Regular Planning Commission Meeting
Staff Report

Meeting Date:

March 18, 2025

SUBJECT: Consideration to approve the Caliterra Ranch Tentative Subdivision Map Amendment.

PREPARED BY: Tim Raney, Community Development Director

Recommendation

Staff recommends that the Wheatland Planning Commission conduct a public hearing on the proposed Tentative Subdivision Map Amendment, and upon close of the public hearing, adopt the attached resolution:

1. Approving the Addendum to the Initial Study/ Mitigated Negative Declaration (SCH#2001012094) and the updated Mitigation Monitoring and Reporting Program for the Caliterra Ranch Project; and

2. Approving the Tentative Subdivision Map Amendment for the Caliterra Ranch Project.

Project Summary

On July 17, 2024, the City of Wheatland received an application from Rick Langdon (applicant) to amend the approved Caliterra Ranch Tentative Subdivision Map. The requested tentative subdivision map amendment would redesign the eastern area of the project site including the roadway alignments of First Street and Wheatland Park Drive providing the addition of 68 single-family lots (proposed project) (see Attachment 1). Pursuant to Section 17.05.200 of the Wheatland Municipal Code, tentative subdivision map amendments require Planning Commission review and approval.

Background

The Caliterra Ranch Project (formerly known as Jones Ranch) is an approximately 193-acre site currently consisting of 552 single-family residential lots, located on the south side of Wheatland Road, between the existing High School and Ace Hardware. Oakley Lane bisects the property, which is agricultural in appearance, characterized by grasslands and open space. The project site is zoned Planned Development (PD) and designated for Low-Density Residential (LDR) and Commercial (C) in the Wheatland General Plan.

Project Location

The previous City approvals for the Caliterra Ranch Project are listed below:

- 2002: The City certified the Jones Ranch program-level Environmental Impact Report (SCH #2001012094).
- 2003: The City adopted the Jones Ranch Tax Sharing Agreement and approved the annexation of the approximately 193-acre Jones Ranch project site.
- 2005: The City approved the Jones Ranch project-level Mitigated Negative Declaration and the Jones Ranch Tentative Subdivision Map.
- 2006: The City recorded the Jones Ranch Development Agreement between the City of Wheatland and Lakemont Overland Crossing, LLC.
- 2006: The Yuba County Local Agency Formation Commission (LAFCo) approved the annexation into the City.
- 2007: The City approved an extension of the approved Jones Ranch Tentative Subdivision Map, which extended the life of the Tentative Subdivision Map for a ten-year period, matching the terms of the Development Agreement.
- 2008: The City approved the Amendment No.1 to the Jones Ranch Development Agreement between the City of Wheatland and Lakemont Overland Crossing, LLC.
- 2010: The City recorded the Second Amendment to the Jones Ranch Development Agreement between the City of Wheatland and RBC Real Estate Finance Inc.
- 2015: The City recorded the Third Amended and Restated Development Agreement between the City of Wheatland and the applicant, Dale Investments, LLC.
- 2015: The City determined the 2015 Jones Ranch Tentative Subdivision Map was in substantial compliance with the 2005 Jones Ranch Tentative Subdivision Map pursuant to Section 17.05.200 of the Wheatland Municipal Code.

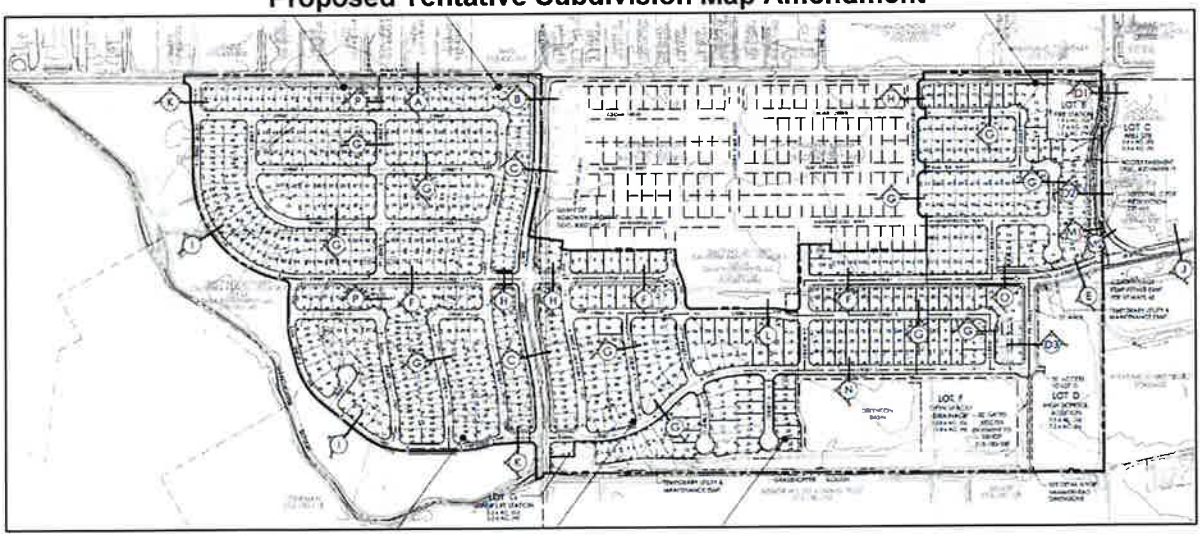
- 2017: The City recorded Amendment No. 1 to the Third Amended and Restated Development Agreement between the City of Wheatland and the applicant, Dale Investments, LLC.
- 2017: The City determined the 2017 Caliterra Ranch Tentative Subdivision Map was in substantial compliance with the 2015 Jones Ranch Tentative Subdivision Map pursuant to Section 17.05.200 of the Wheatland Municipal Code.
- 2020: The City approved Amendment No. 2 to the Third Amended and Restated Development Agreement between the City of Wheatland and the applicant, Dale Investments, LLC.
- 2023: The City approved Amendment No. 3 to the Third Amended and Restated Development Agreement between the City of Wheatland and the applicant, Dale Investments, LLC.

To date, the Final Map for Phase 1 (Village I and Village II) has been approved and 145 lots have been sold to the home builder K. Hovnanian Homes. Internal streets and improvements to Wheatland Road have been constructed, 141 building permits have been approved, and 116 final inspections have been approved. The project applicant has been working with City staff on the Final Map for Phase 2 and preparing to sell the next phase to a home builder.

Analysis

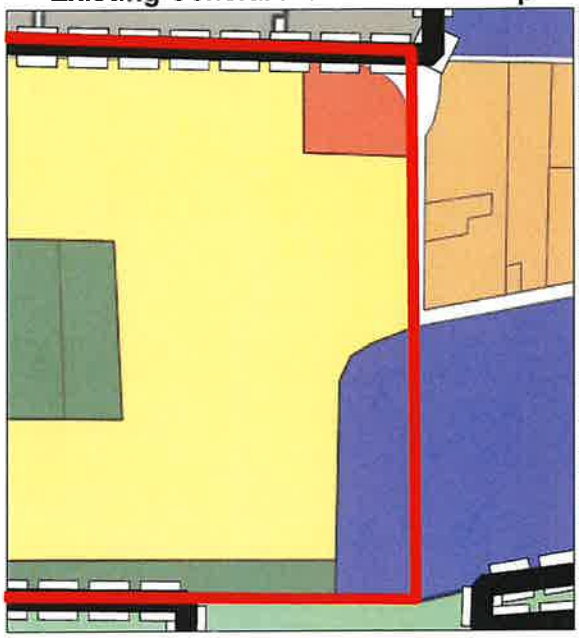
The proposed project would include the modification of the existing Caliterra Ranch Tentative Subdivision Map consisting of the redesign of the eastern area of the project site including the roadway alignments of First Street and Wheatland Park Drive providing the addition of 68 single-family lots. The increase in the number of single-family lots would result in a total of 620 residential lots for the overall Caliterra Ranch Subdivision.

Proposed Tentative Subdivision Map Amendment

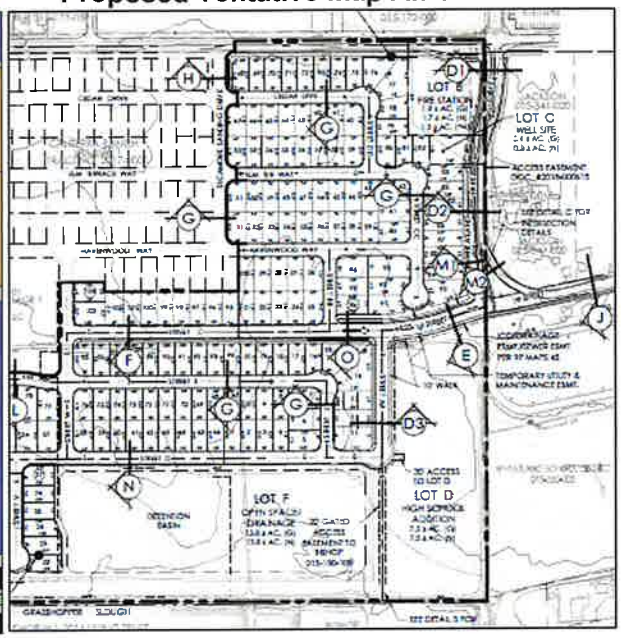


The proposed 7.5-acre Wheatland High School expansion site and the 1.5-acre commercial site, which is intended to be a future Wheatland Fire Station, remain as part of the proposed project.

Existing General Plan Land Use Map



Proposed Tentative Map Amendment



According to the current U.S. Census data, average household size in the City of Wheatland is 2.82 persons per household, as such, estimated population growth associated with the proposed project would be approximately 264 residents. It should be noted that the Caliterra Ranch Design Guidelines approved in 2017 still apply to all future project development. In addition, the proposed 68 additional single-family lots would not be included in the existing development impact fee (DIF) protections and vested sewer rights included in the current Development Agreement between the City of Wheatland and Dale Investments, unless the existing Development Agreement is amended again in the future. Furthermore, all future residential lots, including the proposed 68 additional lots, would be included in the existing Community Facilities District (CFD) as part of the future final map processing.

The City Engineer has reviewed the proposed project and all comments and requirements were incorporated into the proposed project where applicable or have been included as draft conditions of approval, which would be implemented as part of the improvement plan and final map process prior to building permit approval. The draft conditions of approval are identified in the attached resolution (see Attachment 1).

Environmental Review

An EIR was certified in 2002 for the Jones Ranch Project (SCH No. 2001012094). The 2002 EIR evaluated the annexation of approximately 193 acres located within Yuba County into the City of Wheatland city limits, as well as the development of 552 single-family residences on the 193-acre site. The Jones Ranch Project also included the annexation of an additional 31 acres ("Island Property") into the City of Wheatland city limits and the potential future development of 50 residential units on the 31-acre site.

An Initial Study/Mitigated Negative Declaration (IS/MND) was then prepared in 2005 for the Jones Ranch Tentative Subdivision Map Project (SCH No. 2005082035). The 2005 IS/MND evaluated the development of 552 dwelling units within eight residential villages on the 193-acre project site.

An Addendum to the 2002 EIR and 2005 IS/MND has now been prepared for the proposed project in accordance with CEQA (see Attachment 1). According to CEQA Guidelines Section 15164(b), an addendum may be prepared if only minor technical changes or additions to the previous EIR are necessary or if none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR have occurred. Given the limited scope of changes to the project, the attached Addendum provides a detailed evaluation of those select CEQA topics most affected by the changes, whereas the remaining CEQA topics are appropriately discussed at a lesser level of detail.

The following CEQA topics, or resource areas, were evaluated in detail as part of the Caliterra Ranch Project Addendum:

- Air Quality and Greenhouse Gas Emissions
- Biological
- Cultural
- Transportation

Previous mitigation measures from the 2002 EIR and 2005 IS/MND are still applicable for the project for all four resource areas identified above. In addition, the Air Quality and Greenhouse Gas Emissions resource area includes one new mitigation measure for consistency with the City's Climate Action Plan (CAP) and the Transportation resource area includes modified mitigation measures as a result of changes in the City's roadway system over time.

Although the number of units proposed has increased, the proposed project would not change the residential nature of development within the project site, and the proposed development would be consistent with the site's land use and zoning designations. As such, impacts related to the remaining resource areas would be the similar as analyzed in the 2002 EIR and 2005 IS/MND. Overall, implementation of all applicable mitigation measures would ensure the proposed project would not result in any additional significant impacts or more severe significant impacts.

Therefore, the proposed project has been evaluated for significant impacts pursuant to CEQA, and the Caliterra Ranch Project Addendum concludes that the conditions set forth in Section 15162 are not triggered by the modified project. As such, an addendum is the appropriate environmental document for the proposed project, pursuant to CEQA Guidelines Section 15164.

Conclusion

Based on the information contained in the staff report, staff recommends that the Wheatland Planning Commission takes the following actions:

1. Adopt the resolution approving the Addendum to the Initial Study/ Mitigated Negative Declaration (SCH No. 2005082035) and the updated MMRP for the Caliterra Ranch Project.

2. Approve the resolution approving the Tentative Subdivision Map Amendment for the Caliterra Ranch Project.

Attachments

1. Resolution approving the Caliterra Ranch Tentative Subdivision Map Amendment
   Exhibit A – Caliterra Ranch Project Addendum
   Exhibit B – Caliterra Ranch Project Updated Mitigation Monitoring and Reporting Program
   Exhibit C – Caliterra Ranch Tentative Subdivision Map Amendment
   Exhibit D – Draft Conditions of Approval

2. 2017 Caliterra Ranch Tentative Subdivision Map

PLANNING COMMISSION
RESOLUTION NO. 2025-02

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF WHEATLAND APPROVING THE TENTATIVE SUBDIVISION MAP AMENDMENT FOR THE CALITERRA RANCH (FORMERLY JONES RANCH) PROJECT.

WHEREAS, on July 17, 2024, the City of Wheatland received an application from Dale Investments, LLC (Applicant) to amend the Caliterra Ranch Tentative Subdivision Map (Project); and

WHEREAS, the project site consists of a 132.3-acre site located southwest of the intersection of Wheatland Park Drive/Wheatland Road and Olive Street in the City of Wheatland, California. The project site is identified by Yuba County Assessor's Parcel Numbers (APNs) 015-180-128 through -133 and -137, -138, -141 through -144, and -150; and

WHEREAS, in 2002, the Wheatland City Council adopted Resolution No. 55-03, making findings concerning mitigation measures and alternatives, making a statement of overriding considerations, adopting a Mitigation Monitoring and Reporting Program, and certifying the Jones Ranch Project Final Environmental Impact Report (EIR) (SCH No. 2001012094) pursuant to the California Environmental Quality Act (CEQA); and

WHEREAS, in 2005, the Wheatland City Council adopted Resolution No. 40-05, adopting the Jones Ranch Tentative Subdivision Map Initial Study/Mitigated Negative Declaration (IS/MND) (SCH No. 2005082035) and an updated Mitigation Monitoring and Reporting Program pursuant to CEQA; and

WHEREAS, on November 24, 2014, the City of Wheatland approved the Third Amended and Restated Development Agreement with Dale Investments regarding the Caliterra Ranch Subdivision; and

WHEREAS, on June 30, 2017, the City of Wheatland approved Amendment No. 1 to the Third Amended and Restated Development Agreement with Dale Investments regarding the Caliterra Ranch Subdivision, which provided development impact fee protections and extended the deadline for the recording of the final map for the first 50; and

WHEREAS, on December 8, 2020, the City of Wheatland approved Amendment No. 2 to the Third Amended and Restated Development Agreement with Dale Investments regarding the Caliterra Ranch Subdivision, which reduced the development impact fees by 50 percent for the first 145 units; and

WHEREAS, on December 12, 2023, the City of Wheatland approved Amendment No. 3 to the Third Amended and Restated Development Agreement with Dale Investments regarding the Caliterra Ranch Subdivision, which determined timing of park improvements and extended the 276 recorded lots requirement to December 31, 2023, and

WHEREAS, the City of Wheatland, as Lead Agency, has determined the Project includes minor technical changes; therefore, an Addendum to the adopted Caliterra Ranch (formerly known as Jones Ranch) IS/MND (SCH No. 2005082035) has been prepared (provided as Exhibit A); and

WHEREAS, the City of Wheatland, as Lead Agency, has determined the Project includes minor technical changes to mitigation measures; therefore, an updated Mitigation Monitoring and Reporting Program (provided as Exhibit B) for the Caliterra Ranch (formerly known as Jones Ranch) Tentative Subdivision Map, have been imposed on and incorporated into the Project and will mitigate or avoid significant environmental effects; and

WHEREAS, the Wheatland Planning Commission duly gave notice of public hearing as required by law and on March 18, 2025 duly held a public hearing, received and considered evidence, both oral and documentary.

NOW, THEREFORE, BE IT RESOLVED AND DETERMINED, that the Wheatland Planning Commission does hereby make the following findings for approval of a Tentative Subdivision Map Amendment prepared (provided as Exhibit C), subject to the conditions of approval as set forth in Exhibit D, which is attached hereto and incorporated by reference:

1. The foregoing recitals are true and correct, and are hereby incorporated by reference; and

2. That the subdivision, design and improvements are consistent with the General Plan, as required by Section 66473.5 of the Subdivision Map Act and the City's Subdivision Regulations. The subdivision will accommodate uses that are consistent with the General Plan on each of the lots created by the subdivision; and,

3. That the Tentative Subdivision Map Amendment complies with Section 17.05.200 of the City's Municipal Code, including the following:

    A. Such changes are consistent with the intent and spirit of the original tentative map approval or conditional approval;
    B. There are no resulting violations of this code and city administration;
    C. The Tentative Subdivision Map Amendment shall not alter the expiration date of the tentative map; and
    D. The City's Planning and Engineering staff have reviewed the Tentative Subdivision Map Amendment and evaluated the effects of the subdivision proposed and have determined that the Tentative Subdivision Map Amendment as conditioned comply with and conform to all the applicable rules, regulations, standards, and criteria of the City's Subdivision Regulations.

4. The conditions of approval protect the public safety, health and general welfare of the users of the project and surrounding area. In addition, the conditions ensure the project is consistent with City standards; and

5. All mitigation measures contained within the updated Mitigation Monitoring and Reporting Program for the Caliterra Ranch (formerly known as Jones Ranch) Tentative Subdivision Map IS/MND (SCH No. 2005082035) shall apply to the Project; and

6. Based upon the provisions of CEQA Guidelines Sections 15182 and 15162 and the documentation provided in Exhibit A, Addendum to the Caliterra Ranch (formerly known as Jones Ranch) Tentative Subdivision Map IS/MND (SCH No. 2005082035), the preparation of an additional supplemental or subsequent EIR is not required prior to approval of the proposed entitlements.

NOW, THEREFORE, BE IT FURTHER RESOLVED AND DETERMINED, that the Wheatland Planning Commission does hereby approve the Addendum to the Caliterra Ranch (formerly known as Jones Ranch) IS/MND (SCH No. 2005082035) as set forth in Exhibit A, which is attached hereto and incorporated by reference, approve the updated Mitigation Monitoring and Reporting Program for the Caliterra Ranch (formerly known as Jones Ranch) Tentative Subdivision Map IS/MND (SCH No. 2005082035) as set forth in Exhibit B, which is attached hereto and incorporated by reference, and approve the Caliterra Ranch Tentative Subdivision Map Amendment as set forth in Exhibit C, which is attached hereto and incorporated by reference, subject to the conditions of approval, as set forth in Exhibit D, which is attached hereto and incorporated by reference.

