact* – As noted in d) above, the proposed project would not generate higher runoff rates.

f) *No Impact* – The project would not have any effect on water quality other than those impacts discussed above.

g-h) *No Impact* – The project is not located within a 100-year flood plain, as mapped by the Federal Emergency management Agency (FEMA).

i) *No Impact* – The project site is located outside of the floodplain. Temporary work will be done in the creek channel, but all facilities used to construct the bridge will be temporary and post-construction conditions, in terms, of channel capacity, will be equal, or better than, the existing channel.

j) *No Impact* – Seiche and tsunami hazards occur only in areas adjacent to a large body of water. The project site is not located in such an area.

X. LAND USE AND PLANNING	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion/Conclusion/Mitigation

a) *No Impact* – The project site consists of a bridge replacement project and is located in a rural area and there would be no change in land use. The project would not physically divide an established community.

b) *No Impact* – The Yuba County General Plan designates the project site as Rural Community. The project site is surrounded by properties zoned “A/RR” Agricultural/Rural Residential and meets all the requirements and intents for this zone. No rezoning to accommodate the project is required. The project is consistent with the current General Plan policies and zoning designations as well as all County, State, and Federal design requirements based on the life of the project.

c) *No Impact* – As discussed in the Biological Resources section, no habitat conservation plans, natural community conservation plans or similar plans currently apply to the project site. Both Yuba and Sutter Counties are in the process of preparing a joint Yuba-Sutter Natural Community Conservation Plan/Habitat Conservation Plan (NCCP/HCP). The project site is located outside of the proposed boundaries of the plan, no conservation strategies have been proposed to date which would be in conflict with the project.

XI. MINERAL RESOURCES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion/Conclusion/Mitigation:

a) and b) *No Impact*- Exhibit GS-5, Mineral Resource Locations, of the Yuba County 2030 General Plan Geology and Soils Background Report, identify known and expected mineral resources within Yuba County, respectively. The project site is not located with an active mining area or a mineral resource zone in Exhibit GS-5. The project is expected to have no impact on mineral resources.

XII. NOISE	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion/Conclusion/Mitigation:

a) *Less Than Significant Impact* – The Yuba County 2030 General Plan contains recommended ambient allowable noise level objectives. The plan recommends a maximum allowable ambient noise level of 60 dB in daytime and 45dB in evening hours. A bridge replacement project is not adding to the capacity of the existing road and would not generate new permanent traffic trips that could add to the noise level along New York House Road. Any noise associated with the bridge construction project, would be temporary and construction related. All construction noise would be required to meet the County’s noise ordinance and standards set out in the 2030 General Plan. Temporary construction noise associated with project construction would be minimal and be conducted solely during daylight hours. During construction, noise levels are expected to remain well below these thresholds of significance. After construction is complete, noise levels will drop to existing levels.

b) *No Impact* – Primary sources of groundborne vibrations include heavy vehicle traffic on roadways and railroad traffic. There are no railroad tracks near the project site. Traffic on roadways in the area would include very few heavy vehicles, as no land uses that may require them are in the vicinity.

c) *No Impact* – The only noise generated by the project would be during the construction phase; there would be no permanent increase in ambient noise levels in the project vicinity.

d) *Less Than Significant Impact* – Construction activities associated with the project may cause a temporary increase in noise levels in the vicinity. However, these noise levels would be temporary and would cease once construction activities end. In addition, the temporary construction noise associated with grading activities would be similar to noise generated by other rural residential activities. There are few residences on the surrounding parcels and construction noise is expected to have little impact on these parcels.

e) *No Impact* – The nearest airport to the project site is the Brownsville Airport which is 2 miles away. The existing and future land use will not change as a result of this project and the project would not expose people residing or working in the project area to excessive noise levels.

f) *No Impact* – The project site is not located within the vicinity of a private airstrip.

XIII. POPULATION AND HOUSING	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion/Conclusion/Mitigation:

a) *No Impact* – The project does not include the construction of homes or any infrastructure that would be required to foster population growth near the project area; therefore, there would be no increase in population.

b-c) *No Impact* – The project does not include the demolition of any housing; therefore it would not displace any housing or people and would not require the construction of replacement housing.

