LIVE OAK PLANNING COMMISSION

REGULAR MEETING AGENDA
OCTOBER 15, 2024
6:00 PM

MEETING LOCATION
LIVE OAK COUNCIL CHAMBERS
9955 LIVE OAK BOULEVARD
LIVE OAK, CALIFORNIA 95953

MEMBERS OF THE COMMISSION

BERNIE DIDARIO, CHAIR
JERRY STEWART, VICE CHAIR
MATT CASHMAN, COMMISSIONER
CHRISTINE IVORY, COMMISSIONER
AARON PAMMA, COMMISSIONER
MICHELLE SERPA, COMMISSIONER
MIKE TUMAN, COMMISSIONER

KEVIN VALENTE,
PLANNING DIRECTOR

The Commission may take up any agenda item at any time, regardless of the order listed. Action may be taken on any item on this agenda. Materials related to an item on this Agenda submitted to the Commission after distribution of the agenda packet are available for public inspection at City Hall, 9955 Live Oak Boulevard, Live Oak, during normal business hours. Such documents are also available on the City of Live Oak's website at www.liveoakcity.org, subject to staff's availability to post the documents before the meeting.

In compliance with the Americans with Disabilities Act, the meeting room is wheelchair accessible and disabled parking is available. If you have a disability and need disability-related modifications or accommodations to participate in this meeting, please contact the City Clerk's office at (530) 695-2112 x107. Requests must be made at least 24 hours in advance.

- ***Remote Viewing:***
    - *Members of the public can view a livestream of the meeting online at* https://liveoakca.granicus.com/ViewPublisher.php?view_id=1.
    - *Members of the public can access the Zoom webinar as follows:*
        - ***Join by Electronic Device:***
          https://us02web.zoom.us/j/83482377109
        - ***Join by Phone:***
          1-669-900-6833 or 1-877-853-5247 (Toll Free)
          Webinar ID: *834 8237 7109*
- ***Public Comment:*** *Members of the public can submit general public comments, as well as comment on specific agenda items in the following ways:*
    - ***Public Attendance:*** *Members of the public who attend in person may make comments from the Council Chamber podium.*

- ***Live Remote Public Comment:*** *Members of the public can submit a live remote public comment by:*

  - *Joining the virtual Commission meeting via the link below. When public comment is opened, raise your virtual hand and be called upon to speak for up to 3 minutes.*

    https://us02web.zoom.us/j/83482377109

  - *Joining the virtual Commission meeting by calling the phone number below. When public comment is opened, dial *9 to raise your hand and be called upon to speak for up to 3 minutes.*

    1-669-900-6833 or 1-833-548-0282 (Toll Free)
    Webinar ID: *834 8237 7109*

- ***Email Public Comment:*** *Comments from the public on agenda items will be accepted until 1:00 pm on the date of the meeting, via email to the Planning Director at kvalente@liveoakcity.org. Comments will be distributed to Commission prior to the meeting and attached to the minutes. Please note that emailed comments will NOT be read aloud by staff during the meeting.*

- ***eComment Feature:*** *Comments from the public on agenda items will be accepted until 1:00 pm on the date of the meeting, via the eComment feature at https://liveoakca.granicus.com/ViewPublisher.php?view_id=1. Comments will be distributed to Commission prior to the meeting and attached to the minutes. Please note that eComments will NOT be read aloud by staff during the meeting.*

CALL TO ORDER

ROLL CALL

PLEDGE OF ALLEGIANCE

CORRECTIONS AND/OR CHANGES TO THE AGENDA

PRESENTATIONS

PUBLIC COMMENT

CONSENT ITEMS

1. Draft Meeting Minutes – Regular Meeting of the Live Oak Planning Commission – September 17, 2024
   Recommendation: Approve draft minutes.
   (Kevin Valente, Planning Director)