* * * * * * * *

I HEREBY CERTIFY that the foregoing resolution was passed and adopted by the Wheatland Planning Commission, at a special meeting thereof, held on the 18th day of March 2025, by the following vote:

AYES:
NOES:
ABSTAIN:
ABSENT:

APPROVED:

_____
Planning Commission Chairperson

ATTEST:

_____
Lisa Thomason, City Clerk

City of Wheatland
Community Development Department

Caliterra Ranch Amendment Project

Addendum to a Certified Mitigated Negative Declaration

February 2025

Prepared by

RANEY PLANNING & MANAGEMENT, INC. | 25 years
1501 Sports Drive, Suite A, Sacramento, CA 95834

ADDENDUM TO AN ADOPTED INITIAL STUDY/NEGATIVE DECLARATION

The City of Wheatland, California, does hereby prepare, make, declare, and publish the Addendum to an adopted Initial Study/Mitigated Negative Declaration (IS/MND) for the following described project:

Project Name: Caliterra Ranch Amendment Project

Original Project: Jones Ranch Project (SCH #2005082035)

Project Background

The Jones Ranch Project was evaluated pursuant to CEQA through the preparation and circulation of a program-level Draft and Final Environmental Impact Report (EIR). The City certified the Jones Ranch Project EIR in 2002 (SCH #2001012094), hereafter referred to as the "2002 EIR." The 2002 EIR programmatically evaluated the Jones Ranch Project, which included the annexation of the approximately 191-acre site within Yuba County into the City of Wheatland city limits, as well as the future development of 552 single-family residences. The Jones Ranch Project also included the annexation of an additional 31 acres ("Island Property") into the City of Wheatland city limits and development of 50 residential units on that site. The Caliterra Ranch (formerly Jones Ranch) Project site is located southwest of the intersection of Wheatland Park Drive/Wheatland Road and Olive Street in the City of Wheatland, California (see Figure 1 and Figure 2). The approximately 191-acre site (identified as Assessor's Parcel Numbers [APNs] 015-180-128 through -150 and 015-850-001 through -55) is bisected by Oakley Lane.

Subsequent to the 2002 EIR, the City received a tentative map application for Jones Ranch and prepared a project-level IS/MND in 2005 (SCH #2005082035) to evaluate the environmental impacts of development of such, hereafter referred to as the "2005 IS/MND." The 2005 IS/MND tiered from the analysis of the 2002 EIR, pursuant to CEQA Section 15063(c)(3)(D). The 2005 IS/MND evaluated the development of 552 dwelling units within eight residential villages on the 191-acre project site. The Jones Ranch Project required approval of a Large Lot Tentative Subdivision Map (TSM) to subdivide the site into two parcels, as well as a Small Lot TSM to subdivide the site into 552 single-family lots and additional lots for commercial and public uses. The Small Lot TSM included 129 acres designated for low-density residential uses; 2.4 acres for parkland uses; 10 acres for elementary school uses; 8.1 acres for expansion of the adjacent Wheatland Union High School; 2.5 acres of commercial uses; 17.1 acres of open space/drainage corridors; a 6.4-acre detention basin; 0.6-acre well site; 1.9-acre pedestrian paseo/tot lot; 10.3 acres for major roadways; and 0.2-acre for a sewer lift station.

Since the City approved the Caliterra Ranch (formerly Jones Ranch) Project and adopted the 2005 IS/MND, a number of improvements to the site have occurred, including some grading within the eastern portion of the site, and Villages 1 and 2 within the north-central portion of the site are currently under construction. The remainder of the site is undeveloped, with the exception of a barn on the western portion of the site.

Figure 1
Regional Project Location

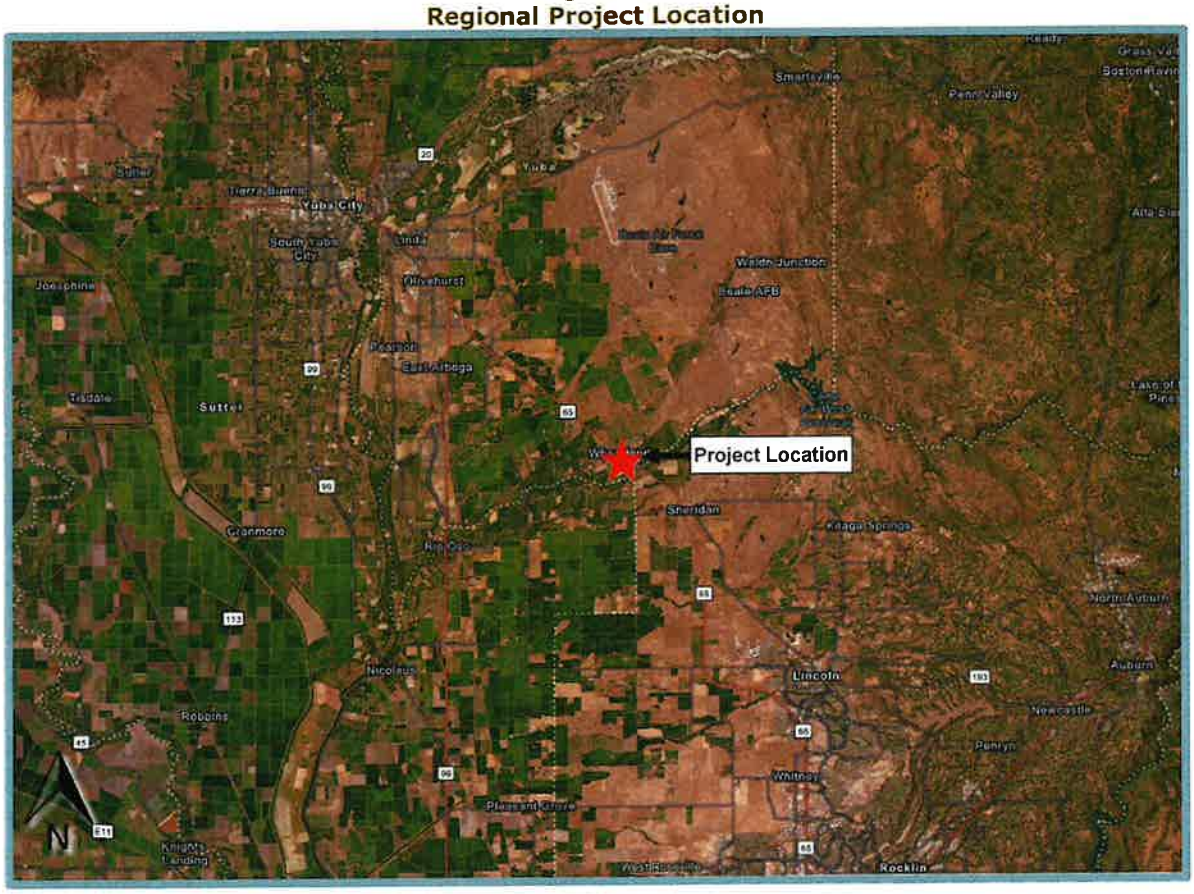


Figure 2
Approved Caliterra Ranch Project Site Boundaries

Project Location and Setting

The Caliterra Ranch Project (proposed project) site consists of approximately 132.3 acres of the approved Jones Ranch Project site and is located southwest of the intersection of Wheatland Park Drive/Wheatland Road and Olive Street in the City of Wheatland, California (see Figure 3).

The project site is identified as APNs 015-180-128 through -133, -137, -138, -141 through -144, -146 through -148, and -150. As noted above, the site is currently undeveloped, with the exception of an existing barn on the western portion of the site. Existing orchards currently exist within the western portions of the site as well.

The site is currently surrounded by single-family residences, undeveloped land, a church, and a school to the north, across Wheatland Road; undeveloped land, single-family residences, and the Wheatland Union High School athletic track and baseball fields to the east; and agricultural uses to the south and west. The City of Wheatland General Plan designates the site as Low Density Residential and the site is zoned Planned Development (PD).

Project Description

The proposed project would include modification of the existing Caliterra Ranch Project to include an additional 68 single-family lots, which would increase the total number of single-family lots from the previously approved Caliterra Ranch Project of 552 to 620 (see Figure 4). Residential lot sizes would range from 5,775 square feet (sf) to 12,993 sf.

The proposed project would include additional alterations to the previously approved Caliterra Ranch Project, primarily related to roadway design. For example, the proposed project would remove a planned roundabout at the Wheatland Park Drive/Street C intersection and would instead include a traditional three-way Wheatland Park Drive/First Street intersection located closer to the eastern project boundary, adjacent to Wheatland High School. The proposed project would also include upsizing the previously approved sewer lift station to accommodate future buildout of the project site, expansion of the previously approved basin in the eastern portion of the site from 6.4 acres to 13.8 acres, and construction of a new basin within the western portion of the site to provide treatment and retention for stormwater associated with the villages west of Oakley Lane.

Water and sewer would be provided by the City of Wheatland through a network of new water and sewer lines (see Figure 5). A network of new eight- to 12-inch water lines would connect to the existing 12-inch water main within Wheatland Road. A new network of eight-inch sewer lines would direct wastewater flows to the previously approved sewer lift station in the center of the site, which is proposed to be upsized to accommodate the additional residential units proposed as part of the project. The sewer lift station would pump wastewater flows through an existing six-inch force main, ultimately connecting to the Malone Lift Station.

With respect to stormwater, a new network of 12- to 42-inch storm drain pipes are proposed to be installed throughout the project site to capture flows and direct stormwater into either the previously approved on-site basin or the second, currently proposed, on-site basin (see Figure 6). Both basins would be sized such that pre-development stormwater flows associated with the site would not be exceeded and that adequate water quality treatment would be provided. Electricity and natural gas would be provided to the project site by the Pacific Gas & Electric Company (PG&E).

Figure 3
Caliterra Ranch Amendment Project Site Boundaries Map

Figure 4
Proposed Tentative Subdivision Map Amendment

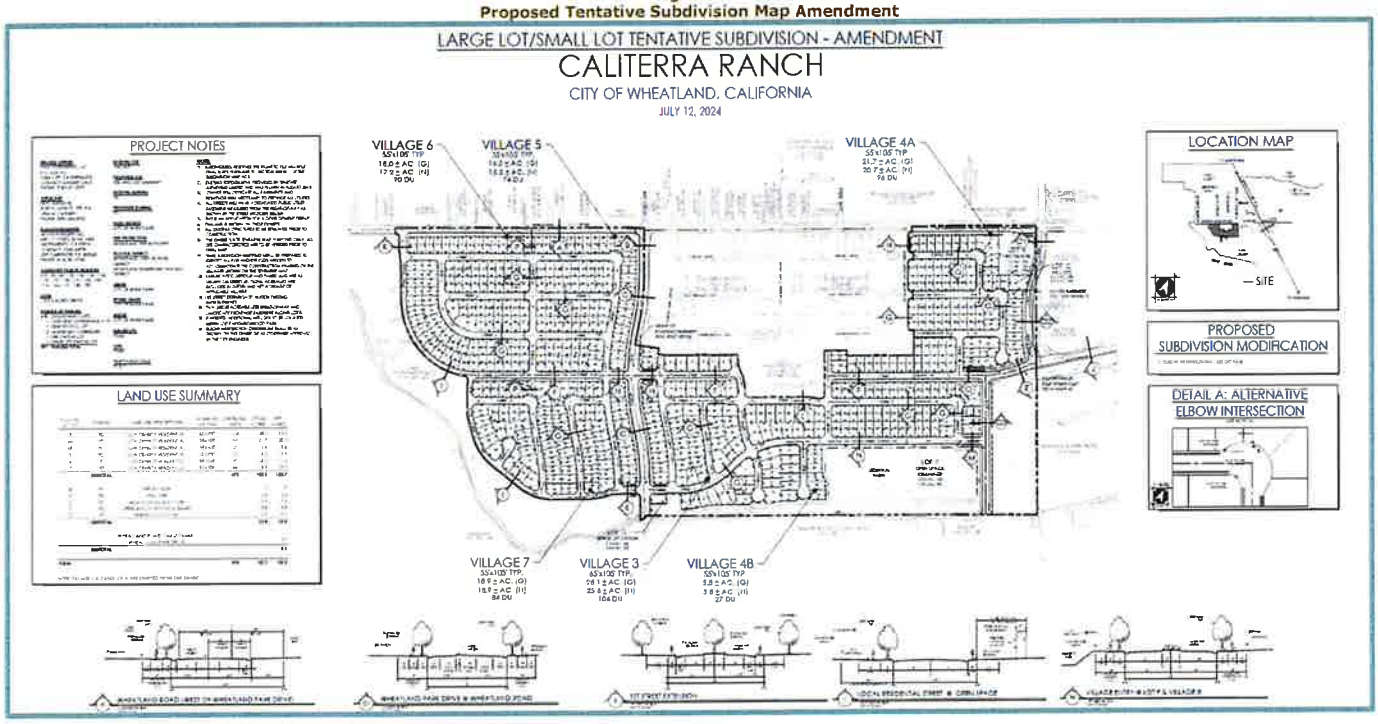
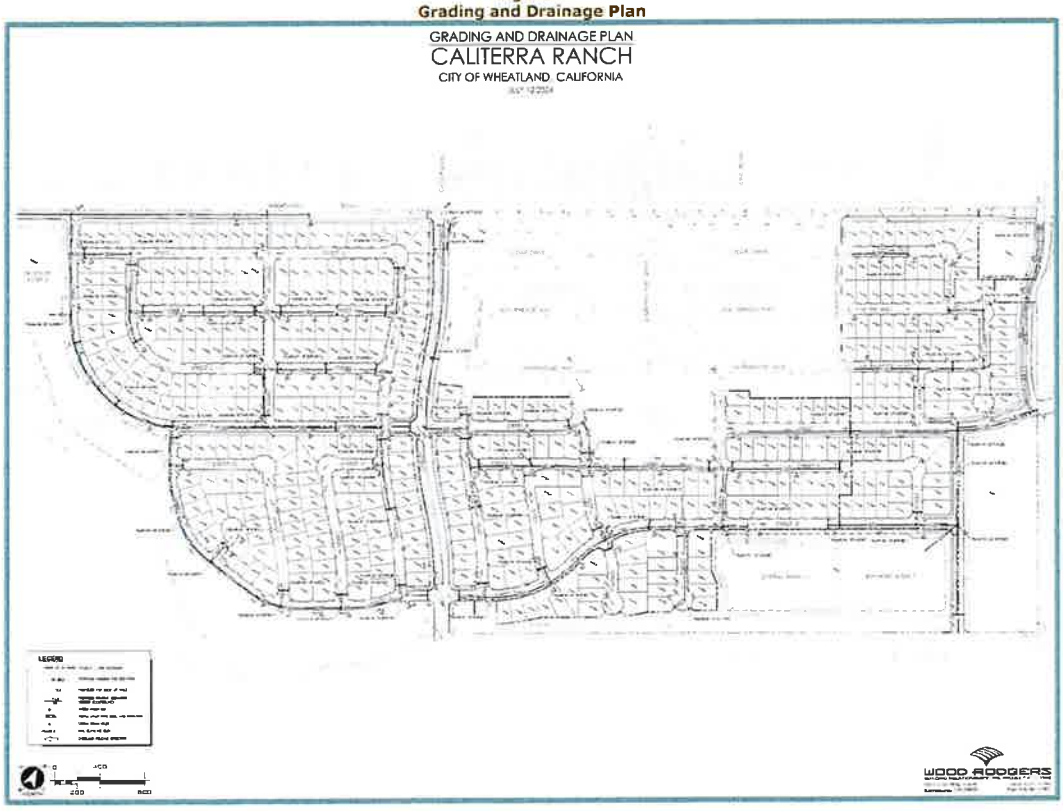


Figure 5
Sewer and Water Plan

Figure 6
Grading and Drainage Plan



Ground disturbance associated with the proposed project would include, but not be limited to, site preparation, grading, trenching for utilities, paving, and building construction. All such ground disturbing activities would occur within the same development footprint as the previously approved project.

The proposed project would require City approval of a Tentative Subdivision Map Amendment.

Rationale for the Preparation of an Addendum

In determining whether an addendum is the appropriate document to analyze the modifications to the project and its approval, CEQA Guidelines Section 15164 (Addendum to an EIR or Negative Declaration) states:

> (a) The lead agency or a responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.
>
> (b) An addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred.
>
> (c) An addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration.
>
> (d) The decision-making body shall consider the addendum with the final EIR or adopted negative declaration prior to making a decision on the project.
>
> (e) A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency's required findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence.

In the case of a project proposal requiring discretionary approval by the City for which the City has adopted an EIR or negative declaration for the overall project, the City must determine whether a subsequent EIR or negative declaration is required. The CEQA Guidelines provide guidance in this process by requiring an examination of whether, since the certification of the EIR or negative declaration, changes in the approved project or circumstances under which the approved project would be undertaken have occurred to such an extent that the proposal may result in a new significant impact (not previously identified in the certified EIR or negative declaration) or substantial increase in the severity of a previously identified significant impact. If so, the City would be required to prepare a subsequent EIR or negative declaration. The examination of impacts is the first step taken by the City in reviewing the CEQA treatment of the project. The following review proceeds with the requirements of CEQA Guidelines Section 15162 as discussed in detail below.

According to CEQA Guidelines Section 15164(b), an addendum may be prepared if only minor technical changes or additions to the previous EIR are necessary or if none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR have occurred. The following identifies the standards set forth in Section 15162(a):

1. Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
2. Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:
    a) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
    b) Significant effects previously examined will be substantially more severe than shown in the previous EIR [or negative declaration];
    c) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
    d) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Given the limited scope of changes to the project, this Addendum provides a detailed evaluation of those select CEQA topics most affected by the changes, whereas the remaining CEQA topics are appropriately discussed at a lesser level of detail. If changes or new information involve new impacts, additional mitigation measures, if available and feasible, are listed under each environmental category. It should be noted that under California Code of Regulations (CCR) Section 15162(a)(1), the requirements to prepare a subsequent or supplemental EIR are triggered when substantial changes are proposed that will require major revisions of the previous EIR. Such language implies that a new or revised mitigation measure that does not require a major revision could be adopted on the basis of an addendum, rather than a supplemental EIR. Similarly, the provisions of CCR Section 15162(a)(3)(c-d) require a further EIR only if newly feasible or considerably different mitigation becomes available but is not adopted. Such provisions also imply that newly feasible or different mitigation can be adopted based on an addendum without the need for a supplemental EIR. All additional mitigation measures included herein will be included as project conditions to address project-specific impacts. The project applicant has agreed in advance to accept all such mitigation measures.

The following discussion confirms that the project has been evaluated for significant impacts pursuant to CEQA. The determination in this document is that the project's impacts have been considered in a previous CEQA document (i.e., the 2005 IS/MND) that was adopted by the City of Wheatland and deemed a sufficient and adequate analysis of the environmental impacts of the Jones Ranch Project. The discussion concludes that the conditions set forth in Section 15162 are not triggered by the modified project. As such, an addendum is the appropriate environmental document for the proposed project, pursuant to CEQA Guidelines Section 15164.

Use of a Prior Environmental Document

In *Friends of College of San Mateo Gardens v. San Mateo County Community College District* (2016) 1 Cal.5th 937, 951, the California Supreme Court held that a lead agency, in considering a proposed change to a previously-approved project, has the responsibility for deciding whether the environmental document for the original project retains "some relevance" to the decision-making process for the proposed change. "[W]hether an initial environmental document remains relevant despite changed plans or circumstances—like the question whether an initial environmental document requires major revisions due to changed plans or circumstances—is a predominantly factual question. It is thus a question for the agency to answer in the first instance, drawing on its particular expertise." (*Id.* at p. 952.) On this factual issue, lead agencies are entitled to considerable deference from reviewing courts: "'a court should tread with extraordinary care' before reversing an agency's determination, whether implicit or explicit, that its initial environmental document retains some relevance to the decision-making process." (*Id.* at p. 953.)

Here, considering the thoroughness of the adopted 2005 IS/MND, which tiered from the analysis of the 2002 EIR, and the nature of the underlying project approved in 2005, the City of Wheatland has determined that the IS/MND adopted for the Jones Ranch Project remains relevant to the proposal at hand. Based on the analysis set forth below, moreover, the City has also concluded that the proposed project change will not trigger the need for either a subsequent EIR or a supplement to the previously-adopted 2005 IS/MND. For these reasons, the City has prepared this addendum to the 2005 IS/MND in order to evaluate the proposed project. The proposed modifications would result in impacts similar to those identified in the 2005 IS/MND.