XIV. PUBLIC SERVICES		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project result in:					
Substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:					
a)	Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b)	Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c)	Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d)	Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e)	Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion/Conclusion/Mitigation:

a) *No Impact* – The proposed project does not include the construction of any housing or land uses that would require a change or increase in fire protection. There would be no impact on fire protection services.

b) *No Impact* – The Yuba County Sheriff's Department would continue to provide law enforcement services to the project site and the California Highway Patrol will respond in the event of a vehicle accident. The proposed project does not include the construction of any housing or land uses that would result in a change or increase in the demand for law enforcement.

c) *No Impact* – The proposed project does not include the construction of any housing and would not generate any students. The project would not increase the demand on school districts.

d) *No Impact* – The proposed project does not include the construction of housing and would not generate an increased demand for parks.

e) *No Impact* – Other public facilities that are typically affected by development projects include the Yuba County Library and County roads. However, since there is no development proposed by the project, there would be no increased demand for these services. The temporary traffic generated by construction activities would not generate any additional roadway maintenance.

XV. RECREATION	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion/Conclusion/Mitigation:

a-b) *No Impact* – The proposed project does not include the construction of any housing and therefore would not increase the demand for parks or recreational facilities. The project also does not include the construction of any new recreational facilities.

XVI. TRANSPORTATION/TRAFFIC	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion/Conclusion/Mitigation:

a) *Less Than Significant Impact* – The proposed project would generate a temporary increase in traffic for some nearby property owners during construction due to the bridge being closed to through traffic. The proposed project construction length is expected to be between 5-6 months and existing County roads will be used for all traffic. The project would not significantly increase traffic in the area.

b) *Less Than Significant Impact* – Level of service (LOS) is a qualitative measure of traffic conditions on a given road segment or intersection. LOS ratings are from A to F, with A being the best condition. According to the Yuba County 2030 General Plan, the minimum acceptable LOS for County roads is D. According to the Yuba County 2030 General Plan, New York House Road is classified as having a Level of Service “A” which is an acceptable minimum level of service for a Yuba County Road. Once the proposed project is completed, the road will be open to through traffic and will continue its Level of Service of “A”. Temporary traffic associated with project construction will be accommodated through the temporary construction detour. The project will not have any permanent impacts to traffic.

c) *No Impact* – As noted in the Hazards and Hazardous Materials section, the project site is not located within a safety or over-flight zone of any public or public-use airport. Therefore, the project would have no influence on flight patterns.

d) *Less Than Significant Impact* – New York House Road is an existing road that currently provides access to the project site. New York House Road is used by the surrounding foothill community. New York House Road would be used by construction equipment accessing the project site; however, there would be no substantial increase in hazards due to this temporary use of the road. Additionally, this project would make the road safer as a structurally deficient bridge will be replaced with a structurally sound and safer transportation structure.

e) *No Impact* – Emergency access to the project site would be via New York House Road. There would be no change in emergency access as a result of the project. Emergency access would actually improve to the area surrounding the project site once the bridge replacement is completed.

f) *No Impact* – The County has not adopted alternative transportation plans for this area of Yuba County.

XVII. UTILITIES AND SERVICE SYSTEMS	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion/Conclusion/Mitigation:

a) *No Impact* – The project does not propose the construction of any structures that would generate wastewater. The only utilities that would require relocation would North Yuba Water District facilities and AT&T overhead and underground utilities that are located within the project area. AT&T will be required to relocate wooden electrical poles. The relocation of both utilities would be designed in manner to avoid any future conflicts with the proposed improvements.

b) *No Impact* – The project does not require the use of water or wastewater treatment facilities.

c) *Less Than Significant Impact* – As discussed in the Hydrology and Water Quality section, there would be little increase in impervious surfaces as a result of the project; therefore, the project would minimally increase runoff.

d) *Less Than Significant* – As discussed earlier, there is no need for a water supply at the proposed project site.

e) *No Impact* – The project does not require the use of water or wastewater treatment facilities.

f-g) *No Impact* – The project is not anticipated to result in the generation of any solid waste. Temporary waste would be generated during the construction of the project; however, the project contractor will be required to maintain a clean site in compliance with WRP/SWPPP and plan specifications.

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

NOTE: If there are significant environmental impacts which cannot be mitigated and no feasible project alternatives are available, then complete the mandatory findings of significance and attach to this initial study as an appendix. This is the first step for starting the environmental impact report (EIR) process.

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

Discussion/Conclusion/Mitigation:

a) *Less Than Significant With Mitigation Incorporated* – As discussed in the Biological and Cultural Resources sections, construction associated with the project could potentially have impacts on cultural resources, and to biological species as discussed in both sections. Proposed mitigation measures would lessen the impact this project would have on both biological and cultural resources.

b) *Less Than Significant Impact with Mitigation Incorporated* – Construction of the project, in combination with other proposed projects in the adjacent area, may contribute to air quality impacts that are cumulatively considerable. However, when compared with the thresholds in the Air Quality section, the project would not have a cumulatively significant impact on air quality.