PUBLIC HEARING ITEMS

2. Consideration of the Proposed Millenium Farms Tentative Subdivision Map
   Recommendation: Hold the public hearing on the proposed tentative subdivision map, and upon close of the public hearing, adopt the resolution adopting the CEQA Guidelines Section 15183 Consistency Checklist pursuant to the City of Live Oak 2030 General Plan EIR and approving the Millennium Farms Tentative Subdivision Map.
   (Kevin Valente, Planning Director)

ITEMS REMOVED FROM THE CONSENT AGENDA FOR COMMISSIONER CONSIDERATION AND ACTION

UPDATES AND ANNOUNCEMENTS FROM THE PLANNING DIRECTOR

COMMISSIONER REPORTS/COMMENTS/REQUESTS

ADJOURNMENT

City of Live Oak
Report to Planning Commission

Meeting Date:	October 15, 2024
Title:	Draft Meeting Minutes - Regular Meeting of the Live Oak Planning Commission - September 17, 2024
Contact Information:	Kevin Valente, AICP, Contract Planner
Recommendation:	Approve draft minutes.

Attachments:

DRAFT Minutes 9-17-2024

LIVE OAK
PLANNING COMMISSION

MEETING MINUTES
SEPTEMBER 17, 2024
6:00 PM

CALL TO ORDER

Meeting called to order by Commissioner Didario at Live Oak City Council Chambers, 9955 Live Oak Boulevard, Live Oak, CA at 6:00 pm.

ROLL CALL

Appeared in-person: Commissioners Cashman, Didario, Ivory, Serpa, Stewart, and Tuman

Absent: Commissioner Pamma.

PLEDGE OF ALLEGIANCE

Commissioner Didario led the Pledge of Allegiance.

CORRECTIONS AND/OR CHANGES TO THE AGENDA

None.

PRESENTATIONS

None.

PUBLIC COMMENT

None.

CONSENT ITEMS

Consent Calendar is passed by one motion with exceptions and separate votes as noted.

MOTION:	APPROVE THE CONSENT CALENDAR. (MOTION: DIDARIO; SECOND: STEWART)
VOTE:	6-0-1
AYES:	COMMISSIONERS CASHMAN, DIDARIO, IVORY, SERPA, STEWART, AND TUMAN
NOES:	NONE
ABSENT:	COMMISSIONER PAMMA

1. Draft Minutes – Regular Meeting of the Planning Commission – August 6, 2024
   Kevin Valente, Contract Planner

Commission action: August 6, 2024 Planning Commission Regular Meeting minutes approved.

PUBLIC HEARING ITEMS

2. Consideration of the Proposed Pennington Ranch Unit 5 Tentative Subdivision Map
Kevin Valente, Contract Planner

Kevin Valente, Contract Planner, provided a report for the Commission.

Public Hearing was opened at 6:09 pm.

The project applicant(s) addressed the Commission: Gurvinder Pamma and Michael Robertson.

Public Hearing was closed at 6:53 pm.

MOTION:	ADOPT RESOLUTION ADOPTING A CEQA GUIDELINES SECTION 15183 CONSISTENCY CHECKLIST PURSUANT TO THE CITY OF LIVE OAK 2030 GENERAL PLAN EIR AND APPROVING THE TENTATIVE SUBDIVISION MAP FOR THE PENNINGTON RANCH UNIT 5 SUBDIVISION PROJECT (APN 06-640-008). (MOTION: DIDARIO; SECOND: IVORY)
VOTE:	6-0-1
AYES:	COMMISSIONERS CASHMAN, DIDARIO, IVORY, SERPA, STEWART, AND TUMAN
NOES:	NONE
ABSENT:	COMMISSIONER PAMMA

Reference Resolution No. 2024-07.

ITEMS REMOVED FROM THE CONSENT AGENDA FOR COMMISSION CONSIDERATION AND ACTION

None.

UPDATES AND ANNOUNCEMENTS FROM THE PLANNING DIRECTOR

None.