Discussion

The following sections provide discussions of potential impacts associated with the proposed project in comparison to those previously identified in the 2005 IS/MND. According to CEQA Guidelines Section 15164(b), an addendum may be prepared if only minor technical changes or additions to the previous analysis are necessary or if none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR have occurred. Given the limited scope of changes to the project, this Addendum provides a detailed evaluation of those select CEQA topics most affected by the changes, whereas the remaining CEQA topics are appropriately discussed at a lesser level of detail.

In cases where an approved project has already undergone environmental review and the environmental document has been certified or adopted by the lead agency, the lead agency can restrict the current review to the incremental effects of the modified project, rather than having to reconsider the overall impacts of the project. In such cases, as the project under review constitutes only a modification of a previously approved project, the "baseline" for the purposes of CEQA is adjusted such that the originally approved project is assumed to exist.[1] Therefore, the environmental baseline for this Addendum is appropriately considered to be the approved Jones Ranch Project.

Air Quality and Greenhouse Gas Emissions

The following includes an analysis of potential air quality and greenhouse gas (GHG) impacts associated with the proposed project in comparison to those identified in the 2005 IS/MND for the Jones Ranch Project.

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[1] See Michael H. Remy et al. *Guide to CEQA, 11th Edition*. Point Arena: Solano Press Books (2007), pg. 207; Stephen L. Kostka and Michael H. Zischke. *Practice Under the Environmental Quality Act, Second Edition* (Vol. 1). Oakland: Continuing Education of the Bar (2018), pgs. 12-32; *Benton v. Board of Supervisors* (1st Dist. 1991) 226 Cal. App. 3d 1467.

Criteria Pollutants

The project site is located in the City of Wheatland, which is within Yuba County and is under the jurisdiction of the Feather River Air Quality Management District (FRAQMD). According to the U.S. Environmental Protection Agency's (USEPA's) listing of Current Nonattainment Counties for All Criteria Pollutants, as of November 30, 2024, Yuba County is not listed among the counties in the U.S. currently designated as nonattainment for criteria pollutants.[2] As such, Yuba County is in attainment or unclassified for all federal ambient air quality standards. However, it is noted that the FRAQMD jurisdiction includes both Yuba County and Sutter County, and Sutter County is designated as nonattainment for several criteria pollutants. Specifically, the FRAQMD includes areas designated serious nonattainment and nonattainment-transitional for the State 1-hour ozone standard, nonattainment-transitional for the State 8-hour ozone and serious nonattainment for the federal 8-hour ozone standard, and nonattainment for the State standard for particles that are 10 micrometers in diameter or smaller (PM_{10}). As such, FRAQMD has adopted thresholds of significance intended to maintain attainment of federal and State air quality standards, particularly ozone precursors, reactive organic gas (ROG) and oxides of nitrogen (NO_X), and PM_{10}, which are summarized in Table 1, below.

Table 1
FRAQMD Thresholds of Significance

Pollutant	Construction Thresholds	Operational Thresholds
ROG	25 lbs/day multiplied by the project length, not to exceed 4.5 tons/year	25 lbs/day
NO_X	25 lbs/day multiplied by the project length, not to exceed 4.5 tons/year	25 lbs/day
PM_{10}	80 lbs/day	80 lbs/day

Note: Construction-related ROG and NO_X emissions may be averaged over the life of the project, but may not exceed 4.5 tons/year.

Source: FRAQMD, June 7, 2010.

The 2005 IS/MND assessed the potential for buildout of the Jones Ranch Project to result in impacts related to the generation of temporary, short-term construction-related emissions of criteria air pollutants, and the generation of long-term operational emissions of criteria pollutants. As discussed therein, the 2005 IS/MND used the program URBEMIS 7G, which was the recommended air quality model at the time and is now obsolete, to estimate emissions associated with construction of the Jones Ranch Project and concluded that construction activities associated with development of the Jones Ranch Project would exceed the FRAQMD thresholds for ROG emissions. Thus, the 2005 IS/MND included Mitigation Measure III-3, which required restrictions on certain types of volatile organic compound (VOC) emitting architectural coatings, to ensure impacts would be reduced to a less-than-significant level beyond what was addressed in the 2002 EIR.

In addition, with regard to operational emissions, the 2005 IS/MND concluded that as a result of trip generation increase, ROG and NO_X associated with the Jones Ranch Project would increase, exceeding the FRAQMD threshold of 25 pounds per day (lbs/day) for ROG and NO_X and resulting in a significant impact during the operation phase, consistent with the analysis and conclusions within the 2002 EIR. Therefore, the 2005 IS/MND included Mitigation Measure III-2, which requires the submittal of improvement plans by the developer for sidewalks, pedestrian paths, bike lanes, and bus turnouts. The 2005 IS/MND also referenced mitigation recommended by

[2] U.S. Environmental Protection Agency. *Green Book: Current Nonattainment Counties for All Criteria Pollutants*. Available at: https://www3.epa.gov/airquality/greenbook/ancl.html. Accessed December 2024.

FRAQMD for all projects, which were included in the 2002 EIR. The 2002 EIR identified a significant and unavoidable impact related to operational emissions and, thus, a statement of overriding considerations for such was adopted by the City. Because the tentative map evaluated in the 2005 IS/MND was consistent in scale and intensity with the development evaluated in the 2002 EIR, the 2005 IS/MND concluded that, with implementation of Mitigation Measure III-2, impacts would be reduced to a less-than-significant level beyond what was addressed in the 2002 EIR.

As described throughout this Addendum, the proposed project would include the modification of the existing Jones Ranch Project to include an additional 68 single-family lots, as well as roadway design and utility alterations. In order to determine whether the proposed project would result in new or more severe significant impacts as compared to what was assumed for the site in the 2005 IS/MND, emissions associated with the additional 68 single-family residences that would be developed on-site have been estimated using the California Emissions Estimator Model (CalEEMod) web-based Version 2022.1.1.29, which is the current industry standard air quality model. CalEEMod is the most up-to-date statewide model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify air quality emissions, including GHG emissions, from land use projects. The model applies inherent default values for various land uses, including construction data, trip generation rates, vehicle mix, trip length, average speed, compliance with the California Building Standards Code (CBSC), etc. Where project-specific data was available, such data was input into the model (e.g., construction phases and timing, inherent site or project design features, compliance with applicable regulations, etc.).

The modeling for the proposed project assumed the following:

- Construction would begin April 2025 and occur over approximately one year and eight months;
- Trip rates were adjusted to match the data included in the Traffic Report prepared by TJKM;
- None of the proposed 68 additional residences would include fireplaces;
- The proposed project would exceed current Title 24 energy efficiency standards by 15 percent;
- A total of 30 percent of the project's electricity use would be generated by on-site renewable sources (i.e., rooftop solar systems); and
- The proposed project would result in a 30 percent reduction in both indoor and outdoor water use as compared to current State regulations.

All CalEEMod results are included as Attachment A to this Addendum.

Construction Emissions

Table 2 presents the estimated unmitigated net increase in construction-related emissions associated with the additional 68 single-family residences, as compared to the FRAQMD thresholds of significance. Although the 2005 IS/MND used a significance threshold of 25 lbs/day for ROG and NO_X, as shown in Table 1, the FRAQMD's recommended threshold for construction-related emissions of ROG and NO_X is 25 lbs/day multiplied by the total length of the construction period of a project. Construction of the proposed project is anticipated to occur over approximately one year and eight months, for a total of approximately 400 days of construction (assuming 5 working days per week); thus, the maximum allowable total construction-related emissions of ROG and NO_X pursuant to the FRAQMD thresholds of significance would be 10,000 lbs over the entire construction period (400 days X 25 lbs/day = 10,000 lbs). However, the maximum allowable

total construction emissions of 10,000 lbs would equate to 5.0 tons, which exceeds the annual threshold of 4.5 tons/year. Therefore, this analysis applies 4.5 tons/year as the threshold of significance for construction-related ROG and NO_X emissions.

Table 2
Maximum Unmitigated Net Increase in Construction Emissions

Pollutant	Proposed Project Emissions Increase	Threshold of Significance	Exceeds Threshold?
ROG	1.00 tons/year	4.5 tons/year	**NO**
NO_X	1.53 tons/year	4.5 tons/year	**NO**
PM_{10}	21.2 lbs/day	80 lbs/day	**NO**
Source: CalEEMod, December 2024 (see Attachment A).			

As shown in Table 2, the total net increase in construction-related emissions associated with the proposed project would be well below the applicable thresholds of significance for all criteria pollutants. In addition, the net increase in construction emissions would be relatively minor as compared to what was anticipated for buildout of the site in the 2005 IS/MND. For example, the 2005 IS/MND anticipated that buildout of the Jones Ranch Project would generate 218.25 lbs/day of ROG, whereas construction of the additional 68 units associated with the proposed project is anticipated to generate a daily unmitigated maximum of 8.17 lbs/day of ROG. Furthermore, regulations associated with construction-related emissions (i.e., off-road equipment engine restrictions, on-road vehicle requirements, etc.) have become much more stringent since the 2005 IS/MND was adopted and, thus, construction related to the proposed project would be expected to result in fewer emissions than what was anticipated in the previous analysis. Nonetheless, to ensure construction-related emissions associated with the proposed project would be reduced to a less-than-significant level beyond that addressed in the 2005 IS/MND, Mitigation Measure III-3 of the 2005 IS/MND would still be required.

In addition, the proposed project is required to comply with all FRAQMD rules and regulations, including Rule 3.0 related to visible emissions and Rule 3.2 related to particulate matter concentration. All projects under the jurisdiction of the FRAQMD are also recommended to implement the following Standard Construction Mitigation Measures provided in the FRAQMD's Indirect Source Review Guidelines:

1. Implement the Fugitive Dust Control Plan.
2. Construction equipment exhaust emissions shall not exceed FRAQMD Regulation III, Rule 3.0, Visible Emissions limitations (40 percent opacity or Ringelmann 2.0).
3. The contractor shall be responsible to ensure that all construction equipment is properly tuned and maintained prior to and for the duration of on-site operation.
4. Limiting idling time to five minutes.
5. Utilize existing power sources (e.g., power poles) or clean fuel generators rather than temporary power generators.
6. Develop a traffic plan to minimize traffic flow interference from construction activities. The plan may include advance public notice of routing, use of public transportation, and satellite parking areas with a shuttle service. Schedule operations affecting traffic for off-peak hours. Minimize obstruction of through-traffic lanes. Provide a flag person to guide traffic properly and ensure safety at construction sites.
7. Portable engines and portable engine-driven equipment units used at the project work site, with the exception of on-road and off-road motor vehicles, may require California Air Resources Board (CARB) Portable Equipment Registration with the State or a local district

permit. The owner/operator shall be responsible for arranging appropriate consultations with the CARB or FRAQMD to determine registration and permitting requirements prior to equipment operation at the site.

The City would require the foregoing FRAQMD Standard Construction Mitigation Measures be implemented during construction, and be included in all construction contracts, as a condition of approval, which would further help reduce criteria pollutant emissions during project construction.

Operational Emissions

Table 3 presents the estimated unmitigated net increase in operational emissions associated with the additional 68 single-family residences, as compared to the applicable FRAQMD thresholds of significance. As shown in the table, the proposed project's maximum unmitigated net increase in operational criteria pollutant emissions would be below the applicable FRAQMD thresholds of significance. In addition, the net increase in operational emissions would be relatively minor as compared to what was anticipated for operation of the Jones Ranch Project in the 2005 IS/MND. For example, the 2005 IS/MND anticipated that, even with implementation of mitigation, operation of the Jones Ranch Project would generate 63.26 lbs/day of NO_X, whereas operation of the additional 68 units associated with the proposed project is anticipated to generate a daily unmitigated maximum of 6.84 lbs/day of NO_X. Furthermore, regulations associated with operation-related emissions, including, but not limited to, Building Energy Efficiency Standards and State and federal vehicle standards, have become much more stringent since the 2005 IS/MND was adopted and, thus, operation of the proposed project would be expected to result in fewer emissions as compared to what was anticipated in the previous analysis.

Table 3
Maximum Unmitigated Net Increase in Operational Emissions

Pollutant	Proposed Project Emissions Increase (lbs/day)	Threshold of Significance (lbs/day)	Exceeds Threshold?
ROG	9.81	25 lbs/day	**NO**
NO_X	6.84	25 lbs/day	**NO**
PM_{10}	10.1	80 lbs/day	**NO**

Source: CalEEMod, December 2024 (see Attachment A).

Although the proposed project would result in a slight increase in operational emissions from what has been anticipated for buildout of the site, as noted above, the 2002 EIR identified a significant and unavoidable impact related to operational emissions and a statement of overriding considerations for such was adopted by the City. The 2005 IS/MND tiered from the analysis of the 2002 EIR and concluded that, with implementation of Mitigation Measure III-2, impacts would be reduced to a less-than-significant level beyond what was addressed in the 2002 EIR. Similarly, with implementation of Mitigation Measure III-2 included in the 2005 IS/MND, the proposed project would not be considered to result in a new or more severe significant impact than previously identified in the 2005 IS/MND related to operational emissions.

GHG Emissions

Emissions of GHGs contributing to global climate change are attributable in large part to human activities associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors. Therefore, the cumulative global emissions of GHGs contributing to global climate change can be attributed to every nation, region, and city, and virtually every individual on Earth. A project's GHG emissions are at a micro-scale relative to global emissions, but could result

in a cumulatively considerable incremental contribution to a significant cumulative macro-scale impact.

A number of regulations currently exist related to GHG emissions, predominantly Assembly Bill (AB) 32, Senate Bill (SB) 32, and Executive Order (EO) B-55-18, which establish statewide targets of reducing the State's GHG emissions; the most stringent being EO B-55-18, a statewide policy for California to achieve carbon neutrality as soon as possible, and no later than 2045, and achieve and maintain net-negative emissions thereafter. On September 16, 2022, AB 1279, also known as the California Climate Crisis Act, codified the carbon neutrality goal established by EO B-55-18. In order to implement the statewide GHG emissions reduction targets, local jurisdictions are encouraged to prepare and adopt area-specific GHG reduction plans and/or thresholds of significance for GHG emissions.

An evaluation of GHG emissions was not required pursuant to CEQA at the time of preparation of the 2005 IS/MND and, as a result, GHG emissions were not directly addressed therein. However, potential impacts related to GHG emissions do not constitute "new information" as defined by CEQA, considering GHG emissions were known as a potential environmental issue since before the 2005 IS/MND was circulated.[3]

Since the time the 2005 IS/MND was approved, the City has taken numerous actions towards promoting sustainability within the City, including efforts aimed at reducing GHG emissions. On December 11, 2018, the City of Wheatland City Council adopted a Climate Action Plan (CAP) to establish consistency between the City of Wheatland's policies and the State's mandated GHG reduction requirements.[4] The ultimate goal of the CAP is to achieve the identified reductions in emissions by the target years of 2030 and 2050. Reduction targets in the CAP call for a 65.7 percent reduction below baseline 2010 levels of GHG emissions by 2030. Based upon the aforementioned GHG reduction goals, the City of Wheatland has identified and quantified GHG emissions reduction strategies, which include climate change adaptation strategies, measures, and actions. The City's CAP serves as a Qualified GHG Reduction Strategy under Section 15183.5 of the CEQA Guidelines, simplifying development review for new projects that are consistent with the CAP. Specifically, projects showing consistency with the CAP reduction strategies are considered to have a less-than-significant GHG emissions impact.

The proposed project's consistency with the reduction strategy actions in the CAP is assessed in Table 4 below.

Table 4
CAP Consistency Checklist

Sustainability Checklist Requirements	Project Consistency
Does the project include bicycle, pedestrian, and/or transit infrastructure?	As required by Mitigation Measure III-3 of the 2005 IS/MND, in conjunction with the submittal of improvement plans, the developer would submit plans which indicate sidewalks and pedestrian paths designed for the safety of pedestrians, pedestrian signalization and signage where appropriate, bike lanes, and bus turnouts should transit service become available in that area. As such, compliance with Mitigation

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3 As explained in a series of cases, most recently in *Concerned Dublin Citizens v. City of Dublin (2013) 214 Cal. App. 4th 1301*. Also see, *Citizens of Responsible Equitable Development v. City of San Diego (2011) 196 Cal.App.4th 515*.

4 City of Wheatland. *City of Wheatland Climate Action Plan*. October 2018.

Table 4
CAP Consistency Checklist

Sustainability Checklist Requirements	Project Consistency
	Measure III-3 of the 2005 IS/MND would ensure the proposed project is consistent with this measure.
Are at least 25 percent of all proposed roadways and intersections designed with traffic calming and congestion management measures?	The current site plans for the proposed project do not indicate the inclusion of traffic calming and congestion management infrastructure. However, implementation of Mitigation Measure GHG-1 would require that the project applicant submit proof of compliance with this measure.
Does the project include Electric Vehicle charging infrastructure and parking spaces as required by State or City standards?	All on-site residences would be subject to the single-family residential off-street electric vehicle (EV) requirements included in the 2022 California Green Building Standards Code (CALGreen Code). The 2022 CALGreen Code requires all single-family residences, townhomes, and duplexes be EV capable (i.e., each dwelling unit must have a listed raceway to accommodate a dedicated 208/40-volt branch circuit), which would be suitable for EV charging. Compliance with the 2022 CALGreen Code would ensure the proposed project is consistent with this measure.
Does the project include landscaping meeting the City or State's requirements for water efficient landscaping, including the planting and maintenance of trees?	Pursuant to City of Wheatland Municipal Code Section 18.60.130(E), property owners or their building or landscape designers, including anyone requiring a building or planning permit, plan check, or landscape design review from the City, who are constructing a new (single-family, multifamily, public, institutional, or commercial) project with a landscape area greater than 500 sf shall comply with the requirements of the Model Water Efficient Landscape Ordinance (MWELO), as contained in 23 CCR, Division 2, Chapter 2.7. Thus, the proposed project would be required to comply with the MWELO, and, therefore, would be consistent with this measure.
If the project is located within a designated safe route to school, does the project include infrastructure supporting alternative transportation to school? Such infrastructure may include bicycle infrastructure (i.e. bicycle parking, bicycle lanes, bicycle paths) sidewalks, raised or signalized cross-walks, or areas for school busses to stop.	The project site is not located within a designated safe route to school. Thus, this measure is not applicable to the proposed project. Furthermore, all proposed bicycle, pedestrian, and transit infrastructure improvements will be required to include proper signage to ensure the safety of students in the area.
Does the project meet the requirements of the California Building Energy Efficiency Standards?	The proposed project would be required to comply with the California Building Energy Efficiency Standards and would exceed current Title 24 energy efficiency standards by 15 percent; thus, the proposed project would comply with this measure.
Does the project meet the requirements of the CALGreen Code?	The proposed project would be required to comply with the CALGreen Code; thus, the proposed project would comply with this measure.
Does the project include high efficiency lighting, such as LED lighting in outdoor spaces?	The proposed project would be required to comply with the California Building Energy Efficiency Standards and the CALGreen Code, which require such high efficiency lighting. Compliance with such would ensure consistency with this measure.

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Table 4
CAP Consistency Checklist

Sustainability Checklist Requirements	Project Consistency
Does the project include water efficient fixtures?	The proposed project would be required to comply with the California Building Energy Efficiency Standards and the CALGreen Code, which require water efficient fixtures. In addition, the proposed project would result in a 30 percent reduction in both indoor and outdoor water use as compared to the current State regulations. Thus, the proposed project would comply with this measure.
Does the project include the provision of recycling and green waste service?	Pursuant to City of Wheatland Municipal Code Chapter 8.14, refuse pickup, including recyclables, lawn and garden refuse, and trimmings from trees or shrubs, plants, or similar materials, is mandatory. The owner of any property within the areas in or from which refuse is created, accumulated or produced shall subscribe to and pay for refuse collection service to be rendered to such property by the collector. Thus, the proposed project would be required to include the provision of recycling and green waste service, and would comply with this measure.