The project is consistent with the Yuba County 2030 General Plan land use designation for the project site and the zoning for the project site. With the identified Mitigation Measures **MM 3.1** and **MM 3.2** in place, cumulative impacts would be less than significant. No other cumulative impacts associated with this project have been identified.

c) *Less Than Significant Impact with Mitigation Incorporated* – Due to the nature and size of the proposed project, no substantial adverse effects on humans are expected. The project would not emit substantial amounts of air pollutants, including hazardous materials. The project would not expose residents to flooding. The one potential human health effects identified as a result of project implementation were minor construction-related impacts, mainly dust that could affect the few scattered residences near the project site. These effects are temporary in nature and subject to Feather River Air Quality Management District's Standard Mitigation Measures that would reduce these emissions to a level that would not be considered a significant impact.

REFERENCES

1. Yuba County 2030 General Plan. AECOM. June 2011
2. Yuba County 2030 General Plan Final Environmental Impact Report. AECOM. June 2011.
3. Yuba County. County of Yuba Title XII Zoning Ordinance. 2006.
4. Yuba County Important Farmland Map 2010. California Department of Conservation.
5. Yuba County Improvement Standards.
6. [State of California Hazardous Waste and Substance site "Cortese" list](#)
7. Yuba County 2008-2013 Housing Element. AECOM. Dec. 2010
8. New York House Road over Dry Creek Bridge Replacement Project, Natural Environment Study. Janaury2014. North State Resources, Inc.
9. New York House Road over Dry Creek Bridge Replacement Project, Delineation of Waters of the U.S. September 2013. Area West Environmental, Inc
10. New York House Road over Dry Creek Bridge Replacement Project Archaeological Survey Report/Historic Property Survey Report. July 2013. North State Resources, Inc.
11. New York House Road over Dry Creek Bridge Replacement Project CalEEMod Air Quality Project Analysis. March 2014. Yuba County Planning Department.
12. New York House Road over Dry Creek Bridge Replacement Project Environmental Site Assessment. August 2013. Lawrence & Associates

ATTACHMENTS

13. Mitigation and Monitoring Plan

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MM 1.1 The County shall work with the property owners with a direct line of site (both up and down stream) of the bridge in providing screen trees on their property to help block the bridge's view from their respective properties. All screen trees provided to property owners shall not exceed total number of required in MM 4.8 and after installation shall be maintained by the property owner.

Timing/Implementation

Upon start of construction activities.

Enforcement/Monitoring

Yuba County Public Works Department

Performance Criteria

Verification Cost

N/A

Date Complete (If applicable)

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MM 3.1 The most current FRAQMD Standard Mitigation Measures applicable to construction activities shall be incorporated as part of the project.

Timing/Implementation

Upon start of construction activities.

Enforcement/Monitoring

Yuba County Public Works Department

Performance Criteria

Permit verification , or clearance documents, from FRAQMD

Verification Cost

N/A

Date Complete (If applicable)

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MM3.2

1. Water inactive construction sites and exposed stockpile sites at least twice daily.
2. Pursuant to California Vehicle Code, all trucks hauling soil and other loose material to and from the construction site shall be covered or should maintain at least 6 inches of freeboard (i.e. minimum vertical distance between top of load and the trailer).
3. Any topsoil that is removed for the construction operation shall be stored on-site in piles not to exceed 4 feet in height to allow development of microorganisms prior to replacement of soil in the construction area. These topsoil piles shall be clearly marked and flagged. Topsoil piles that will not be immediately returned to use shall be revegetated with a non-persistent erosion control mixture.
4. Soil piles for backfill shall be marked and flagged separately from native topsoil stockpiles. These soil piles shall also be surrounded by filter fencing, straw wattles, or other sediment barriers or covered unless they are to be immediately used.
5. Equipment or manual watering shall be conducted on all stockpiles, dirt/gravel roads, and exposed or disturbed soil surfaces, as necessary, to reduce airborne dust.

Timing/Implementation

Upon start of project design and start of construction activities

Enforcement/Monitoring

Yuba County Public Works Department

Performance Criteria

N/A

Verification Cost

N/A

Date Complete (If applicable)

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MM 4.1 All construction personnel shall complete environmental awareness training for California red-legged frog prior to beginning work. The training shall inform construction personnel of: 1) BMPs for California red-legged frog protection (e.g., inspecting around equipment and work area before operating, minimize vegetation disturbance, protect water quality); 2) California red-legged frog identification and potential habitat within the project area; 3) procedures to follow if a California red-legged frog (or unknown frog) is observed; and 4) other special-status species that could occur in the project area.