Source: City of Wheatland Climate Action Plan, October 2018.

As demonstrated in Table 4, the proposed project would be consistent with the majority of the applicable City CAP requirements. However, Mitigation Measure GHG-1 would be required to ensure the project compliance with the City's CAP. Therefore, with implementation of new project-specific Mitigation Measure GHG-1, the proposed project would result in a less-than-significant impact related to GHG emissions.

Conclusion

Overall, implementation of the mitigation measures listed below would ensure the proposed project would not result in any additional significant impacts or more severe significant impacts related to air quality as compared to the 2005 IS/MND, and that impacts related to GHG emissions would be reduced to a less-than-significant level.

2005 IS/MND Mitigation Measures

The following mitigation measures from the 2005 IS/MND would be applicable to the proposed project:

III-2 *In conjunction with the submittal of improvement plans, the developer shall submit plans which indicate sidewalks and pedestrian paths designed for the safety of pedestrians, pedestrian signalization and signage where appropriate, bike lanes, and bus turnouts should transit service become available in that area.*

III-3 *At the time of building permit submittal, the applicant shall provide measures to reduce emission caused by coated structures by using the following coatings:*

a) Architectural coatings used in the interior of the structures should have a VOC emissions rate of 0 grams per liter. Examples of non-VOC emitting architectural coatings are Benjamin Moore's Pristine EcoSpec system of coatings, and Sherwin Williams HealthSpec series of coatings. Other brands of non-VOC emitting architectural coatings may be used.

b) *Architectural coatings used on the exterior of the structure should have a VOC emissions rate of 75 grams per liter or less. An example of low-VOC emitting exterior architectural coating is Sherwin Williams Tough One series of coatings. Other brands of low-VOC emitting architectural coatings may be used.*

Modified Mitigation Measures
None required.

New Mitigation Measures
The following project-specific mitigation measure would apply to the proposed project and has been agreed to by the project applicant:

GHG-1 *Prior to approval of project Improvement Plans, proof of compliance with the following sustainability measure listed in the City CAP's Sustainability Checklist shall be submitted to the City of Wheatland Community Development Department for review and approval:*

- *At least 25 percent of all proposed roadways and intersections shall be designed with traffic calming and congestion management measures. Such measures could include, but shall not be limited to, the following:*
  - *Raised median islands;*
  - *Marked crosswalks;*
  - *Count-down signal timers;*
  - *Curb extensions;*
  - *Raised crosswalks;*
  - *Raised intersections;*
  - *Median islands;*
  - *Chicanes/chokers;*
  - *Rumble strips;*
  - *Roundabouts or mini-circles;*
  - *Speed tables;*
  - *Tight corner radii;*
  - *On-street parking; and*
  - *Planter strips with street trees.*

Biological Resources
The 2005 IS/MND evaluated potential impacts of the Jones Ranch Project related to biological resources and concluded that impacts to special-status wildlife species, aquatic resources, sensitive natural communities, and oak woodland removal could occur. However, with implementation of the mitigation measures set forth therein, the 2005 IS/MND concluded that impacts would be reduced to a less-than-significant level.

The following includes an analysis of potential biological resources impacts associated with the proposed project in comparison to those identified in the 2005 IS/MND for the Jones Ranch Project.

Special-Status Species
With respect to special-status species, the 2005 IS/MND concluded that buildout of the Jones Ranch Project would have the potential to impact valley elderberry longhorn beetle (VELB), vernal pool fairy shrimp and vernal pool tadpole shrimp, western spadefoot, western burrowing owl,

Swainson's hawk, loggerhead shrike, and raptor and migratory birds protected under the federal Migratory Bird Treaty Act (MBTA) and California Fish and Game Code (CFGC). The 2005 IS/MND concluded that, with implementation of the mitigation measures set forth therein, the impacts would be reduced to less-than-significant levels.

Current conditions in the western portion of the site are generally consistent with the existing conditions assumed in the 2005 IS/MND analysis, and the portion of the site west of Oakley Lane continues to be subject to regular disturbance associated with ongoing agricultural operations. The portion of the site located east of Oakley Lane has been subject to heavy disturbance since the certification of the 2005 IS/MND, primarily associated with grading and development for Villages 1 and 2. As such, special-status plant and wildlife species are not anticipated to occur on-site.

Nonetheless, a query was conducted of the California Natural Diversity Database (CNDDB) for the U.S. Geological Survey (USGS) quadrangle in which the project site is located (Wheatland), as well as the eight contiguous quadrangles (Sheridan, Olivehurst, Camp Far West, Nicolaus, Lincoln, Verona, Pleasant Grove, and Roseville), to determine the potential for special-status plant and wildlife species not previously identified to occur within the project site vicinity and greater regional vicinity.

Based on the results of the CNDDB query, all of the species identified in the 2005 IS/MND still have the potential to occur on-site. As such, Mitigation Measures IV-4, IV-5, IV-6a, IV-6b, IV-7a, IV-7b, IV-8, and IV-9 remain applicable to the proposed project. In addition, two special-status wildlife species not identified as having the potential to occur on or near the site in the 2005 IS/MND were identified in the CNDDB query: conservancy fairy shrimp and tricolored blackbird. Although conservancy fairy shrimp could occur within the vernal pool identified as part of the prior CEQA analysis in the western portion of the project site, only one occurrence of conservancy fairy shrimp has been recorded in the CNDDB query area in 2012, over 10 years ago, and was located several miles to the southeast, in Sheridan, California. Due to the low occurrence rate and the amount of time since conservancy fairy shrimp was identified in the project region, the species is unlikely to occur on-site and, thus, would not be impacted by the proposed project.

According to the 2005 IS/MND, a seasonal marsh is located in the center of the western portion of the site, south of the irrigated pasture. The on-site seasonal marsh represents marginally suitable habitat for tricolored blackbird. Therefore, the proposed project could result in impacts to tricolored blackbird if the species is present on-site during future construction activities. As such, the proposed project would be required to comply with new project-specific Mitigation Measure BIO-1, as presented below, which would ensure potential impacts to tricolored blackbird would be less than significant. Because the 2005 IS/MND already identified an impact related to special-status wildlife species and required associated mitigation, the proposed project would not result in a new or more severe significant impact from what was anticipated in the 2005 IS/MND.

Based on the above, with implementation of Mitigation Measures IV-4, IV-5, IV-6a, IV-6b, IV-7a, IV-7b, IV-8, and IV-9 from the 2005 IS/MND and the new project-specific Mitigation Measure BIO-1, the proposed project would not result in a new or more severe significant impact than previously identified in the 2005 IS/MND related to special-status species.

Aquatic Resources and Sensitive Natural Communities

According to the 2005 IS/MND, jurisdictional waters of the U.S. on-site include seasonal marsh (0.26 acres), intermittent drainage (0.50 acres), farmed wetland (0.03 acres), and vernal pool (0.01 acres). The U.S. Army Corps of Engineers (USACE) verified the foregoing water features

on August 17, 2001. The 2005 IS/MND concluded that implementation of Mitigation Measures IV-10a and IV-10b, which require the project applicant to obtain a Clean Water Act Section 404 permit and a Section 1600 Streambed Alteration Agreement, and implement all permit conditions, would reduce impacts related to wetlands to a less-than-significant level. Mitigation Measures IV-10a and IV-10b have already been completed and, therefore, are not applicable to the proposed project. The Lake and Streambed Alteration Agreement and associated permit conditions obtained from the CDFW through implementation of Mitigation Measure IV-10b are implemented on an ongoing basis. Because the proposed project would not expand the development footprint beyond what was analyzed in the 2005 IS/MND, the proposed project would not result in a new or more severe significant impact than previously identified in the 2005 IS/MND related to aquatic resources and sensitive natural communities.

Valley Oak Woodland Removal

In accordance with Mitigation Measure 4.11-10 of the 2002 EIR, an Arborist Report was prepared for the Jones Ranch Project and included in the 2005 IS/MND analysis. According to the analysis therein, the Arborist Report documented 62 trees on-site, 60 of which are native Valley Oak (*Quercus lobata*). The 2005 IS/MND determined that development of the project site could result in damage to the on-site trees and required implementation of Mitigation Measure IV-11, preparation and submittal of a tree mitigation and monitoring plan, to reduce impacts related to conflicting with local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, to a less-than-significant level.

Because the proposed project would not expand the development footprint beyond what was analyzed in the 2005 IS/MND, and due to the disturbance of the site that has occurred since the 2005 IS/MND associated with agricultural operations and development of Villages 1 and 2, the proposed project would not result in any new or substantially more severe impacts from what was anticipated in the 2005 IS/MND related to a conflict with local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

Conclusion

Overall, implementation of the mitigation measures listed below would ensure the proposed project would not result in any additional significant impacts or more severe significant impacts related to biological resources as compared to the 2005 IS/MND.

2005 IS/MND Mitigation Measures

Because the requirements of Mitigation Measures 10a and 10b from the 2005 IS/MND have already been completed, the measures do not apply to the proposed project. The following mitigation measures from the 2005 IS/MND would be applicable to the proposed project:

IV-4 *Where feasible, the project proponent shall avoid removal of the shrubs and maintain a 50-foot buffer around each shrub prior to grading. If creating a 50-foot barrier is not feasible, the project proponent shall obtain the appropriate ESA "take permit" from the USFWS that may require the implementation of one of the following measures:*

a) Obtain credits from an approved mitigation bank; or
b) Transplantation of affected shrubs and plantings of elderberry seedlings and native companion plans.

Prior to submission of any improvement plans, the City Engineer shall ensure that the implementation and continued effectiveness of the buffer is monitored.

IV-5 *Where feasible, the project proponent shall avoid removal of the wetlands, vernal pool, and seasonal marsh on the site by establishing setbacks for the habitats subject to approval of the USFWS. If avoidance is not feasible, the project proponent shall obtain the appropriate ESA take permit from the USFWS that may include the following measures:*

a) *Obtain credits from an approved mitigation bank; or*
b) *Complete an onsite mitigation and monitoring plant that includes onsite creation and preservation of these features.*

IV-6a *Prior to issuance of a grading permit, focused surveys shall be conducted, per USFWS and CDFG guidelines, by a qualified biologist in areas of potential species habitat. Surveys for spadefoot toad shall be conducted in accordance with USFWS guidelines and should be conducted during the months of May through November.*

IV-6b *If western spadefoot toad is not found on the site, further mitigation shall not be required. If this species is positively identified during the focused survey, then a detailed mitigation plan shall be prepared, in consultation with the USFWS and CDFG, that includes measures to avoid or minimize adverse effects of development on these species and their associated habitat. The mitigation plan shall incorporate a monitoring plan for this species during the period of construction. Potential mitigation measures include working in the breeding habitat outside of the breeding season, replacement and/or restoration of disturbed habitat, and monitoring of the construction site to ensure that spadefoot are not present in the work area.*

IV-7a *Prior to issuance of a grading permit, a qualified biologist shall conduct a pre-construction survey of all potential burrowing owl habitat within 250 feet of the project site and record the presence of individual burrowing owls, sign of burrowing owls, and all burrows that are in use by burrowing owl.*

IV-7b *If the pre-construction survey does not find any burrowing owl activity, further mitigation shall not be required. The following additional mitigation measures shall be implemented if burrowing owls are nesting within 250 feet of the project site:*

a) *Grading shall not be allowed during the nesting season (April – July), unless approved by the CDFG, within 250 feet of any nest burrow.*
b) *Prior to grading within burrowing owl habitat unoccupied burrows shall b collapsed to prevent occupation by burrowing owls subsequent to pre-construction surveys.*

A monitoring report of all activities associated with surveys for and passive relocation of burrowing owls shall be submitted to the CDFG no later than two weeks after the completion of grading that occurs within 250 feet of occupied nesting burrows.

IV-8 *The project proponent shall have a pre-construction nesting survey performed by a qualified biologist. The survey shall be conducted during Swainson's hawk nesting season (Late February – September). If any active Swainson's hawk*

nests are found, construction activities shall not occur within 500 feet of the nests until the young have fledged, as determined by a qualified biologist.

IV-9 *If construction is proposed during breeding season (February – August), a focused survey for active migratory bird nests shall be conducted within 30 days prior to the beginning of construction activities by a qualified biologist in order to identify active nests on the site. If active nests are found, construction activities shall not take place within 500 feet of the nest until the young have fledged. Trees containing nests that must be removed as a result of project implementation shall be removed during the non-breeding season (September to January). If active nests are not found during the focused survey, further mitigation shall not be required.*

IV-11 *Prior to the issuance of grading permits for the project site, the project proponent shall submit to the City of Wheatland Planning Department a tree mitigation and monitoring plan which shall replant trees on the project site or other locations as determined by city staff. Mitigation ratios for replacement shall occur at no less than one inch of tree preserved for every inch removed (1:1).*

Modified Mitigation Measures
None required.

New Mitigation Measures
The following project-specific mitigation measure would apply to the proposed project and has been agreed to by the project applicant:

BIO-1 *Within 30 days prior to the start of construction activities, a qualified biologist shall conduct a preconstruction survey for nesting tricolored blackbird on-site and within a 500-foot buffer around the project site. The results of the survey shall be submitted to the City of Wheatland Community Development Department. If active nesting colonies are not present, further measures are not necessary.*

If any active nesting colonies are observed, the nesting colony shall be designated a sensitive area and protected by an avoidance buffer of 500 feet, or as otherwise determined by the qualified biologist. The avoidance buffer shall be maintained until the qualified biologist has determined that the young have fledged and the colony is no longer active. Monitoring of active nesting colony shall be conducted by a qualified biologist during construction activities, and avoidance buffers may be adjusted if any agitated behavior by the nesting birds is observed.

Cultural and Tribal Cultural Resources
According to the 2005 IS/MND, historic or archeological resources were not identified on-site. The 2005 IS/MND also determined that, although some evidence of Nisenan tribal members may exist within the project site because Nisenan members may have traversed the project site while hunting or gathering food, Nisenan tribal members did not likely reside within the project area. Nonetheless, the 2005 IS/MND concluded that if cultural resources are found during ground-disturbing activities, a potentially significant impact could occur, and Mitigation Measure V-12, which establishes avoidance measures in the event of encountering historical resources, cultural resources, and/or human remains, was included to ensure impacts would be reduced to a less-than-significant level.

Since the adoption of the 2005 IS/MND, the CEQA Guidelines have been revised to include an evaluation of potential impacts related to tribal cultural resources. As such, although not specifically addressed in the 2005 IS/MND, the following analysis addresses potential impacts of the proposed project related to both cultural and tribal cultural resources.

In order to confirm that new or previously unidentified cultural or tribal cultural resources have not been recorded on-site or in the site vicinity since the certification of the 2005 IS/MND, a record search of the California Historic Resources Information System (CHRIS) was performed by the North Central Information Center (NCIC) for cultural resource site records and survey reports within the project area.[5] In addition, a records search of the Native American Heritage Commission (NAHC) Sacred Lands File (SLF) was conducted for the project site.[6] The CHRIS records search results state that, although the project site has a low potential for containing previously unrecorded archeological or historical resources, and does not contain historic sites eligible for the National Register of Historical Places and California Register of Historical Resources, the site has a high potential to contain previously unrecorded historic-period cultural resources. The NAHC SLF completed for the project site returned negative results, indicating that sacred tribal lands and/or tribal cultural resources are not known to exist on or near the project site. Furthermore, previously unrecorded cultural and tribal cultural resources have not been uncovered during the development of Villages 1 and 2.

Based on the above, new cultural and tribal cultural resources have not been discovered on-site since the 2005 IS/MND was adopted. In addition, the disturbance footprint associated with the proposed project would not change from what was analyzed in the 2005 IS/MND. Therefore, implementation of the mitigation measure listed below would ensure that the proposed project would not result in any new or substantially more severe impacts related to cultural resources as compared to the 2005 IS/MND.

2005 IS/MND Mitigation Measures

The following mitigation measure from the 2005 IS/MND would be applicable to the proposed project:

V-12 *In the event that any historic surface or subsurface archaeological features or deposits, including locally darkened soil (midden), that could conceal cultural deposits, animal bone, shell, obsidian, mortars, or human remains, are uncovered during construction, work within 100 feet of the find shall cease, and the City of Wheatland and a qualified archaeologist shall be contacted to determine if the resource is significant and to determine appropriate mitigation. Any artifacts uncovered shall be recorded and removed to a location to be determined by the archaeologist.*

Modified Mitigation Measures

None required.

New Mitigation Measures

None required.

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5 North Central Information Center. *Records Search Results for Caliterra Ranch Tentative Subdivision Map Project.* September 23, 2024.

6 Native American Heritage Commission. *Caliterra Ranch Tentative Subdivision Map Project, Yuba County.* October 1, 2024.

Transportation

The 2005 IS/MND identified a potentially significant impact related to exceeding an established level of service (LOS) standard, specifically associated with delays at intersections along SR 65, and required Mitigation Measure XV-29. The 2005 IS/MND acknowledged that the 2002 EIR identified significant and unavoidable impacts related to conflicts between the planned Bypass and other City streets, increased traffic volumes, and delays at intersections along SR 65, for which the City adopted a statement of overriding considerations. Because the tentative map evaluated in the 2005 IS/MND was consistent in scale and intensity with the development evaluated in the 2002 EIR, the 2005 IS/MND concluded that, with implementation of Mitigation Measure XV-29 and applicable mitigation measures set forth in the 2002 EIR, impacts would be reduced to a less-than-significant level beyond what was addressed in the 2002 EIR.

It should be noted that, since the release of the 2005 IS/MND, the law has changed with respect to how transportation-related impacts may be addressed under CEQA. Traditionally, lead agencies used LOS to assess the significance of such impacts, with greater levels of congestion considered to be more significant than lesser levels. LOS represents a qualitative description of the traffic operations experienced by the driver along a roadway segment or at an intersection and ranges from LOS A, which represents the absence of congestion and little delay, to LOS F, which signifies excessive congestion and delays. At the beginning of 2019, updated CEQA Guidelines went into effect, which require lead agencies such as the City of Wheatland to transition from using LOS to vehicle miles travelled (VMT) as the metric for assessing transportation impacts under CEQA (see Section 15064.3). Pursuant to CEQA Guidelines, any project that did not initiate CEQA public review prior to July 1, 2020 must use VMT rather than LOS as the metric to analyze transportation impacts. However, pursuant to the conclusions of *Olen Properties Corp. v. City of Newport Beach* (2023) (93 Cal.App.5th 270), when evaluating a project's consistency with a previously certified EIR, a document "may properly analyze traffic impacts under the old LOS methodology, and need not employ the newly mandated VMT methodology, when the previously certified EIR used the LOS methodology."[7] Because the 2005 IS/MND used LOS methodology, the analysis of transportation-related impacts within this Addendum is similarly based on the old LOS methodology.

As described throughout this Addendum, the proposed project would include modification of the existing Jones Ranch Project to increase the number of single-family lots by an additional 68, as well as roadway design and utility alterations. In order to determine whether the proposed project would result in new or more severe significant impacts related to transportation as compared to what was assumed for the site in the 2005 IS/MND, a Traffic Impact Study was conducted by TJKM (see Attachment B).[8] The Traffic Impact Study used the LOS methodology for comparison purposes to the 2005 IS/MND analysis. It is important to note that a project-specific LOS analysis was not conducted as part of the 2005 IS/MND, but, rather, the 2005 IS/MND relied on the analysis and conclusions of the 2002 EIR. The cumulative traffic conditions assumed in the 2002 EIR included a General Plan buildout year of 2020, other development outside of city limits, and long-range circulation system improvements, such as the SR 65 Bypass. Due to the existing conditions compared to the cumulative conditions assumed in the 2002 EIR analysis, as well as improvements to traffic analysis methodology and modeling since the 2002 EIR analysis, according to TJKM, the conditions assumed in the 2002 EIR's cumulative impact analysis are not

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7 Miller Star Regalia. *Fourth District Belatedly Publishes CEQA Opinion Upholding City of Newport Beach's Approval of Multifamily-Housing Development Pursuant To Addendum To 2006 EIR For Larger Mixed-Use Development.* Available at: https://www.ceqadevelopments.com/2023/08/08/fourth-district-belatedly-publishes-ceqa-opinion-upholding-city-of-newport-beachs-approval-of-multifamily-housing-development-pursuant-to-addendum-to-2006-eir-for-larger-mixed-use-development/. Accessed April 2024.

8 TJKM. *Traffic Impact Study: Caliterra Ranch Development, City of Wheatland, CA.* January 20, 2025.

analogous to the current traffic data. Nonetheless, the Traffic Impact Study provides a high-level comparison of the forecasted conditions presented in the 2002 EIR compared to current traffic conditions. The Traffic Impact Study also provides an updated cumulative analysis.

The following includes an analysis of potential transportation-related impacts associated with the proposed project in comparison to those identified in the 2005 IS/MND for the Jones Ranch Project.

Conflicts with Bypass and Other City Streets, and Increased Traffic Volumes

As stated above, the 2005 IS/MND acknowledged that the 2002 EIR identified significant and unavoidable impacts related to conflicts between the planned Bypass and other City streets and increased traffic volumes on SR 65, for which the City adopted a statement of overriding considerations. The 2002 EIR included Mitigation Measure 4.4-1, which required the applicant to submit a traffic impact fee study identifying "appropriate future street and circulation system improvements to mitigate the traffic impacts and to determine and substantiate revised city road circulation/traffic development fee or fees for the proposed project, and other potential development projects with the city and the city sphere of influence."

The Traffic Impact Study conducted by TJKM used the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 11th Edition's published trip generation rates for the ITE Land Use Code (LUC) 210 (Single-Family Detached Housing) to estimate trips generated by the proposed project in comparison to the trip generation anticipated for the Jones Ranch Project. The proposed additional 68 dwelling units are expected to generate approximately 641 net new vehicle trips during a typical weekday, including 48 AM peak hour trips and 64 PM peak hour trips. The net new trips generated by the proposed project, combined with the previously forecasted trips from 552 dwelling units, were determined to generate a collective 5,847 vehicular trips during a typical weekday, including 434 AM peak hour trips and 583 PM peak hour trips. It is noted that 93 dwelling units within Villages 1 and 2 are already constructed and occupied and, therefore, TJKM applied appropriate deductions to the estimated trips. Hence, the expected trips associated with the proposed project are estimated to be 4,970 during a typical weekday, including 369 AM peak hour trips and 496 PM peak hour trips.

As part of the 2005 IS/MND, a fee study was prepared and submitted to the City that provided the required details. Payment of the appropriate fees was addressed as part of the Development Agreement for the Jones Ranch Project. The 68 additional dwelling units associated with the proposed project would not affect the fee amount determined and set forth in the executed Development Agreement. Accordingly, Mitigation Measure 4.4-1 is considered to already be implemented through the Development Agreement and would not be applicable to the proposed project. Therefore, although the proposed project would result in an increase in traffic from what has been anticipated for the site in the 2005 IS/MND, the proposed project would not be considered to result in a new or more severe significant impact than previously identified in the 2005 IS/MND related to conflicts between the planned Bypass and other City streets and increased traffic volumes on SR 65.

The 2005 IS/MND also acknowledged that the 2002 EIR identified a significant and unavoidable impact related to increased traffic volumes on Wheatland Road and First Street, for which the City adopted a statement of overriding considerations. The 2002 EIR included Mitigation Measure 4.4-4, which required the applicant to submit a traffic analysis identifying circulation improvements that would reduce projected traffic volumes on First Street to as close to 4,000 average daily trips (ADT) as possible. The analysis and conclusion in the 2002 EIR were based on a planning threshold of significance of whether traffic would exceed 4,000 ADT, which is not an applicable

CEQA threshold of significance. Therefore, Mitigation Measure 4.4-4 of the 2002 EIR is not applicable to the proposed project.

As presented in the Traffic Impact Study conducted by TJKM, the applicable threshold of significance for determining an impact related to increased traffic volumes on a roadway segment is whether the operating conditions cause LOS to fall below LOS D. The Traffic Impact Study included a roadway segment LOS analysis under Existing Plus Project and Cumulative Plus Project conditions, compared to existing and cumulative no project conditions, respectively (see Table 5 and Table 6 below). As shown in the tables, the proposed project would not result in LOS D or worse on Wheatland Road or First Street. Therefore, the proposed project would not result in the creation of a new or increase in the severity of the significant impact identified in the 2005 IS/MND or 2002 EIR related to increased traffic volumes on Wheatland Road and First Street.

Table 5
2024 Existing and 2024 Existing Plus Project Conditions ADT and Segment LOS

Corridor	Segment	2024 ADT	Existing LOS	Additional Project Traffic	Existing Plus Project ADT	Existing Plus Project LOS
First Street	Between E Street and F Street	4,392	C	2,709	7,101	C
Wheatland Road	Between Lewis Road and G Street	4,500	C	2,709	7,209	C
Wheatland Road	Between Fort Mile Road and Oakley Lane	2,186	A/B	433	2,619	A/B
Fourth Street	Between SR 65 and Spenceville Road	1,861	C	147	2,008	C
SR 65	South of Bear River	26,509	**E/F**	1,569	28,078	**E/F**
SR 65	South of State Street	26,165	**E/F**	1,569	27,734	**E/F**
SR 65	South of Main Street	24,857	**E/F**	1,569	26,426	**E/F**
SR 65	North of First Street	26,038	**E/F**	759	26,797	**E/F**
Main Street	Malone Avenue to SR 65	1,758	C	682	2,440	C
Main Street	SR 65 to State Street	3,855	C	464	4,319	C

Source: TJKM, 2025.

Table 6
2040 Cumulative and 2040 Cumulative Plus Project Conditions ADT and Segment LOS

Corridor	Segment	2040 Cumulative ADT	2040 Cumulative LOS	Additional Project Traffic	2040 Cumulative Plus Project ADT	2040 Cumulative Plus Project LOS
First Street	Between E Street and F Street	4,586	C	350	4,936	C
Wheatland Road	Between Lewis Road and G Street	4,698	C	350	5,048	C
Wheatland Road	Between Fort Mile Road and Oakley Lane	2,282	A/B	56	2,338	A/B
Fourth Street	Between SR 65 and Spenceville Road	1,943	C	19	1,962	C
SR 65	South of Bear River	27,678	**E/F**	203	27,881	**E/F**
SR 65	South of State Street	27,319	**E/F**	203	27,522	**E/F**
SR 65	South of Main Street	25,953	**E/F**	203	26,156	**E/F**
SR 65	North of First Street	27,186	**E/F**	98	27,284	**E/F**
Main Street	Malone Avenue to SR 65	1,836	C	89	1,925	C
Main Street	SR 65 to State Street	4,025	C	60	4,085	C

Source: TJKM, 2025.

Increased Delays at Intersections on SR 65

As stated above, the 2005 IS/MND identified a potentially significant impact related to exceeding an established LOS standard, specifically associated with delays at intersections along SR 65, including First Street, Second Street, Third Street, Fourth Street, State Street, and Main Street, and required Mitigation Measure XV-29, which requires the applicant to pay the project's fair share contribution towards the cost of signalization/improvements at the SR 65/Main Street intersection. The 2005 IS/MND also acknowledged that the 2002 EIR identified a significant and unavoidable impact related to increased delays at intersections along SR 65, for which the City adopted a statement of overriding considerations. The 2002 EIR includes Mitigation Measure 4.4-3, which, similar to Mitigation Measure XV-29, required the applicant to pay the project's fair share contribution towards the cost of signalization/improvements at the SR 65/Main Street intersection, as well as at the SR 65/First Street intersection.

Since the 2005 IS/MND was adopted, the SR 65/Main Street and SR 65/First Street intersections have been signalized. In addition, as discussed above, a fee study was prepared and submitted to the City as part of the 2005 IS/MND, which identified the appropriate fees for the project. Payment of the appropriate fees was addressed as part of the Development Agreement for the

Jones Ranch Project. Therefore, Mitigation Measure XV-29 is considered to be already implemented through the Development Agreement and would not be applicable to the proposed project.

The proposed additional 68 dwelling units are expected to generate approximately 641 net new vehicle trips during a typical weekday, including 48 AM peak hour trips and 64 PM peak hour trips. In order to determine the effects of the proposed project's increase in traffic on intersections along SR 65, the Traffic Impact Study included an intersection LOS analysis under Existing Plus Project and Cumulative Plus Project (with and without the SR 65 Bypass) conditions, compared to existing and cumulative no project conditions, respectively (see Table 7 and Table 8 below).

As shown in in Table 7, four of the 11 study intersections currently operate below the City of Wheatland's acceptable LOS threshold of LOS D (the intersections of SR 65 and First Street, Third Street, Fourth Street, and Main Street), and would continue to deteriorate under Existing Plus Project conditions. The Traffic Impact Study includes recommended mitigation to reduce impacts to the SR 65 intersections (see Mitigation Measures TRANS-1 and TRANS-2 below), but for similar reasons as determined in the original 2002 EIR and explained in further detail below, impacts would remain significant. As noted above, the 2002 EIR already identified unacceptable LOS with inclusion of the Jones Ranch Project at the identified intersections and concluded a significant and unavoidable impact would result related to increased delays at intersections along SR 65, for which the City adopted a statement of overriding considerations. The proposed project would not result in substantial degradation of the identified intersections such that a new or substantially more severe significant impact would result. The 2005 IS/MND tiered from and relied upon the analysis within the 2002 EIR. Therefore, the proposed project would not result in any new or more severe significant impacts related to such from what has already been anticipated for the project site in the prior CEQA analyses.

In addition to the SR 65 intersections discussed above, the proposed project would cause the LOS at the Wheatland Road/Oakley Lane and First Street/E Street intersections to deteriorate to below LOS D under Existing Plus Project conditions. However, according to the City's threshold of significance for unsignalized intersections, an intersection would be considered impacted if the LOS falls below LOS D and the peak hour signal warrant is met. Based on this criterion, although the proposed project would cause the LOS at the Wheatland Road/Oakley Lane and First Street/E Street intersections to deteriorate to below LOS D, because, as determined by the Traffic Impact Study, a signal warrant is not met for the intersections, the intersections would not be considered impacted by the project.

Table 7
2002 EIR and 2024 Existing and Existing Plus Project Conditions – Intersection LOS

Intersection	Intersection Control[1]	Peak Hour[2]	2002 EIR Conditions		2024 Existing Conditions		2024 Existing Plus Project Conditions		Change in Delay
			Average Delay[3]	LOS	Average Delay[3]	LOS	Average Delay[3]	LOS	
Wheatland Road/West Site Access	OWSC	AM PM	10.8 10.3	B B	--	--	10.5 9.8	B [NB]* A [NB]*	--
Wheatland Road/Oakley Lane	TWSC	AM PM	13.3 12.0	B B	27.3 11.7	D [SB]* B [SB]*	**36.3** 12.9	**E [SB]*** B [SB]*	+9.0 +1.2
Wheatland Road/Lewis Road	OWSC	AM PM	16.1 11.5	C B	15.2 11.2	C [SB]* B [SB]*	14.9 10.1	B [SB]* B [SB]*	-0.3 -1.1
Wheatland Road/First Street	OWSC	AM PM	10.8 9.5	B A	--	--	17.5 10.7	C [EB]* B [EB]*	--
First Street/E Street	OWSC	AM PM	11.4 9.0	B A	21.9 12.0	C [NB]* B [NB]*	**50.8** 20.5	**F [NB]*** C [NB]*	+27.6 +8.5
SR 65/First Street	Signal	AM PM	25.0 12.1	C B	53.4 51.9	D D	**79.4** **65.0**	**E** **E**	+26.0 +13.1
SR 65/2nd Street	TWSC	AM PM	21.3 13.4	C B	**47.6** **35.3**	**E [WB]*** **E [EB]***	**53.1** **51.2**	**E [WB]*** **F [EB]***	+5.5 +15.9
SR 65/Third Street	TWSC	AM PM	15.7 14.7	C B	24.1 23.4	C [EB]* C [WB]*	25.8 31.6	D [EB]* D [WB]*	+1.7 +8.2
SR 65/Fourth Street	TWSC	AM PM	**105.1** **100.5**	**F** **F**	28.6 **138.4**	D [WB]* **F [EB]***	31.1 **262.0**	D [WB]* **F [EB]***	+2.5 +123.6
SR 65/Main Street	Signal	AM PM	20.4 20.6	C C	45.4 **101.4**	D **F**	**59.8** **129.3**	**E** **F**	+14.4 +27.9
SR 65/State Street	OWSC	AM PM	26.9 21.0	D C	**89.2** **76.8**	**F [WB]*** **F [WB]***	**108.6** **109.3**	**F [WB]*** **F [WB]***	+19.4 +32.5

1 Signal = Signalized; OWSC = One-Way Stop Control; TWSC = Two-Way Stop Control; AWSC = All-Way Stop Control.
2 AM = AM Peak Hour; PM = PM Peak Hour
3 Delay measured in seconds per vehicle. For signalized and all-way stop controlled intersections, the delay represents the average control delay for all turning movements. For one- and two-way stop-controlled intersections, the delay represents the worse average control delay for a given approach.

Bold indicates unacceptable LOS.

Source: TJKM, 2025.

Table 8
2040 Cumulative and 2040 Cumulative Plus Project Conditions – Intersection LOS

Intersection	Intersection Control[1]	Peak Hour[2]	2040 Cumulative Conditions		2040 Cumulative Plus Project Conditions		Change in Delay
			Average Delay[3]	LOS	Average Delay[3]	LOS	
Wheatland Road/West Site Access	OWSC	AM PM	--	--	10.3 9.7	B [NB]* B [NB]*	--
Wheatland Road/Oakley Lane	TWSC	AM PM	31.6 11.9	D [SB]* B [SB]*	33.0 12.1	D [SB]* B [SB]*	+1.4 +0.2
Wheatland Road/Lewis Road	OWSC	AM PM	15.8 11.4	C [SB]* B [SB]*	15.7 11.0	C [SB]* B [SB]*	-0.1 -0.4
Wheatland Road/First Street	OWSC	AM PM	--	--	11.8 9.7	B [NB]* A [NB]*	+11.8 +9.7
First Street/E Street	OWSC	AM PM	24.2 12.2	C [NB]* B [NB]*	26.6 12.9	D [NB]* B [NB]*	+2.4 +0.7
SR 65/First Street	Signal	AM PM	**57.6** **57.3**	**E** **E**	**60.8** **57.9**	**E** **E**	+3.2 +0.6
SR 65/2nd Street	TWSC	AM PM	**55.8** **39.0**	**F [WB]*** **E [EB]***	**57.2** **41.1**	**F [WB]*** **E [EB]***	+1.4 +2.1
SR 65/Third Street	TWSC	AM PM	26.0 25.2	D [EB]* D [WB]*	26.2 26.1	D [EB]* D [WB]*	+0.2 +0.9
SR 65/Fourth Street	TWSC	AM PM	32.4 **168.7**	D [WB]* **F [EB]***	32.6 **185.1**	D [WB]* **F [EB]***	+0.2 +16.4
SR 65/Main Street	Signal	AM PM	52.0 **108.2**	D **F**	51.6 **104.7**	D **F**	-0.4 -3.5
SR 65/State Street	OWSC	AM PM	**102.9** **92.0**	**F [WB]*** **F [WB]***	**105.7** **96.3**	**F [WB]*** **F [WB]***	+2.8 +4.3

1 Signal = Signalized; OWSC = One-Way Stop Control; TWSC = Two-Way Stop Control; AWSC = All-Way Stop Control.
2 AM = AM Peak Hour; PM = PM Peak Hour
3 Delay measured in seconds per vehicle. For signalized and all-way stop controlled intersections, the delay represents the average control delay for all turning movements. For one- and two-way stop-controlled intersections, the delay represents the worse average control delay for a given approach.

Bold indicates unacceptable LOS.

Source: TJKM, 2025.

As shown in in Table 8, five of the 11 study intersections would operate below the City of Wheatland's acceptable LOS threshold of LOS D (the intersections of SR 65 and First Street, Second Street, Fourth Street, Main Street, and State Street), and would continue to deteriorate under Cumulative Plus Project conditions. It should be noted that operations would improve under Cumulative Plus Project with the SR 65 Bypass conditions, but three of the SR 65 intersections would still operate below thresholds and continue to deteriorate with the proposed project, and one additional SR 65 intersection would deteriorate from acceptable to unacceptable conditions with the proposed project. While Mitigation Measures TRANS-1 and TRANS-2 below would reduce impacts to the SR 65 intersections, for similar reasons as determined in the original 2002 EIR and explained in further detail below, impacts would remain significant. As noted above, the 2002 EIR already identified unacceptable LOS with inclusion of the Jones Ranch Project at the identified intersections and concluded a significant and unavoidable impact would result related to increased delays at intersections along SR 65, for which the City adopted a statement of overriding considerations. The proposed project would not result in substantial degradation of the identified intersections such that a new or substantially more severe significant impact would result. The 2005 IS/MND tiered from and relied upon the analysis within the 2002 EIR. Therefore, the proposed project would not result in any new or more severe significant impacts related to such from what has already been anticipated for the project site in the prior CEQA analyses.

Conclusion

Overall, implementation of the mitigation measures listed below would ensure the proposed project would not result in any new significant impacts or more severe significant impacts related to transportation as compared to the 2005 IS/MND.

2005 IS/MND Mitigation Measures

None applicable.

Modified Mitigation Measures

None required.

New Mitigation Measures

While the following project-specific mitigation measures would help to reduce impacts, similar to the conclusions made in the 2002 EIR, from which the 2005 IS/MND tiered, signalization of intersections along SR 65 or any modifications to existing signal timings requires Caltrans approval. Because implementation of the mitigation measures lies outside of the City of Wheatland's jurisdiction, a guarantee that the measures will be implemented cannot be assured. As discussed, the 2002 EIR identified significant and unavoidable impacts related to SR 65 intersection operations, for which the City adopted a statement of overriding considerations. Although impacts related to delays at intersections along SR 65 would remain significant and unavoidable, the proposed project would not result in new or more severe significant impacts than previously identified in the 2005 IS/MND or 2002 EIR related to transportation.

TRANS-1 *Prior to occupancy of the proposed project, the project applicant shall implement signal timing adjustments and create an exclusive eastbound turn lane on the SR 65/First Street intersection. The project applicant shall also implement signal timing adjustments and create an exclusive westbound left turn lane of approximately 300 feet at the SR 65/Main Street intersection. Proof of compliance shall be submitted to the City of Wheatland for approval.*

TRANS-2 *Prior to occupancy of the proposed project, the project applicant shall signalize the SR 65/Fourth Street intersection with protected northbound-left and southbound-left movements. Proof of compliance shall be submitted to the City of Wheatland for approval.*

Remaining Environmental Resource Areas

- Aesthetics
- Agriculture and Forest Resources
- Energy
- Geology and Soils
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Utilities and Service Systems
- Wildfire

The proposed project would include modification of the Jones Ranch Project to include an additional 68 single-family lots, which would increase the total number of single-family lots from the previously approved Jones Ranch Project of 552 to 620. Although the number of units proposed has increased, the development footprint would remain the same and the proposed project would not change the residential nature of development within the project site. In addition, the proposed project would be consistent with the allowable use of the site pursuant to the Low Density Residential General Plan land use designation, and, with a residential density of 3.6 dwelling units per acre (du/ac), would be within the allowable density for the site of three to four du/ac. As such, impacts related to aesthetics associated with buildout of the proposed project would be similar to what was analyzed in the 2005 IS/MND. Because a detailed lighting plan for the proposed project has not been submitted to the City, however, Mitigation Measure I-1 set forth in the 2005 IS/MND, which requires the project developer to prepare a lighting plan, would still be applicable to the proposed project.