Timing/Implementation <i>Prior to the start of, and during, construction activities.</i>	Enforcement/Monitoring Yuba County Public Works Department	
Performance Criteria N/A	Verification Cost N/A	
		Date Complete (If applicable)

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MM 4.2 A preconstruction clearance survey for California red-legged frog will be performed during the night period by a qualified biologist immediately prior to groundbreaking activities. Areas to be surveyed shall be limited to those areas within the project area and along Dry Creek, extending 30 linear feet away from Dry Creek and 500 feet up and downstream of the project area. If any California red-legged frogs are detected, the USFWS will be immediately notified. Work that has a potential to disturb California red-legged frog (as determined by a qualified biologist) shall be immediately halted and shall not resume until appropriate conservation measures have been implemented in coordination with the USFWS. These measures may include, but are not limited to moving California red-legged frogs away from the construction area and implementing a biological monitoring plan.

Timing/Implementation <i>During construction activities.</i>	Enforcement/Monitoring Yuba County Public Works Department	
Performance Criteria N/A	Verification Cost N/A	
		Date Complete (If applicable)

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MM 4.3 If foothill yellow-legged frogs are encountered during construction, work activity in the immediate vicinity will cease until any frogs have left the work area. If the frogs do not leave the work area and relocation is necessary, they shall be relocated only by a qualified biologist.

Timing/Implementation <i>Prior to the start of, and during, construction activities.</i>		Enforcement/Monitoring Yuba County Public Works Department	
Performance Criteria N/A		Verification Cost N/A	
			Date Complete (If applicable)

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MM 4.4 If Pacific pond turtles are encountered during construction, work activity in the immediate vicinity will cease until any turtles have left the work area. If the turtles do not leave the work area and relocation is necessary, they shall be relocated only by a qualified biologist.

Timing/Implementation <i>Prior to the start of, and during, construction activities.</i>		Enforcement/Monitoring Yuba County Public Works Department	
Performance Criteria N/A		Verification Cost N/A	
			Date Complete (If applicable)

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MM 4.5 To the extent practicable, vegetation disturbance, grading, and other construction activities shall be conducted outside of the nesting season (i.e., conduct construction from September 15th through February 15th). If construction occurs outside the nesting season, no further mitigation is necessary. If the nesting season cannot be completely avoided, the following measures shall be implemented.

A qualified biologist shall conduct a minimum of one pre-construction survey for nesting migratory birds within 50 feet of the project area, and for nesting raptors within 500 feet of the project area (where accessible). Areas to be surveyed shall be limited to those areas subject to increased disturbance as a result of construction activities (i.e. areas where existing traffic, human activity, etc. is greater or equal to construction-related disturbance need not be surveyed). The survey should be conducted no more than 15 days prior to the initiation of construction. If any active nests are found, appropriate conservation measures (as determined by a qualified biologist) shall be implemented. These measures may include, but are not limited to: establishing a construction-free buffer zone around the active nest site, biological monitoring of the active nest site, and delaying construction activities in the vicinity of the active nest site until the young have fledged.

If necessary and practicable, measures may be implemented to prevent swallows and other birds from nesting on the bridge. The measures may include:

- i) Prior to the start of the nesting swallow season, a qualified biologist shall supervise the installation of exclusion netting, or other acceptable materials (e.g., polytetrafluoroethylene sheeting) on the underside of the existing bridge to prevent swallows or other birds from nesting on the bridge. The exclusion device shall be monitored regularly, especially during the on-set of the nesting season when nest-building activities are the most intense. Any foundational nest material that may develop on either the netting or unnetted areas of the bridge shall be removed on a regular basis. Any deficiencies in the netting system (e.g., tears, unsecured areas) shall be repaired as soon as possible following observation. Exclusion structures shall be left in place and maintained until construction activities begin; or
- ii) During the nesting season, or as long as swallows attempt to nest on the bridge, all unfinished swallow nests will be removed from the underside of the bridge on as frequent a basis as necessary to ensure that no nesting occurs. Nests will be removed using a high powered water hose, a long pole, or equivalent method. If occupied nests are found, activities that would disturb the occupied nests shall be rescheduled until nesting activities cease.

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MM 4.5 (continued)		
Timing/Implementation <i>Prior to the start of, and during, construction activities.</i>	Enforcement/Monitoring Yuba County Public Works Department	
Performance Criteria N/A	Verification Cost N/A	
		Date Complete (If applicable)

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MM 4.6 Within 30 days prior to removal of the existing bridge and removal of woody vegetation, a qualified biologist shall conduct surveys to determine if the bridge and vegetation to be removed are being used by roosting bats. If roosting bats are detected, the biologist should attempt to determine: what species are present, what structural features are being used, and for what roosting purpose. If no roosting bats are detected or bats are using the features exclusively for night roosting, no further mitigation is necessary. If bats are using the bridge or trees for day roosting, the following measure shall be implemented.