Because the proposed project would not extend the area of disturbance beyond the boundaries of the site analyzed in the 2005 IS/MND, and because the project site has only been subject to more disturbance since the 2005 IS/MND was adopted, impacts related to agricultural and forest resources; geology and soils; hazards and hazardous materials; hydrology and water quality; mineral resources; and wildfire (addressed within the hazards and hazardous materials section of the 2005 IS/MND) would be the same as analyzed in the 2005 IS/MND. It should be noted that the 2005 IS/MND includes mitigation measures to address impacts related to the aforementioned resource areas, and the proposed project would be required to comply with all such mitigation measures included in the 2005 IS/MND, as applicable.

The proposed project would result in an increase in population as compared to what was anticipated in the 2005 IS/MND. The 2005 IS/MND anticipated that buildout of the site with 552 single-family residences would result in approximately 1,485 new residents. According to the current U.S. Census data, average household size in the City of Wheatland is 2.82 persons per

household.[9] Buildout of the 620 single-family residential units associated with the proposed project would, therefore, be anticipated to generate approximately 1,748 new residents on-site. As such, population growth associated with the proposed project would increase by 264 residents (approximately 17 percent) from what has been anticipated for buildout of the site. Although the increase in population associated with the proposed project would result in an increase in demand for energy, public services, recreation, and utilities and service systems, sufficient resources and services would be available to serve the proposed project, and such an increase in demand would not be significant such that a new impact or substantial increase in the severity of an impact identified in the 2005 IS/MND would occur. Similarly, construction noise would not significantly increase beyond what was previously anticipated for the site.

As discussed above, the proposed project would generate 641 net new vehicle trips during the typical weekday, which would result in an increase in traffic noise in the project vicinity. Typically, a doubling of traffic volumes along a roadway increases traffic noise by 3 decibels (dB), which is the level at which a change in noise may become perceptible to the human ear. The proposed project would not double the traffic volume along any roadway in the vicinity from what has been anticipated for buildout of the site in the 2005 IS/MND. Accordingly, the increase in operational traffic noise associated with the proposed project would not be considered significant.

Overall, the proposed project would not result in any new significant impacts or substantially more severe significant impacts than what were previously analyzed in the 2005 IS/MND.

[9] U.S. Census Bureau. *Wheatland city, California.* Available at: https://data.census.gov/table/ACSST5Y2023.S1101?q=wheatland,%20ca. Accessed December 2024.

ATTACHMENTS

The technical attachments are available at the City upon request.

Caliterra Ranch Project
Mitigation Monitoring and Reporting Program

– February 2025

The California Environmental Quality Act (CEQA) and CEQA Guidelines require Lead Agencies to adopt a program for monitoring the mitigation measures required to avoid significant environmental impacts of a project. The Mitigation Monitoring Program ensures that mitigation measures imposed by the City are completed at the appropriate time in the development process.

The mitigation measures identified in the Addendum to the Jones Ranch Project IS/MND (SCH #2005082035) for the Caliterra Ranch Project are listed below along with the party responsible for implementation of the mitigation measure, the party responsible for monitoring implementation of the mitigation measure, the milestones for implementation and monitoring, and a sign off that the mitigation measure has been implemented.

MITIGATION MONITORING AND REPORTING PROGRAM
CALITERRA RANCH PROJECT

Mitigation Number	Impact	Mitigation Measure		Monitoring Agency	Implementation Schedule	Sign-off
I-1	Aesthetics	*I-1*	*In conjunction with the submitted improvement plans the developer shall submit a lighting plan specifically identifying the type and size of lighting fixtures, the types of lights, and the methods ensuring shielding of all excessive light and glare for the review and approval of the City Engineer.*	City Engineer	In conjunction with Improvement Plan submittal	
III-2	Air Quality	*III-2*	*In conjunction with the submittal of improvement plans, the developer shall submit plans which indicate sidewalks and pedestrian paths designed for the safety of pedestrians, pedestrian signalization and signage where appropriate, bike lanes, and bus turnouts should transit service become available in that area.*	City Engineer	In conjunction with Improvement Plan submittal	
III-3	Air Quality	*III-3*	*At the time of building permit submittal, the applicant shall provide measures to reduce emission caused by coated structures by using the following coatings:* • *Architectural coatings used in the interior of the structures should have a VOC emissions rate of 0 grams per liter. Examples of non-VOC emitting architectural coatings are Benjamin Moore's Pristine EcoSpec system of coatings, and Sherwin Williams HealthSpec series of coatings. Other*	City Building Inspector	At the time of building permit submittal	

MITIGATION MONITORING AND REPORTING PROGRAM
CALITERRA RANCH PROJECT

Mitigation Number	Impact	Mitigation Measure		Monitoring Agency	Implementation Schedule	Sign-off
			brands of non-VOC emitting architectural coatings may be used. • *Architectural coatings used on the exterior of the structure should have a VOC emissions rate of 75 grams per liter or less. An example of low-VOC emitting exterior architectural coating is Sherwin Williams Tough One series of coatings. Other brands of low-VOC emitting architectural coatings may be used.*			
GHG-1	Greenhouse Gas Emissions	*GHG-1*	*Prior to approval of project Improvement Plans, proof of compliance with the following sustainability measure listed in the City CAP's Sustainability Checklist shall be submitted to the City of Wheatland Community Development Department for review and approval:* • *At least 25 percent of all proposed roadways and intersections shall be designed with traffic calming and congestion management measures. Such measures could include, but shall not be limited to, the following:* o *Raised median islands;* o *Marked crosswalks;* o *Count-down signal timers;* o *Curb extensions;*	City of Wheatland Community Development Department	Prior to approval of project Improvement Plans	

MITIGATION MONITORING AND REPORTING PROGRAM
CALITERRA RANCH PROJECT

Mitigation Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		○ *Raised crosswalks;* ○ *Raised intersections;* ○ *Median islands;* ○ *Chicanes/chokers;* ○ *Rumble strips;* ○ *Roundabouts or mini-circles;* ○ *Speed tables;* ○ *Tight corner radii;* ○ *On-street parking; and* ○ *Planter strips with street trees.*			
IV-4	Biological Resources	*Valley Elderberry Longhorn Beetle* *IV-4 Where feasible, the project proponent shall avoid removal of the shrubs and maintain a 50-foot buffer around each shrub prior to grading. If creating a 50-foot barrier is not feasible, the project proponent shall obtain the appropriate ESA "take permit" from the USFWS that may require the implementation of one of the following measures:* *a) Obtain credits from an approved mitigation bank; or* *b) Transplantation of affected shrubs and plantings of elderberry seedlings and native companion plans.* *Prior to submission of any improvement plans, the City Engineer shall ensure that the*	City Engineer	Prior to Improvement Plan submittal	

MITIGATION MONITORING AND REPORTING PROGRAM
CALITERRA RANCH PROJECT

Mitigation Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		implementation and continued effectiveness of the buffer is monitored.			
IV-5	Biological Resources	*Vernal Pool Invertebrates* *IV-5 Where feasible, the project proponent shall avoid removal of the wetlands, vernal pool, and seasonal marsh on the site by establishing setbacks for the habitats subject to approval of the USFWS. If avoidance is not feasible, the project proponent shall obtain the appropriate ESA take permit from the USFWS that may include the following measures:* *a) Obtain credits from an approved mitigation bank; or* *b) Complete an onsite mitigation and monitoring plant that includes onsite creation and preservation of these features.*	City Engineer USFWS	Prior to approval of project Improvement Plans	
IV-6	Biological Resources	*Western Spadefoot Toad* *IV-6a Prior to issuance of a grading permit, focused surveys shall be conducted, per USFWS and CDFG guidelines, by a qualified biologist in areas of potential species habitat. Surveys for spadefoot toad shall be conducted in accordance with USFWS guidelines and should be conducted during the months of May through November.*	City of Wheatland Community Development Department	Prior to issuance of grading permit, May through November	

MITIGATION MONITORING AND REPORTING PROGRAM
CALITERRA RANCH PROJECT

Mitigation Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		IV-6b *If western spadefoot toad is not found on the site, further mitigation shall not be required. If this species is positively identified during the focused survey, then a detailed mitigation plan shall be prepared, in consultation with the USFWS and CDFG, that includes measures to avoid or minimize adverse effects of development on these species and their associated habitat. The mitigation plan shall incorporate a monitoring plan for this species during the period of construction. Potential mitigation measures include working in the breeding habitat outside of the breeding season, replacement and/or restoration of disturbed habitat, and monitoring of the construction site to ensure that spadefoot are not present in the work area.*	City of Wheatland Community Development Department USFWS CDFW	Prior to issuance of a grading permit	
IV-7	Biological Resources	*Burrowing Owl* *IV-7a* *Prior to issuance of a grading permit, a qualified biologist shall conduct a pre-construction survey of all potential burrowing owl habitat within 250 feet of the project site and record the presence of individual burrowing owls, sign of burrowing owls, and all burrows that are in use by burrowing owl.*	City of Wheatland Community Development Department	Prior to issuance of a grading permit	
		IV-7b *If the pre-construction survey does not find any burrowing owl activity, further mitigation shall*	City of Wheatland	During construction, no	

MITIGATION MONITORING AND REPORTING PROGRAM
CALITERRA RANCH PROJECT

Mitigation Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		not be required. The following additional mitigation measures shall be implemented if burrowing owls are nesting within 250 feet of the project site: *a) Grading shall not be allowed during the nesting season (April – July), unless approved by the CDFG, within 250 feet of any nest burrow.* *b) Prior to grading within burrowing owl habitat unoccupied burrows shall b collapsed to prevent occupation by burrowing owls subsequent to pre-construction surveys.* *A monitoring report of all activities associated with surveys for and passive relocation of burrowing owls shall be submitted to the CDFG no later than two weeks after the completion of grading that occurs within 250 feet of occupied nesting burrows.*	Community Development Department CDFW	later than two weeks after completion of grading within 250 feet of occupied nesting burrows	
IV-8	Biological Resources	<u>*Swainson's Hawk*</u> *IV-8 The project proponent shall have a pre-construction nesting survey performed by a qualified biologist. The survey shall be conducted during Swainson's hawk nesting season (Late February – September). If any active Swainson's hawk nests are found,*	City of Wheatland Community Development Department	Prior to construction activities, February through September	

MITIGATION MONITORING AND REPORTING PROGRAM
CALITERRA RANCH PROJECT

Mitigation Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		construction activities shall not occur within 500 feet of the nests until the young have fledged, as determined by a qualified biologist.			
IV-9	Biological Resources	*Nesting Raptors* *IV-9* *If construction is proposed during breeding season (February – August), a focused survey for active migratory bird nests shall be conducted within 30 days prior to the beginning of construction activities by a qualified biologist in order to identify active nests on the site. If active nests are found, construction activities shall not take place within 500 feet of the nest until the young have fledged. Trees containing nests that must be removed as a result of project implementation shall be removed during the non-breeding season (September to January). If active nests are not found during the focused survey, further mitigation shall not be required.*	City of Wheatland Community Development Department	30 days prior to the beginning of construction activities	
IV-11	Biological Resources	*IV-11* *Prior to the issuance of grading permits for the project site, the project proponent shall submit to the City of Wheatland Planning Department a tree mitigation and monitoring plan which shall replant trees on the project site or other locations as determined by city staff. Mitigation ratios for replacement shall occur at no less than one inch of tree preserved for every inch removed (1:1).*	City of Wheatland Community Development Department	Prior to issuance of grading permit	

MITIGATION MONITORING AND REPORTING PROGRAM
CALITERRA RANCH PROJECT

Mitigation Number	Impact		Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
BIO-1	Biological Resources	*BIO-1*	*Within 30 days prior to the start of construction activities, a qualified biologist shall conduct a preconstruction survey for nesting tricolored blackbird on-site and within a 500-foot buffer around the project site. The results of the survey shall be submitted to the City of Wheatland Community Development Department. If active nesting colonies are not present, further measures are not necessary.* *If any active nesting colonies are observed, the nesting colony shall be designated a sensitive area and protected by an avoidance buffer of 500 feet, or as otherwise determined by the qualified biologist. The avoidance buffer shall be maintained until the qualified biologist has determined that the young have fledged and the colony is no longer active. Monitoring of active nesting colony shall be conducted by a qualified biologist during construction activities, and avoidance buffers may be adjusted if any agitated behavior by the nesting birds is observed.*	City of Wheatland Community Development Department	Within 30 days prior to the start of construction activities	
V-12	Cultural and Tribal Cultural Resources	*V-12*	*In the event that any historic surface or subsurface archaeological features or deposits, including locally darkened soil (midden), that could conceal cultural deposits, animal bone, shell, obsidian, mortars, or human remains, are*	City of Wheatland Community Development Department	Prior to the issuance of grading permits and during	

MITIGATION MONITORING AND REPORTING PROGRAM
CALITERRA RANCH PROJECT

Mitigation Number	Impact	Mitigation Measure		Monitoring Agency	Implementation Schedule	Sign-off
			uncovered during construction, work within 100 feet of the find shall cease, and the City of Wheatland and a qualified archaeologist shall be contacted to determine if the resource is significant and to determine appropriate mitigation. Any artifacts uncovered shall be recorded and removed to a location to be determined by the archaeologist.		project construction	
VI-13	Geology and Soils	*VI-13*	*Prior to approval of improvement plans, the project proponent shall conduct a geotechnical study of the site's soil stability to accommodate streets, infrastructure lines, and house foundations. The recommendations from the geotechnical study shall be incorporated into the design of roadway and infrastructure improvements as well as foundation and building design.*	City Engineer	Prior to Improvement Plan approval	
VI-14	Geology and Soils	*VI-14*	*Prior to issuance of a grading permit, the project applicant shall submit, for the review and approval of the City Engineer, an erosion control plan which will utilize standard construction practices to limit the erosion effects during construction of the proposed project. Measures could include, but are not limited to:* • *Hydro-seeding;*	City Engineer	Prior to issuance of grading permit	

MITIGATION MONITORING AND REPORTING PROGRAM
CALITERRA RANCH PROJECT

Mitigation Number	Impact	Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
		• *Placement of loose straw and/or straw bales within drainageways and ahead of drop inlets;* • *The temporary lining (during construction activities) of drop inlets with "filter fabric" (a specific type of geotextile fabric);* • *The placement of straw wattles along slope contours;* • *Directing subcontractors to a single designation "wash-out" location (as opposed to allowing them to washout wherever they feel like); and* • *The use of siltation fences.*			
VI-15	Geology and Soils	*VI-15* *Implement Mitigation Measure VI-13.*	See Mitigation Measure VI-13	See Mitigation Measure VI-13	
VII-16	Hazards and Hazardous Materials	*VII-16* *Prior to the issuance of a grading permit for any portion of the site, including preliminary grading and trenching for infrastructure, the applicant shall submit a detailed assessment of the project for the review and approval of the City Engineer. If contamination is identified, a remediation plan shall be submitted. All contaminants shall be removed to the satisfaction of the City of Wheatland and Yuba County Environmental Health Department.*	City Engineer Yuba County Environmental Health Department	Prior to issuance of grading permit	

MITIGATION MONITORING AND REPORTING PROGRAM
CALITERRA RANCH PROJECT

Mitigation Number	Impact	Mitigation Measure		Monitoring Agency	Implementation Schedule	Sign-off
VII-17	Hazards and Hazardous Materials	*VII-17*	*Prior to a grading permit, the applicant shall submit an environmental assessment, including testing of soil samples throughout the site, that assesses the potential for persistent pesticides or herbicides within the development area. If the assessment finds concentrations of a pesticide or herbicide that creates an unacceptable risk, prior to issuing a grading permit, the City of Wheatland shall require the applicant to remediate the pesticide or herbicide to the satisfaction of Yuba County Environmental Health Department.*	City Engineer Yuba County Environmental Health Department	Prior to issuance of grading permit	
VII-18	Hazards and Hazardous Materials	*VII-18*	*Prior to issuance of a demolition permit by the city for any on-site structures, the project proponent shall provide a site assessment which determines whether any structures to be demolished contain asbestos and/or lead paint. If any structures contain asbestos, the application shall include an asbestos abatement plan consistent with local, state, and federal standards, subject to the City Engineer approval.*	City Engineer	Prior to issuance of demolition permit	
VII-19	Hazards and Hazardous Materials	*VII-19*	*Prior to the issuance of demolition permits for existing onsite structures, the project proponent shall provide a site assessment which determines whether any structures to be demolished contain lead-based paint. If such paint is found all loose and peeling paint shall*	City Engineer	Prior to issuance of demolition permit	

MITIGATION MONITORING AND REPORTING PROGRAM
CALITERRA RANCH PROJECT

Mitigation Number	Impact		Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
			be removed and disposed of by a licensed and certified lead paint removal contractor, in accordance with local, state, and federal regulations. The demolition contractor shall be informed that all paint on the buildings shall be considered as containing lead. The contractor shall take appropriate precautions to protect his/her workers, the surrounding community, and to dispose of construction waste containing lead paint in accordance with local, state, and federal regulations subject to the City Engineer approval.			
VIII-20	Hydrology and Water Quality	*VIII-20*	*Prior to final map approval, the applicant shall prepare a Storm Water Pollution Prevention Plan which specifies BMPs that may be implemented during site grading and construction, including straw hay bales, straw bale inlet filters, filter barriers, silt fences, and sedimentation basins, for the review and approval of the City Engineer.*	City Engineer	Prior to final map approval	
VIII-21	Hydrology and Water Quality	*VIII-21a*	*All building pad elevations shall be at least one foot above the 100-year flood plain or overland drainage release path (100-year flood elevation), whichever is greater.*	City Engineer	Prior to final map approval	
		VIII-21b	*Project improvements shall not result in an increase in floodwater surface elevations off the project site.*	City Engineer	Prior to final map approval	

MITIGATION MONITORING AND REPORTING PROGRAM
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Mitigation Number	Impact	Mitigation Measure		Monitoring Agency	Implementation Schedule	Sign-off
		VIII-21c	*Floodplain boundaries shall be submitted as designated by the City to the Federal Emergency Management Agency (FEMA) for adoption for flood insurance purposes under the National Flood Insurance Program.*	City Engineer	Prior to final map approval	
VIII-22	Hydrology and Water Quality	*VIII-22*	*Prior to approval of improvement plans for the project site, a master drainage plan shall be prepared and provided to the City Engineer. This master plan shall include estimates of future flows and design of principal storm drains to serve the project area. In accordance with the City Ordinance, drainage facilities shall be designed to accommodate projected design flows with no obstruction.*	City Engineer	Prior to Improvement Plan approval	
IX-23	Land Use and Planning	*IX-23*	*The applicant/developer shall inform and notify prospective buyers in writing, prior to purchase, about existing and on-going agricultural activities in the immediate area in the form of a disclosure statement. The notifications shall disclose that Wheatland and Yuba County are agricultural areas and residents of the property may be subject to inconvenience or discomfort arising from the use of agricultural chemicals, and from pursuit of agricultural operations, including, but not limited to cultivation, irrigation, plowing, spraying, aerial application, pruning,*	City Engineer	Prior to recording final maps	

MITIGATION MONITORING AND REPORTING PROGRAM
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Mitigation Number	Impact	Mitigation Measure		Monitoring Agency	Implementation Schedule	Sign-off
			harvesting, crop protection, and agricultural burning which occasionally generate dust, smoke, noise, and odor. The language and format of such notification shall be reviewed and approved by the City Engineer prior to recording final maps. Each disclosure statement shall be acknowledged with the signature of each prospective property owner. *It should be noted that a disclosure statement is but one means of protecting the adjacent agricultural operations. Other measures also exist such as requiring a minimum buffer distance between agricultural and urban uses.*			
XI-24	Noise	*XI-24*	*Prior to the approval of improvement plans, the developer shall include on the plans and specifications that the second floor windows of residences constructed along the boundary of the project that have a view of Wheatland Road or Wheatland Park Drive shall have a minimum STC rating of 32. In addition, air conditioning shall be included in all residences to allow occupants to close doors and windows as desired for acoustical insulation.*	City Engineer	Prior to Improvement Plan approval	
XI-25	Noise	*XI-25*	*The project applicant shall place a note on the improvement plans and within construction contracts which requires the following:*	City Engineer	Prior to issuance of grading permit	