If practicable, removal of the existing bridge/vegetation shall begin before maternity colonies form (i.e., prior to March 1) or after young are volant (flying) (i.e., after July 31). During removal of the existing bridge/vegetation, a qualified biologist shall be consulted to assist in developing a method (e.g., one-way doors) and timing which allows the maximum potential for bats to leave during dark hours; thus increasing their chance of finding new roosts with minimum exposure to predation during daylight .

Timing/Implementation <i>Prior to the start of, and during, construction activities.</i>	Enforcement/Monitoring Yuba County Public Works Department
Performance Criteria N/A	Verification Cost N/A
	Date Complete (If applicable)

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MM 4.7 Where practical, staging areas and work activity shall be located within existing roadways and parking areas to minimize disturbance to soil and native vegetation within the project area. Disturbance to native vegetation and soil shall be kept to the minimum area necessary to perform work and provide adequate clearing around the bridge.

Timing/Implementation <i>Prior to the start of, and during, construction activities.</i>		Enforcement/Monitoring Yuba County Public Works Department	
Performance Criteria N/A		Verification Cost N/A	
			Date Complete (If applicable)

MITIGATION MONITORING PLAN
EA2014-0001 (NEW YORK HOUSE ROAD BRIDGE REHABILITATION PROJECT)

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MM 4.8 Removal of riparian vegetation shall be limited to the minimum area necessary to construct the project and provide an appropriate line of sight for motorists using the bridge. All removed trees will be replaced with new trees at a 3:1 ratio.

Timing/Implementation <i>Prior to the start of, and during, construction activities.</i>		Enforcement/Monitoring Yuba County Public Works Department	
Performance Criteria N/A		Verification Cost N/A	
			Date Complete (If applicable)

MITIGATION MONITORING PLAN
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Impacts on waters of the United States would be considered a significant impact. Implementation of the following mitigation measures would reduce impacts on waters of the United States to a less-than-significant level:

MM 4.9 To the extent practicable, the discharge of dredged or fill material into waters of the United States shall be avoided.

MM 4.10 Disturbance to in-stream habitat shall be kept to the minimum area necessary to perform work.

MM 4.11 All waters of the United States that are temporarily affected by project construction shall be restored, as close as practicable, to their original contour and conditions within 10 days of the completion of the construction activities that temporarily disturb areas within the ordinary high water mark.

MM 4.12 Construction activities that will affect waters of the United States shall be conducted during the dry/low flow season to minimize the potential for erosion.

MM 4.13 Prior to any discharge of dredged or fill material into waters of the United States, the required permits/authorizations shall be obtained from the U.S. Army Corps of Engineers and the Regional Water Quality Control Board. All terms and conditions of the required permits/authorizations shall be implemented.

MM 4.14 Prior to any activities that would obstruct the flow of, or alter the bed, channel, or bank of Dry Creek or other streams, notification of streambed alteration shall be submitted to the California Department of Fish and Wildlife. If required, a streambed alteration agreement shall be obtained from the California Department of Fish and Wildlife and all conditions of the agreement shall be implemented.

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Timing/Implementation <i>Prior to the start of, and during, construction activities.</i>	Enforcement/Monitoring Yuba County Public Works Department	
Performance Criteria N/A	Verification Cost N/A	
		Date Complete (If applicable)

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MM 5.1 Pursuant to CEQA Guidelines Section 15064.5(e), in the event of the discovery of a cultural resource site or artifact during project construction, there shall be no further excavation or disturbance within 50 feet of the discovery until a professional archaeologist is consulted. Upon completion of the site examination, the archaeologist shall submit a report to the County Planning Director describing the significance of the find and making recommendations as to its origin. Mitigation Measures, as recommended by the archaeologist and approved by the County in accordance with Section 15064.5 of the CEQA Guidelines, shall be implemented prior to recommencement of construction activity within the 50-foot perimeter.

Timing/Implementation <i>Prior to project construction</i>	Enforcement/Monitoring Yuba County Public Works Department	
Performance Criteria N/A	Verification Cost N/A	
		Date Complete (If applicable)

MITIGATION MONITORING PLAN
EA2014-0001 (NEW YORK HOUSE ROAD BRIDGE REHABILITATION PROJECT)

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MM 8.1 Construction specifications shall include the following measures to reduce potential impacts in the project area associated with accidental spills of pollutants (e.g., fuel, oil, grease):

- A site-specific prevention plan shall be implemented for potentially hazardous materials. The plan shall include the proper handling and storage of all potentially hazardous materials, as well as the proper procedures for cleaning up and reporting any spills. If necessary, containment berms shall be constructed to prevent spilled materials from reaching surface water features.
- Equipment and hazardous materials shall be stored a minimum of 50 feet away from surface water features.
- Vehicles and equipment used during construction shall receive proper and timely maintenance to reduce the potential for mechanical breakdowns leading to a spill of materials. Maintenance and fueling shall be conducted in an area at least 50 feet away from Oregon Creek and the irrigation canal or within an adequate fueling containment area.

Timing/Implementation <i>During construction activities.</i>	Enforcement/Monitoring Yuba County Public Works Department
Performance Criteria N/A	Verification Cost N/A
	Date Complete (If applicable)

MITIGATION MONITORING PLAN
EA2014-0001 (NEW YORK HOUSE ROAD BRIDGE REHABILITATION PROJECT)

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MM 8.2 Construction specifications shall include the following measures to reduce potential impacts in the project area associated with the removal and disposal of lead based paint:

The construction plans should include best management practices (BMP) to protect workers from exposure to lead during grading activities. Such BMPs could include minimizing grading and employing dust suppression measures.

- Avoid grinding, sanding, or any other activity that will generate dust from the lead paint on the existing bridge structure during construction/destruction
- Consult with a Certified Industrial Hygienist to verify if a lead compliance plan is necessary to protect workers from exposure to lead and to comply with CCR Title 8, Section 1532.1, based on the construction sequencing and approach.

Timing/Implementation <i>During construction activities.</i>	Enforcement/Monitoring Yuba County Public Works Department	
Performance Criteria N/A	Verification Cost N/A	
		Date Complete (If applicable)

MITIGATION MONITORING PLAN
EA2014-0001 (NEW YORK HOUSE ROAD BRIDGE REHABILITATION PROJECT)

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MM 9.1 Prior to the start of construction activities, the project applicant shall create a Water Pollution Control Plan (WPCP). The WPCP is used to identify potential construction pollutants that may be generated at the site including sediment, earthen material, chemicals, and building materials. The WPCP also describes best management practices that will be employed to eliminate or reduce such pollutants from entering surface waters.

Timing/Implementation <i>Prior to grading or improvements plan approval</i>		Enforcement/Monitoring Yuba County Public Works Department	
Performance Criteria N/A		Verification Cost N/A	
			Date Complete (If applicable)

ENDORSED FILED

JUN 06 2014

TERRY A. HANSEN, County Clerk
BY ERICA JACKSON
Deputy Clerk

Notice of Determination

To: ☒ Office of Planning and Research
PO Box 3044
Sacramento, CA 95812-3044

Street Address:
1400 Tenth Street, Room 212
Sacramento, CA 95812-3044

☒ County Clerk, County of Yuba
915 8th Street
Marysville, CA 95901-5273

From: Yuba County
Community Dev. & Services Agency
Planning Department
915 8th Street, Suite 123
Marysville, CA 95901-5273
Contacts: Kevin Perkins
Telephone: (530) 749-5470

RE: **Filing of Notice of Determination in compliance with Section 21108 or Section 21152 of the Public Resources Code**

State Clearinghouse Number: 2014042035

Project Title: Environmental Assessment 2014-0001 (New York House Road Bridge Rehabilitation Project)

Applicant: Yuba County Public Works Department

Applicant's Address: 915 8th Street Suite 125, Marysville, CA 95901

Applicant's Telephone: (530) 749-5420

Project Location (include County): The project is located along New York House Road in community of Brownsville in eastern Yuba County.

Assessor's Parcel Number(s): N/A

Project Description Yuba County Public Works Department is requesting adoption of an environmental assessment of the New York House Road Bridge Replacement Project which consists of replacing the existing bridge along New York House Road over Dry Creek. The proposed project is located within the rural community of Brownsville which is located approximately 25 miles northeast of the city of Marysville in the eastern unincorporated mountain region of Yuba County.