MITIGATION MONITORING AND REPORTING PROGRAM
CALITERRA RANCH PROJECT

Mitigation Number	Impact	Mitigation Measure		Monitoring Agency	Implementation Schedule	Sign-off
			• *Construction activities shall be scheduled to occur during normal day-time working hours.* • *All heavy construction equipment and all stationary noise sources (such as diesel generators) shall have manufacturers installed mufflers.* • *Equipment warm up areas, water tanks, and equipment storage areas shall be located in an area as far away from existing residences as is feasible.* *The note shall be reviewed and approved by the City Engineer prior to the issuance of grading permits.*			
XIII-26	Public Services	*XIII-26*	*Prior to the issuance of any building permits, the project proponent shall pay the applicable police and fire development fees in accordance with AB1600 and local policies.*	City of Wheatland Community Development Department	Prior to issuance of building permits	
XIII-27	Public Services	*XIII-27*	*Prior to issuance of any building permits, the project proponent shall pay the applicable fees to the Wheatland School District and the Wheatland Union High School District.*	City of Wheatland Community Development Department	Prior to issuance of building permits	
TRANS-1	Transportation	*TRANS-1*	*Prior to occupancy of the proposed project, the project applicant shall implement signal timing adjustments and create an exclusive eastbound*	City of Wheatland Community	Prior to occupancy of the proposed project	

MITIGATION MONITORING AND REPORTING PROGRAM
CALITERRA RANCH PROJECT

Mitigation Number	Impact		Mitigation Measure	Monitoring Agency	Implementation Schedule	Sign-off
			turn lane on the SR 65/1st Street intersection. The project applicant shall also implement signal timing adjustments and create an exclusive westbound left turn lane of approximately 300 feet at the SR 65/Main Street intersection. Proof of compliance shall be submitted to the City of Wheatland for approval.	Development Department		
TRANS-2	Transportation	*TRANS-2*	*Prior to occupancy of the proposed project, the project applicant shall signalize the SR 65/4th Street intersection with protected northbound-left and southbound-left movements. Proof of compliance shall be submitted to the City of Wheatland for approval.*	City of Wheatland Community Development Department	Prior to occupancy of the proposed project	
XVI-30	Utilities and Service Systems	*XVI-30*	*Prior to the approval of improvement plans, the developer shall prepare a sewer capacity analysis for the review and approval of the City Engineer identifying that adequate conveyance capacity either exists or can be built, and will be funded by the applicant/developer.*	City Engineer	Prior to Improvement Plan approval	

LARGE LOT/SMALL LOT TENTATIVE SUBDIVISION - AMENDMENT

CALITERRA RANCH

CITY OF WHEATLAND, CALIFORNIA

FEBRUARY 27, 2025

PROJECT NOTES

LAND USE SUMMARY

LOCATION MAP

LINETYPE LEGEND

PROPOSED SUBDIVISION MODIFICATION

VILLAGE 6
55'x105' TYP.
18.0 ± AC (G)
17.2 ± AC (N)
90 DU

VILLAGE 5
55'x105' TYP.
14.7 ± AC (G)
13.2 ± AC (N)
74 DU

VILLAGE 4A
55'x105' TYP.
21.7 ± AC (G)
20.8 ± AC (N)
114 DU

VILLAGE 7
55'x105' TYP.
18.9 ± AC (G)
16.9 ± AC (N)
84 DU

VILLAGE 3
65'x105' TYP.
28.1 ± AC (G)
25.6 ± AC (N)
134 DU

VILLAGE 4B
55'x105' TYP.
5.8 ± AC (G)
5.8 ± AC (N)
27 DU

DETAIL A: ELBOW INTERSECTION

DETAIL B: ACCESS EASEMENT HAMMERHEAD

DETAIL C: WHEATLAND PARK DR & 1ST ST

NORTH 0 200 400 800

WOOD RODGERS

Caliterra Ranch Tentative Subdivision Map Amendment

Draft Conditions of Approval

Planning Conditions

1. The developer/applicant shall defend, indemnify, and hold harmless the City in any action brought by a third party to challenge the land use entitlement. In addition, if there is any referendum or other election action to contest or overturn these approvals, the developer/applicant shall either withdraw the application or pay all City costs for such an election.

2. No permits or approvals, whether discretionary or mandatory, shall be considered if the developer/applicant is not current on fees, reimbursement payments, and any other payments that are due.

3. The ability to proceed under any approvals, entitlements, or authorizations granted by this action are pursuant to the executed Development Agreement with the City of Wheatland and Dale Investments, LLC concerning the Caliterra Ranch (formerly Jones Ranch) Subdivision.

4. The developer/applicant shall comply with all mitigation measures identified in the Caliterra Ranch (formerly Jones Ranch) updated Mitigation Monitoring and Reporting Program (SCH No. 2005082035).

5. With the submittal of all grading plans, improvement plans, and building permit plans, the developer/applicant shall submit to the Wheatland Community Development Department a Conditions and Mitigation Measures Compliance Matrix that lists: each Condition of Approval and Mitigation Measure, the City Department and/or Agency responsible for review, and how the developer/applicant meets the Condition of Approval or Mitigation Measure. The developer/applicant shall update the compliance matrix and provide it with each submittal.

6. Landscaping shall be watered, weeded, pruned, fertilized, sprayed, and/or otherwise maintained in good condition. Plant materials shall be replaced as needed to maintain the landscaping in accordance with the approved landscaping plans. Water conservation measures, including the use of drought tolerant landscaping shall be used.

7. Any modification to the project shall be subject to the review and approval of planning staff (and may require additional entitlements).

8. If the developer/applicant requests model homes, a sales trailer, or construction trailer, the developer/applicant shall submit a site plan showing the exact location of the trailer with adequate parking. The plan shall be submitted to the Community Development Department for review and approval prior to installation of any homes. All sales or construction trailers shall be placed out of the private or public right-of-way to the satisfaction of the City Engineer.

9. The developer/applicant shall obtain all necessary building permits prior to commencing construction.

10. Prior to the issuance of any building permits, the developer/applicant and the Wheatland Community Development Director shall establish a process for submitting plotting plans that indicates which plan, including elevation, will be located on each lot. The plotting plan shall indicate compliance with the adopted Caliterra Community Design Guidelines, dated August 28, 2017, including, but not limited to, the following:

    a. The same floor plan or exterior colors for dwelling units shall not be placed side by side. Flipping the orientation of the floor plan does not constitute a change in floor plan.

    b. Homes directly across the street from one another should not have the same floor plan, unless they have different elevations.

    c. Building designs shall consist of one of the three approved architectural styles (Spanish Modern, Farmhouse, and Craftsman).

    d. All residences shall contain rain gutters and downspouts to direct water away from the concrete foundation as approved by the City Engineer

    e. All HVAC shall be ground mounted and shall not be visible from any street or pedestrian views. No roof mounted HVAC unit allowed.

11. Standard dust control methods and designs shall be used to stabilize the dust generated by construction activities, including implementation of the FRAQMD's Standard Construction Mitigation Measures (including completion of a Fugitive Dust Control Plan). The developer/applicant shall post dust control signage with a contact number of the developer/applicant, City staff, and the Feather River Air Quality Management District (FRAQMD).

12. During construction, the Contractor shall be responsible for controlling noise, odors, dust and debris (boxes, junk, garbage, etc.) to minimize impacts on surrounding properties and roadways. The contractor shall be responsible that all construction equipment is equipped with manufacturers approved muffler baffles. Failure to do so may result in the issuance of an order to stop work.

Engineering Conditions

General Requirements

13. Applicant shall submit improvement plans prepared by a California Registered Civil Engineer for all necessary and required on-site and off-site public and private improvements. The Improvement Plans shall show all existing and proposed utilities, above and below ground, including water, sanitary sewer, storm sewer, communication lines, electricity, natural gas, transformers, vaults and meters. The final plan set shall include all civil, landscape and joint trench drawings under a single cover sheet. Improvement Plans must be approved by the City Engineer prior to any on-site or off-site construction. An Encroachment Permit is required for any work within City right of way. An Encroachment Permit will not be issued prior to the approval of the Improvement Plans.

14. All improvements shall be designed and constructed in accordance with the City of Wheatland Municipal Code (WMC), City of Wheatland Public Works Standards (City

Standards), except as directed by the City Engineer and/or as specifically noted otherwise in these conditions. Deviations from City Standards and applicable Code requirements shall be approved by the City Engineer. The applicant's engineer shall request all design exceptions in writing. Approval of a site plan depicting improvements that do not conform to the WMC does not constitute approval of a design exception, unless explicitly stated herein or in another approved City resolution. The City anticipates adopting new standards in 2025 and occasional updates thereafter.

15. No residential building permit, excluding permits for model homes, shall be issued until the property has been annexed into Community Facilities District (CFD) 2015-1 and the City has authorized the levy of a special tax or assessment for the purpose of funding City services and maintenance obligations.

16. Prior to the approval of the Final Map, the Landscaping Plans shall be reviewed and approved by the Planning Director.

17. As part of the Architectural Design Review Process, the applicant shall submit a plan showing the location of all one & two story floor plans along Wheatland Road. The plans shall be reviewed and approved by the Planning Director.

18. Prior to the approval of the Improvement Plans and prior to the issuance of a grading permit, the applicant shall obtain all necessary permits, approvals and/or clearances from any other regulatory agencies with jurisdiction over the project, including but not limited to the Central Valley Flood Protection Board, Regional Water Quality Control Board, City of Wheatland Fire Authority, Caltrans, California Department of Fish and Wildlife, U.S. Fish and Wildlife Service, and U.S. Army Corp of Engineers. Proof of approvals, permits and/or clearances shall be submitted to the City prior to approval of the improvement plans. A complete set of improvement plans shall be submitted to all agencies, districts, and utilities affected by, or providing service to the development, for review and comment.

19. An assessment district, service area, or other financing mechanism shall be established for maintaining the integrity of the creek areas, detention basin, and pumping facilities if these obligations are not incorporated into and funded at the time of annexation to Community Facilities District 2015-1.

20. Mailbox plans and locations shall be approved by the City of Wheatland Postmaster prior to improvement plan approval. The developer shall provide a letter from the City of Wheatland Postmaster approving mailbox locations.

21. Prior to approval of the Final Map, the developer shall provide will-serve letters from the following agencies/service providers to the City Engineer and comply with their requirements:

    a. Telephone

    b. Gas and Electricity

    c. Cable Television

d. Internet

e. Solid Waste Collection

22. Applicant shall be responsible for all City plan check, map check and inspection costs. The Applicant shall enter into a Cost Recovery Agreement and deposit funds with the City upon the initiation of plan check services. The amount of the initial deposit shall be determined by the City. Additional funds may be required based upon actual plan check, map check and inspection costs.

23. Prior to approval of final maps, improvement plans and cost estimates shall be submitted to the City Engineer for review and approval. Security shall be posted for faithful performance and labor and materials, and a subdivision improvement agreement shall be executed with the City prior to recording the Final Map.

24. The initial phase of subdivision improvements shall be completed and accepted by the City within twelve months after issuance of the first building permit for any particular phase of development. This condition shall not apply to the construction of model homes.

25. The developer shall pay all applicable taxes, fees and charges at the rate and amount in effect at the time such taxes, fees and charges become due and payable.

26. Existing overhead utility lines within the project limits shall be placed underground except for those utility lines that are specifically exempted from under grounding by City Ordinance.

27. Prior to the issuance of building permits, the developer shall pay all applicable fees to, and provide will-serve letters from:

    a. Wheatland Elementary School District

    b. Wheatland High School District

28. All construction activities shall be limited to the following as allowed by the Wheatland Municipal Code:

    a. The performance of any construction, alteration or repair activities which require the issuance of any building, grading, or other permit shall occur only during the following hours:
        i. Monday through Friday: 7:00 a.m. to 6:00 p.m. For the period of June 1 through September 30 of each year, the permissible hours for masonry and roofing work shall be from 6:00 a.m. to 6:00 p.m.;
        ii. Saturdays: 9:00 a.m. to 5:00 p.m.;
        iii. Sundays and observed holidays: 10:00 a.m. to 6:00 p.m.

    b. Any noise from the above activities, including from any equipment, shall not produce noise levels in excess of the following:
        i. Saturdays: 80 dba when measured at a distance of twenty-five (25') feet;
        ii. Sundays and observed holidays: 70 dba when measured at a distance of twenty-five (25') feet.

c. The City Engineer may grant a permit for building activities during other time periods for emergency work or extreme hardship. "Emergency work" shall mean work made necessary to restore property to a safe condition following a public calamity or work required to protect persons or property from an imminent exposure to danger. Any permit issued by the Building Official shall be of specified limited duration and shall be subject to any conditions necessary to limit or minimize the effect of any noise.

d. The project applicant shall place a note on the improvement plans and within construction contracts that requires the following:
    i. Construction activities shall be scheduled to occur during normal day-time working hours.
    ii. All heavy construction equipment and all stationary noise sources (such as diesel generators) shall have manufacturers installed mufflers.
    iii. Equipment warm up areas, water tanks, and equipment storage areas shall be located in an area as far away from existing residences as is feasible.
    iv. The note shall be reviewed and approved by the City Engineer prior to the issuance of grading permits.

29. If any hazardous materials are encountered during the construction of this project, all work shall be immediately stopped and the Yuba County Environmental Health Service Department, the Wheatland Fire Authority, and the City Inspector shall be notified immediately. Work shall not proceed until clearance has been issued by all of these agencies.

30. The Applicant shall keep adjoining public streets free and clean of project dirt, mud, materials, and debris during the construction period, as is found necessary by the City Engineer. The following shall be added to the general notes on the civil plans, "All roads used within the City of Wheatland during construction shall be cleaned daily, or more often as required by the City Engineer, of all dirt and debris spilled or tracked onto the City streets, or private driveways."

31. Prior to final preparation of the subgrade and placement of base materials, all underground utilities shall be installed, and service connections stubbed out behind the sidewalk. Public utilities, Cable TV, sanitary sewers and water lines, shall be installed in a manner that will not disturb the street pavement, curb, gutter and sidewalk, when future service connections or extensions are made.

32. An assessment district, service area, or other financing mechanism shall be established for maintaining the integrity, appearance and effectiveness of any sound walls, fences and monument signs associated with the project if these obligations are not incorporated into and funded at the time of annexation to Community Facilities District 2015-1. Costs shall include the on-going maintenance and eventual replacement of facilities. Estimated costs shall be subject to the review and approval of the City Engineer.

33. Sound walls, fences and monument signs covered under public financing mechanisms shall be constructed entirely within public rights of way or dedicated landscape corridor lots (including foundations, footings, post holes and electrical), to the satisfaction of the

City Engineer, with adequate clearances and access to perform any maintenance, construction or reconstruction of the facilities.

34. Every reasonable effort shall be made by the Developer to maintain vehicular and pedestrian traffic flow during construction of the project with special attention to school related vehicular and pedestrian traffic and safety. Developer shall submit traffic handling and phasing plans for the review and approval of the City Engineer.

35. Every reasonable effort shall be made by the Developer to accommodate seasonal agricultural traffic from neighboring farm lands before and during construction of the project. Any expenses related to said accommodation will be borne by the City or neighboring farms.

36. Improvement plans shall be based on a City approved USGS benchmarks and tied to the California State Plane coordinate system.

37. All on-site improvements (within the subdivision boundaries) including streets, parking lots, sidewalks, streetlights, sanitary sewer facilities, storm drain facility, stormwater quality facilities and landscaping shall become publicly owned and maintained after acceptance by the City.

38. Applicant shall pothole and physically locate (by way of geodetic surveys) the actual horizontal location and vertical depth of all existing underground utilities throughout the proposed area of work and provide the design of all new utility installations required to serve the project including a schedule for implementation of such work as to prevent disrupting of utility service to adjacent properties.

39. Utilities to be abandoned shall be removed or completely filled with suitable material and capped to the approval of the applicable utility agency and to the approval of the City Engineer.

40. After all of the new underground utilities within existing public streets have been installed, the entire affected areas shall be milled and repaved to present a neat finished pavement area. Multiple trench patches are not acceptable.

41. The developer, at his sole expense, shall repair existing public and private facilities damaged during the course of construction to the satisfaction of the City Engineer.

42. Prior to acceptance of the public improvements, The developer shall provide a written statement signed by the Civil Engineer of Record certifying that all the site improvements were constructed and inspected in conformance with the plans approved by the City Engineer.

43. Prior to acceptance of the public improvements, the applicant shall provide a mylar and digital copy of the Improvement Plans that include all as-built or field changes. Digital files shall include AutoCAD Civil 3D (.dwg) format compatible with the City's current version, and tied to the State Plane coordinate system.

44. Upon completion of the project and prior to acknowledgment of completion, all new sanitary sewer and storm drains shall be video inspected for conformance and the recording delivered to the City for review. The video shall indicate the pipe being televised, station points along each pipe, and shall have the bottom of the pipe at the bottom of the monitor when viewed. The speed of advancement shall be slow enough to ascertain the pipe condition and paused as necessary at sags, gaps, obstructions and damaged areas of the pipe. Pipe damage, repairs and obstructions shall be repaired to the satisfaction of the City Engineer.

45. Upon completion of the building and site improvements, the Applicant shall clean, repair, or reconstruct the curb, gutter, and sidewalk along the entire frontage of the developed property as may be required by the City Engineer to conform to the City standards prior to receiving an occupancy permit for the building.

46. Prior to acceptance of the public improvements, submit a certification by the Geotechnical Engineer of Record that all the work has been completed in substantial conformance with the recommendations in Soils Investigation/Geotechnical Report.

47. Prior to acceptance of the public improvements, submit a certification from the Civil Engineer of Record certifying that all the site improvements were constructed and inspected in substantial conformance with the approved plans and City Standards.

48. Prior to acceptance of the public improvements, provide a letter stating that all of the Developer's Conditions of Approval have been met.

49. Prior to issuance of a building permit, the developer shall pay the appropriate City of Wheatland Facilities and Equipment Program Fee.

Grading Conditions:

50. The applicant shall submit and obtain approval of a grading plan, which meets the requirements of Title 17, Chapter 08, Section 170 of the Wheatland Municipal Code. Any ground disturbing activity (clearing, grubbing, excavations or rough grading) at the site will not be permitted prior to approval of the grading plan and issuance of a grading permit. Securities for grading, erosion control, winterization operations and site restoration and any necessary inspection fees shall be posted prior to permit issuance.

51. If construction includes blasting or the use of controlled explosives, the grading contractor and the developer shall comply with all conditions of the Public Works Department, which include, but are not limited to, the following:

    a. Make all test hole logs available to road and underground contractors.

    b. Require that the blasting contractor be licensed, bonded and insured.

    c. Have the contractor visit neighbors personally to tell them the estimated schedule for blasting and to explain the warning signals.

d. Insure that the conventional OSHA signals for blasting are followed prior to and while firing each shot, with a sufficient air whistle that can be heard for a minimum of 2,000 feet.

e. Set signs indicating a blasting area on nearby streets. Flag persons shall be used.

f. Cover shallow shots on exposed rock with soil and/or a blasting mat to mitigate flying rock. Soil should be free of round boulders or cobbles.

g. A pre-blast survey of all surrounding structures and facilities shall be prepared along with a blasting program including blast peak velocity limits at various points for the blasting required to create roads and major utility lines. The blasting program and pre-blast survey shall be kept on file with the Police Department. Blasting operations shall be coordinated with the Fire Authority.

h. The contractor must secure any federal, state and local licenses and permits prior to using explosives.