This is to advise that the Yuba County Staff Development Committee has approved the above described project on June 4, 2014, and has made the following determinations regarding the above described project:

1. The project ☐ will ☒ will not have a significant effect on the environment.
2. ☐ An environmental impact report (EIR) was prepared and certified for the project pursuant to the provisions of California Environmental Quality Act (CEQA).
☒ A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures ☒ were ☐ were not made a condition of project approval.
4. A mitigation reporting or monitoring plan ☒ was ☐ was not adopted for this project.
5. A Statement of Overriding Considerations ☐ was ☒ was not adopted for this project.
6. Findings ☒ were ☐ were not made pursuant to the provisions of CEQA

This is to certify that the Mitigated Negative Declaration and record of project approval is available to the General Public at the Yuba County Planning Department office, 915 8th Street, Suite 123, Marysville, CA 95901-5273

By:  Title: Planner III

Date: June 6, 2014

Date received for filing at OPR _____



State of California—Natural Resources Agency
CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE
2014 ENVIRONMENTAL FILING FEE CASH RECEIPT

RECEIPT#

58 2014-016

STATE CLEARING HOUSE # (if applicable)

2014042035

SEE INSTRUCTIONS ON REVERSE. TYPE OR PRINT CLEARLY

LEAD AGENCY

Yuba County Community Development & Services Agency Planning Department

DATE

06/06/2014

COUNTY/STATE AGENCY OF FILING

Yuba

DOCUMENT NUMBER

2014FG-00016

PROJECT TITLE

Environmental Assessment 2014-0001 (New York House Road Bridge Rehabilitation Project)

PROJECT APPLICANT NAME

Yuba County Public Works Department

PHONE NUMBER

(530) 749-5420

PROJECT APPLICANT ADDRESS

915 8th Street Suite 125

CITY

Marysville

STATE

CA

ZIP CODE

95901

PROJECT APPLICANT (Check appropriate box):

☒ Local Public Agency ☐ School District ☐ Other Special District ☐ State Agency ☐ Private Entity

CHECK APPLICABLE FEES:

<input type="checkbox"/> Environmental Impact Report (EIR)	\$3,029.75	\$	0.00
<input checked="" type="checkbox"/> Mitigated/Negative Declaration (MND)(ND)	\$2,181.25	\$	2,181.25
<input type="checkbox"/> Application Fee Water Diversion (State Water Resources Control Board only)	\$850.00	\$	0.00
<input type="checkbox"/> Projects Subject to Certified Regulatory Programs (CRP)	\$1,030.25	\$	0.00
<input type="checkbox"/> County Administrative Fee	\$50.00	\$	0.00
<input type="checkbox"/> Project that is exempt from fees			
<input type="checkbox"/> Notice of Exemption (attach)			
<input type="checkbox"/> CDFW No Effect Determination (attach)			
<input type="checkbox"/> Other		\$	

PAYMENT METHOD:

☐ Cash ☐ Credit ☒ Check ☐ Other

TOTAL RECEIVED \$ 2,181.25

SIGNATURE

X

PRINTED NAME AND TITLE

Erica Jackson, Deputy Clerk

ORIGINAL - PROJECT APPLICANT

COPY - CDFW/ASB

COPY - LEAD AGENCY

COPY - COUNTY CLERK

FG 753.5a (Rev. 12/13)

NOTICE

Each project applicant shall remit to the county clerk on or before filing a Notice of Determination (see Pub. Resources Code §21152) the fee required under Fish and Game Code section 711.4, subdivision (d). Without the appropriate fee, statutory or categorical exemption, or a valid No Effect Determination issued by the California Department of Fish and Wildlife (CDFW), the Notice of Determination is not operative, vested, or final, and shall not be accepted by the county clerk. **Please note that this form will replace the receipt books currently available by year 2015.**

COLLECTION PROCEDURES FOR COUNTY GOVERNMENTS

1. The original cash receipt is to be issued to a project applicant when payment is made in conjunction with filing a Notice of Determination. The second copy is to be submitted to the CDFW on a monthly basis. The remaining copies will be retained by the county (one for the lead agency and one for the county clerk).
2. For projects that are statutorily exempt or categorically exempt (Cal. Code Regs., tit 14, §§15260-15285, 15300-15333) and are filed with the county clerk, the cash receipt shall be completed and attached to the Notice of Exemption. No fee is due for statutorily exempt or categorically exempt projects.
3. For projects that CDFW has found to have no effect, the cash receipt shall be completed, and attached to the Notice of Determination; it is mandatory that a copy of CDFW No Effect Determination be attached to the Notice of Determination. If the project applicant does not have a No Effect Determination from CDFW, then the appropriate filing fee is due.
4. Within 30 days after the end of each month in which the filing fees are collected, each county will summarize and record the amount collected on the monthly State of California Form No. CA25 (TC31) and remit the amount collected to the State Treasurer.

Identify the remittance on the State of California Form No. CA25 (TC31) as "Environmental Document Filing Fees" per Fish and Game Code section 711.4.

DO NOT COMBINE THE ENVIRONMENTAL FEES WITH THE STATE SHARE OF FISH AND WILDLIFE FINES.

The following documents are to be mailed by the county clerk to CDFW on a monthly basis:

- (A) A photocopy of the monthly State of California Form No. CA25 (TC31);
- (B) CDFW/ASB copies of all cash receipts (including all voided receipts);
- (C) A copy of all CDFW No Effect Determinations filed in lieu of fee payment;
- (D) A copy of all Notices of Determination filed with the county during the preceding month; and
- (E) A list of the complete name, address and telephone number of all project applicants for which a Notice of Determination has been filed.

If this information is contained on the cash receipt filed with CDFW under California Code of Regulations, title 14, section 753.5, subdivision (e)(6), no additional information is required.

RECEIPT NUMBERING PROCEDURE

Receipts shall be numbered using the two numbers assigned to each county/agency in the table below, followed by the current year and a 3 digit number. For example the first environmental filing fee receipt issued by the County of Alameda (Code 01) in 2014 shall be numbered 01-2014-001.

County/Agency	Code	County/Agency	Code	County/Agency	Code
CDFW	00	Marin	21	Santa Barbara	42
Alameda	01	Mariposa	22	Santa Clara	43
Alpine	02	Mendocino	23	Santa Cruz	44
Amador	03	Merced	24	Shasta	45
Butte	04	Modoc	25	Sierra	46
Calaveras	05	Mono	26	Siskiyou	47
Colusa	06	Monterey	27	Solano	48
Contra Costa	07	Napa	28	Sonoma	49
Del Norte	08	Nevada	29	Stanislaus	50
El Dorado	09	Orange	30	Sutter/Yuba	51
Fresno	10	Placer	31	Tehama	52
Glenn	11	Plumas	32	Trinity	53
Humboldt	12	Riverside	33	Tulare	54
Imperial	13	Sacramento	34	Tuolumne	55
Inyo	14	San Benito	35	Ventura	56
Kern	15	San Bernardino	36	Yolo	57
Kings	16	San Diego	37	Yuba	58
Lake	17	San Francisco	38	OPR	59
Lassen	18	San Joaquin	39	SWRCB	60
Los Angeles	19	San Luis Obispo	40		
Madera	20	San Mateo	41		

Mail to:

California Department of Fish and Wildlife
Accounting Services Branch
1416 Ninth Street, Box 944209
Sacramento, California 94244-2090



State of California—Natural Resources Agency
CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE
2014 ENVIRONMENTAL FILING FEE CASH RECEIPT

RECEIPT#

58 2014-016

STATE CLEARING HOUSE # (If applicable)

2014042035

SEE INSTRUCTIONS ON REVERSE. TYPE OR PRINT CLEARLY

LEAD AGENCY

Yuba County Community Development & Services Agency Planning Department

DATE

06/06/2014

COUNTY/STATE AGENCY OF FILING

Yuba

DOCUMENT NUMBER

2014FG-00016

PROJECT TITLE

Environmental Assessment 2014-0001 (New York House Road Bridge Rehabilitation Project)

PROJECT APPLICANT NAME

Yuba County Public Works Department

PHONE NUMBER

(530) 749-5420

PROJECT APPLICANT ADDRESS

915 8th Street Suite 125

CITY

Marysville

STATE

CA

ZIP CODE

95901

PROJECT APPLICANT (Check appropriate box):

☒ Local Public Agency ☐ School District ☐ Other Special District ☐ State Agency ☐ Private Entity

CHECK APPLICABLE FEES:

<input type="checkbox"/> Environmental Impact Report (EIR)	\$3,029.75	\$	0.00
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<input type="checkbox"/> Application Fee Water Diversion (State Water Resources Control Board only)	\$850.00	\$	0.00
<input type="checkbox"/> Projects Subject to Certified Regulatory Programs (CRP)	\$1,030.25	\$	0.00
<input type="checkbox"/> County Administrative Fee	\$50.00	\$	0.00
<input type="checkbox"/> Project that is exempt from fees			
<input type="checkbox"/> Notice of Exemption (attach)			
<input type="checkbox"/> CDFW No Effect Determination (attach)			
<input type="checkbox"/> Other		\$	

PAYMENT METHOD:

☐ Cash ☐ Credit ☒ Check ☐ Other

TOTAL RECEIVED \$ 2,181.25

SIGNATURE

X

PRINTED NAME AND TITLE

Erica Jackson, Deputy Clerk

ORIGINAL - PROJECT APPLICANT

COPY - CDFW/ASB

COPY - LEAD AGENCY

COPY - COUNTY CLERK

FG 753.5a (Rev. 12/13)