52. A detailed design level geotechnical report shall be submitted with the initial submittal of the improvement plans. The report shall determine site soil characteristics and provide design parameters. The geotechnical investigation shall also look for the possible presence of asbestos-bearing rock. In addition, a subsurface geotechnical investigation including soil testing shall be conducted to determine if liquefaction is a problem. In addition, the report shall address geological hazards, R-values, expansive soils and seismic risk. The improvement plans shall incorporate all design and construction criteria recommended in the geotechnical report. Mitigation measures in the geotechnical report shall have final approval by City Engineer.

53. Prior to City approval of the improvement plans, the geotechnical engineer shall sign off on the cover sheet confirming that the improvement plans are in conformance with recommendations of the project geotechnical report.

54. If at any time, prior to final acceptance of the project improvements, the City Engineer requests an independent geotechnical investigation and report, then an independent geotechnical engineer, shall be retained by the City at the applicant's expense, to conduct requested investigations.

55. Where soil or geologic conditions encountered during construction activities are different from those anticipated in the geotechnical report, or where such conditions warrant changes to the recommendations contained in the original soil investigation, a revised soil or geologic report shall be submitted for approval by the City Engineer. It shall be accompanied by an engineering and geological opinion as to the safety of the site from hazards of land slippage, erosion, settlement, and seismic activity.

56. The slope of cut surfaces of permanent excavations shall not be steeper than two (2) horizontal to one (1) vertical unless supported by a geotechnical/soils report and approved by the City Engineer.

57. Dust control specifications shall be included on the improvement plans to minimize dust nuisance during construction. Dust control measures shall be developed to take into account the possible presence of asbestos bearing rock formations and the measures necessary to deal with this type of dust.

58. The applicant shall re-vegetate cut and fill areas as soon as possible using native seed mixes and compatible plantings as specified by the City Engineer, City Standards and the Soil Conservation Service.

59. The applicant shall conduct all soil stabilization activities pursuant to City Engineering Department and Soil Conservation Service practices and techniques. Stabilization details shall be shown on the improvement plans for temporary and permanent conditions.

60. Any retaining walls necessary as a part of the on- or off-site grading shall have designs and calculations prepared and submitted as a part of the grading plan submittal. Said walls shall be reviewed and approved by the City Engineer. Wooden retaining walls on- or off-site shall not be allowed.

61. Grading/improvement plans shall identify all oak trees that are located within 50' of all proposed improvements and that are five-inches (5") in diameter or larger at breast height. In addition, plans shall show the following information:

    a. Location of each oak tree and limits of the critical root zone (CRZ). The CRZ shall be defined as the dripline radius plus 1 foot. Each oak tree shall be identified using the tree number from the arborist report (if applicable).

    b. All areas disturbed by grading and/or construction.

    c. Retaining walls, aeration systems, or other information related to each oak tree.

    d. A fencing plan illustrating the placement of tree protection/exclusion fencing at the limits of the CRZ.

    e. Signs shall be provided on tree fencing identifying the protected/ exclusion areas.

62. The WDID Number issued by the State Water Resources Control Board shall be reference on the face of the Improvement plans for the project improvements.

63. Specific details for cut and fill slopes, open ditches and erosion control shall be reviewed at the time of improvement plan submittal.

64. The proposed contour information submitted with the Tentative Map is not approved at this time. The final slopes and grades shall be reviewed with the improvement plans.

65. If grading is to take place between October 15 and April 15, both temporary and permanent erosion control measures, conforming to the project erosion control plans shall be in place before October 1st. Erosion control measures shall be monitored and maintained by a certified third-party Qualified SWPPP Practitioner (QSP) firm.

66. Plans and certifications shall demonstrate compliance of all improvements, including building pads and finished floor elevations, with the City's Floodplain Ordinance, to the satisfaction of the Building Official and City Engineer. Pad elevations shall be certified by a licensed surveyor prior to construction of building foundations.

Street Conditions:

67. Developer shall address the conclusions, recommendations and mitigations contained in the project Traffic Impact Study (TIS) prepared by TJKM to the satisfaction of the City Engineer. Off-site mitigation recommendations contained in the final TIS will be implemented, constructed or resolved with in-lieu fees or fair-share contributions in accordance with project related thresholds established by the City Engineer. Deviations may be allowed as approved by the City Engineer.

68. The final engineering and improvement plans for the intersection of Wheatland Road and First Street, and the intersection of Wheatland Road and Wheatland Park Drive may be modified as directed by the City Engineer and in conformance with the TIS and subsequent Focused Traffic Studies. Changes at these intersections may include additional lanes, additional turn lane stacking and may require the modification of proposed surrounding lots.

69. Developer and its engineers shall coordinate with the City in the City's Wheatland Road Complete Streets Project which involves the design and construction of roadway, sidewalk, bike lane, street lighting and landscape improvements along Wheatland Road from Highway 65 to the Caliterra Ranch project. Improvements such as roadway cross-sections, sidewalks, landscaping, lighting, storm drainage, pavement markings and signage shall be coordinated with the City's effort on the Complete Streets Project.

70. Impacts on existing roadway pavements from project related construction traffic and heavy vehicles shall be mitigated by full-depth reconstruction of existing pavements fronting the project as directed by the City Engineer.

71. All interior streets for the project shall be constructed to a full width as shown on the Amended Tentative Map or any subsequent amendments approved by the City.

72. The cross-section of Wheatland Road shall include a 25' wide Landscape Corridor/PUE to include 4-7.5' planters on each side of a 10' sidewalk measured from back-of curb) adjacent to the proposed sound wall. Final landscaping design shall be reviewed and approved by the Planning Director.

73. Asphalt pavement for major and minor arterial streets shall have a minimum structural section of 7" asphalt concrete on 8" aggregate base. The actual design of the pavement section shall be based on R-value provided in the project geotechnical report and a traffic index of 11.

74. Asphalt pavement for collector streets shall have a minimum structural section of 4.5" asphalt concrete on 6" aggregate base. The actual design of the pavement section shall be based on R-value provided in the project geotechnical report and a traffic index of 8.

75. Asphalt pavement for minor collector streets shall have a minimum structural section of 4" asphalt concrete on 6" aggregate base. The actual design of the pavement section shall be based on R-value provided in the project geotechnical report and a traffic index of 7.

76. Asphalt pavement for residential streets shall have a minimum structural section of 4" asphalt concrete on 6" aggregate base. The actual design of the pavement section shall be based on R-value provided in the project geotechnical report and a traffic index of 7.

77. Asphalt pavement for dead-end streets serving 10 homes or less shall have a minimum structural section of 3.5" asphalt concrete on 6" aggregate base. The actual design of the pavement section shall be based on R-values provided in the project geotechnical report and a traffic index of 6.

78. All cul-de-sacs, knuckles, and hammerheads shall have adequate right-of-way and curb face radii for construction. Provisions shall be made for delineating no parking along curb faces where deemed necessary by the Wheatland Fire Authority to accommodate fire vehicle turning movements or as otherwise approved by the City Engineer.

79. Valley gutters shall not be utilized in public streets.

80. Design and construct all new pedestrian walkways, ramps, accessible parking spaces, parks and any other public improvements to meet current Americans with Disabilities Act Accessibility Guidelines, and California Title 24 requirements.

81. Pedestrian ramps shall be provided at all intersections, commercial driveways and crosswalks where sidewalks are proposed.

82. Prior to issuance of Building Permits by the City, the developer/ property owner shall be required to pay all appropriate impact fees for the project lots.

83. The Wheatland Road right of way adjacent to Lot 69 of Village 1 (drainage area south of Wheatland Road and east of Grasshopper Slough) shall be dedicated as an irrevocable offer of dedication (IOD) to a full width standard consistent with other segments of Wheatland Road as shown on the amended Tentative Map. Other than a City approved eastbound pavement transition taper prior to the westerly project entry, additional improvements including, curb, gutter, landscape planter, sidewalk and pavement shall not be required or be the responsibility of the developer unless a Pre-Annexation/Pre-Zoning application for property located to the west of the Jones Ranch and currently designated Low Density Residential on the City's General Plan Land Use diagram (July 2006) is filed.

84. Pedestrian and bike facilities, including bike facility and sidewalk widths, shall conform to the adopted City of Wheatland Bikeway Master Plan. Any conflicts between the substantial conformance exhibit/map and the Master Plan will be resolved at the discretion of the Community Development Director and City Engineer.

85. Striping, pavement markings and traffic signage shall be provided on all streets as necessary and as required by the CA-MUTCD, City standards and the City Engineer. Signage restricting parking and red painted curbing shall be installed where appropriate and directed by the City. Speed limit signs shall be installed at locations determined by

the City Engineer. Stop signs, yield signs and speed limit signs shall be installed within the subdivision at locations determined by the City Engineer.

86. Developer shall provide spare streetlights and associated components for replacement purposes of at least 5% of total required for the subdivision.

Storm Drainage Conditions:

87. A drainage study prepared by a California Registered Civil Engineer shall be submitted prior to the initial submittal of the Improvement Plan. The drainage study shall demonstrates that development of the proposed project area will not increase downstream water surface elevations. The report shall include hydrologic and hydraulic calculations, narrative and exhibits to support the design and sizing of all public and private drainage facilities including storm drains and detention facilities. The report shall include on-site-mitigation for increased runoff. The report shall address existing downstream storm drain facilities and hydraulic conditions which may impact the design of proposed facilities and improvements. This study shall include a hydraulic grade line analysis of the existing downstream storm drain. Analyses of the conveyance of onsite and downstream facilities shall be based on the 25-year storm. The report shall also include an analysis of the 100-year storm overland flow.

88. Applicant shall submit for review and approval a detailed Stormwater Control Plan (SWCP) prepared in accordance with the State Stormwater control Standards. Site improvements shall incorporate Low Impact Design (LID) principles and permanent post-construction storm water pollution BMPs. The Stormwater Control Plan shall be submitted for review with the initial submittal of the Improvement Plans.

89. A Post Construction Stormwater Operations and Maintenance Plan that includes a plan sheet showing all storm drain and water quality infrastructure that is to be maintained, along with detailed instructions and schedules for the ongoing maintenance and operation of all post-construction stormwater BMPs shall be submitted for review and approval by the City Engineer. Once approved, the property owner(s) shall enter into an agreement with the City that provides the terms, conditions, and security associated with the ongoing requirements of the post-construction Stormwater Best Management Practices.

90. Prior to the approval of the Improvement Plans, the Applicant shall submit a copy of the project Storm Water Pollution Prevention Plan (SWPPP) and Notice of Intent (NOI) for coverage under the State Water Resources Control Board's General Construction Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities.

91. No lot to lot drainage is allowed. No concentrated drainage may discharge across sidewalks. All site drains must be connected to the public storm drain system, or discharged through the face of curb or to an established waterway.

92. The drainage plan shall include ditches or swales as required by the City Engineer to eliminate cross lot drainage.

93. The perimeter of the development shall be protected against surface runoff from adjacent properties in a manner acceptable to the City Engineer.

94. Storm-water detention shall be provided per the requirements of the final on-site project drainage analysis and meet local and State drainage requirements in-place at the time of Tentative Map Amendment approval. Design of storm water detention facilities shall be subject to City standards and the review and approval of the City Engineer. Stormwater plans shall include the following:

    a. The velocity of concentrated storm flows from impervious surfaces should be reduced by the use of energy dissipaters. These structures should be placed so that the velocity reduction occurs before water enters wetland areas.

    b. Water pollution control devices shall be placed at the appropriate locations in the system. The design and placement of the devices should be performed by a qualified engineer with demonstrated experience in the design of Storm Drainage Best Management Practices. The placement of the devices should be such that drainage from large paved areas is intercepted prior to discharge to the natural on-site or off-site drainage systems. These systems may not be required if adequate water quality treatment can be achieved with detention basins, as approved by the City Engineer.

95. Stenciling shall be provided on curb inlets to prohibit dumping of pollutants. The stencil detail shall be included in the improvement plans.

96. The applicant shall use Best Management Practices (BMPs) for the capture of oil and petroleum products from the development. These BMPs shall be subject to City Engineers approval.

97. Any proposed on-site (outside of public right-or-way) storm drainage systems, excluding the detention basins and conveyance facilities within Lot F, shall be private. The maintenance of the on-site system shall be the responsibility of the appropriate property owner.

98. Open Space/Drainage Basin Lot F shall be dedicated in fee title to the City of Wheatland.

99. Developer shall be responsible for the acquisition of all storm drain easements that are required for the construction and maintenance of perimeter and off-site drainage improvements.

100. Developer shall prepare estimates of anticipated on- and off-site operation and maintenance costs for the drainage systems that serve the subdivision for review and approval by the City Engineer. Said costs shall be included in a maintenance assessment district or a services community facilities district for the subdivision.

101. Prior to issuance of Building Permits by the City, the developer/ property owner shall be required to pay all appropriate Drainage fees for the project lots.

Sanitary Sewer Conditions:

102. Necessary sewer line extension(s) will be the responsibility of the applicant. The applicant shall be required to install and construct all necessary sewer line(s); lift stations and/or

force main extensions as needed to meet City requirements. Size of new sewer line(s) shall take into account future development. Any sewer system upgrades beyond what is needed to serve the Caliterra Ranch development may be eligible for impact fee credits from the City of Wheatland. Temporary facilities shall be constructed to the same standards as permanent facilities and to the satisfaction of the City Engineer.

103. Sewer grades must be designed such that ultimate finished floors are a minimum of 12" higher than the rim elevation of the nearest upstream manhole or clean-out. Inadequate elevation differentials or grade on private sewer laterals, as determined by the City, must be mitigated.

104. Any existing well(s) and septic system(s) on the project site shall be abandoned in accordance with the requirements of the Yuba County Division of Environmental Health. A letter from the Yuba County Division of Environmental Health shall be submitted prior to Final Map recordation certifying that all requirements have been met. No new private wells or septic systems are permitted on the subject property.

105. All sanitary sewer mains shall be constructed with a minimum 8-inch diameter pipe with minimum 4-inch laterals.

106. Prior to issuance of building permits, the developer/property owner shall be required to pay all appropriate sewer impact fees for each lot.

Potable Water Conditions:

107. Necessary water line extension(s) shall be the responsibility of the applicant. Subject to consistency with the technical studies for the project, the applicant shall be required to install and construct all necessary water line(s), booster pumps, wells and storage as needed to meet projects needs and the City's requirements. Size of new water line(s), booster pumps, wells and storage facilities shall take into account future development. Any over sizing for future development will be eligible for fee credits or reimbursement between the developer and the City if applicable. Adequate property for wells and water storage reservoirs, as approved by the Community Development Director, Public Works Director and City Engineer, shall be dedicated on the final map.

108. All water mains shall be constructed with a minimum 8-inch diameter pipe with minimum 1-inch inside dimension service lines and water meters. Larger services from water mains may be required to achieve adequate fire flow. Sample fire flow calculations shall be submitted with water infrastructure improvement plans to demonstrate that fire flow to residential and commercial buildings can be achieved with the proposed system.

109. Developer shall provide water modeling to demonstrate the water system is capable of meeting all fire flow conditions required by the City and Wheatland Fire Authority.

110. Prior to issuance of building permits, the developer/property owner shall be required to pay all appropriate Water Impact fees for each lot.

Air Quality Conditions:

111. For the construction phase, the applicant shall submit an Off-road Construction Equipment Emissions Reduction Plan to the Feather River Air Quality Management District and City of Wheatland for review and approval.

112. The project applicant shall sign a District Fugitive Dust Control Plan to acknowledge the state and local fugitive dust emission laws and District Board of Members' approved fugitive dust control measures for implementation. The Plan shall be signed prior to issuance of grading permits.

Final Map Conditions:

113. Final maps, as defined in the State Subdivision Map Act, shall be prepared by a licensed land surveyor or qualified civil engineer. The final map shall show all parcels, rights-of-way, and easements, and shall be submitted to the City Engineer for review. The final map shall be in substantial conformance with all applicable conditions of approval. The final map is not valid until it has been approved by the City and recorded.

114. A title report, issued within the previous six months, shall be submitted with each Final Map submittal. The title report shall include the entire legal boundary of property being divided.

115. Closure calculations shall be provided at the time of the map check submittal. All calculated points within the map shall be based upon one common set of coordinates. All information shown on the map shall be directly verifiable by information shown on the closure calculation printout. The point(s) of beginning shall be clearly defined. All lot sizes shall be shown on the final map and shall be verifiable from information shown on the closure calculation printout. Additionally, the area of each lot shall be shown on the Final Map.

116. The Applicant shall transmit by certified mail a copy of the conditionally approved Tentative Map together with a copy of Section 66436 of the State Subdivision Map Act to each public entity or public utility that is an easement holder of record.

117. On the final map, the Applicant shall indicate that all common parcels to be dedicated or offered for dedication to the City of Wheatland.

118. Easements and other public rights-of-way within and outside the project that are necessary to serve the project (as determined by the City) shall be dedicated to the City. The Applicant shall secure all necessary rights-of-way and public and private easements for both onsite and offsite improvements. The Applicant shall prepare all necessary legal descriptions, deeds and conveyance documents.

119. The Applicant and City shall enter into a Subdivision Improvement Agreement (SIA) for each proposed phase development to ensure satisfactory completion of all onsite and offsite improvements, including but not limited to, grading and construction of any curbs, gutters, sidewalks, roadway improvements, storm drainage facilities, water facilities, sewer facilities, street lighting, signage, striping, and other utilities, to the satisfaction of the City Engineer. The Improvement Agreement shall be secured to guarantee the faithful

performance of the agreement in the amount of 100% of the estimated cost of the improvements and for the payment of labor and materials in the amount of 100% of the estimated cost of the improvements. A certificate of occupancy shall not be issued for any structure until required improvements are completed to the satisfaction of the City Engineer.

120. The developer shall provide the following easements/dedications on the Final Map:

    a. Public utility easements as required to serve existing and proposed public utilities.

    b. Public Utility Easements (PUE), a minimum 12.5 feet wide adjacent to all roadways measured from back of curb and those indicated on the approved Amended Tentative Map.

    c. All applicable water, sewer, slope, drainage and special purpose easements that are required for this development and located outside the roadway easements.

    d. Emergency Vehicular Access (EVA) easements.

121. Prior to the approval of the Final Map, the final design of the paseos shall be reviewed and approved by the Planning Director.

122. The Final Map shall be prepared in accordance with the State Subdivision Map Act and local ordinances.

LARGE LOT/ SMALL LOT TENTATIVE SUBDIVISION - SUBSTANTIAL CONFORMANCE MAP

CALITERRA RANCH

CITY OF WHEATLAND, CALIFORNIA

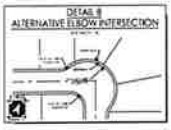
AUGUST 24, 2017

LOCATION MAP

PROPOSED SUBDIVISION MODIFICATION

DETAIL A TRAFFIC CIRCLE

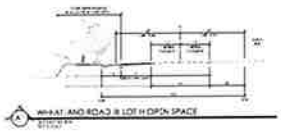
DETAIL B ALTERNATIVE ELBOW INTERSECTION

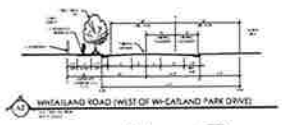


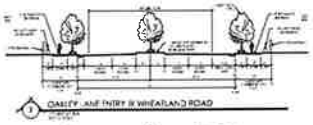
DETAIL C ALTERNATIVE CUL-DE-SAC

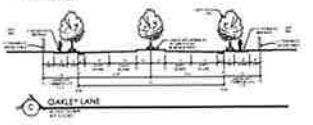
PROJECT NOTES

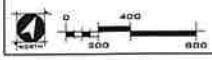
LAND USE SUMMARY











WOOD RODGERS

3301 C St, Bldg. 100-B
Sacramento, CA 95816
Tel 916.341.7760
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SHEET 1 OF 1

LARGE LOT/SMALL LOT TENTATIVE SUBDIVISION MAP - CALITERRA RANCH