COMMISSIONER REPORTS/COMMENTS/REQUESTS

Commissioner Didario requested an update on the mobile food truck regulations.
Commissioner Tuman requested an update on the AB 1600 Fee Study Update for the City.

ADJOURNMENT

Adjourned the meeting at 7:14 pm.

City of Live Oak
Report to Planning Commission

Meeting Date: October 15, 2024

Title: Consideration of the Proposed Millennium Farms Tentative Subdivision Map

Contact Information: Kevin Valente, AICP, Contract Planner

Location: The project site is located east of Apricot Street and Richards Avenue intersection in the City of Live Oak (APNs) 006-630-008, 006-640-009, -010, 013, and 014.

Background: On May 5, 2024 the City of Live Oak received an application from Ernie Phelan (applicant) to subdivide the existing 34.82-acre property into 142-single-family residential lots (proposed project). The project site is located east of the Apricot Street and Richards Avenue intersection in the City of Live Oak and identified as Sutter County Assessor's Parcel Numbers (APNs) 006-630-008, 006-640-009, -010, 013, and 014.

The project site consists of a walnut orchard with one single-family residence located at the northeastern portion on the site with access from Deree Road. Surrounding existing uses include single-family residences to the north and west, agricultural land to the south, and the approved but not yet constructed Silver Oaks Subdivision to the east.

The City of Live Oak 2030 General Plan designates the vacant project site as Smaller-Lot Residential, which is intended for single-family, detached homes and second units.

The project site is zoned Small Lot Residential (R-2) District. The R-2 Zoning District is applied to traditional residential neighborhoods, primarily consisting of smaller single-family lots and duplexes. The R-2 Zoning District is consistent with the Smaller-Lot Residential General Plan land use designation. Pursuant to Section 16.14.060 of the Live Oak Municipal Code (LOMC), a requested tentative subdivision map is subject to Planning Commission review and approval.

It should be noted that in 2008, the Oak Grove Tentative Subdivision Map was approved at this location, which consisted of a proposed development of 117 single-family residences. However, in 2022, the Oak Grove Tentative Subdivision Map expired. The now proposed Millennium Farms project is a new and separate project.

Analysis:

The proposed project would include the subdivision of the 34.82-acre site into 142-single-family residential lots ranging from 3,500-square feet (sf) to 10,013-sf (see Attachment 3). A proposed dog park is located along the northern property line and a stormwater detention basin would be located along the eastern property line.

The proposed project would result in a residential development with a density of approximately 4.47 dwelling units per acre (du/ac), which is consistent with the site's Smaller-Lot Residential land use designation and R-2 zoning district of 4.0 to 10.0 du/ac. Primary site access would be provided by a new internal roadway system which would connect to Apricot Street and Richards Avenue to the west. The proposed internal roadways would have a 60-foot-wide public right-of-way (ROW), consisting of two 12-foot-wide travel lanes with street parking and curb and gutters.

The Pacific Gas and Electric Company (PG&E) would provide electric and gas services to the project site through connections to existing infrastructure in the project vicinity. There are existing utilities located in Richards Road, Apricot Street, and Deree Road along with connections that currently serve the residence on the northeastern edge of the project site, that are adequately sized to serve the proposed development. Water and sewer services would be provided by the City of Live Oak. Stormwater runoff from the project site would be directed to the proposed stormwater detention basin in the eastern portion of the project site.

The Live Oak City Engineer and Sutter County Fire Department have reviewed the proposed tentative subdivision map and have provided draft conditions of approval for the proposed project, which are included the attached resolution (see Attachment 2).

In addition, a Sensitivity Analysis of Richards Avenue and the Apricot Street Extension was prepared for the proposed project in order to determine if the proposed residential development would have operational impacts on Richards Avenue thereby potentially triggering the need for the Apricot Street extension (see Attachment 4). The Apricot Street extension would be triggered when traffic operations at the Pennington Road and Richards Avenue intersection begin to operate at unacceptable levels of service (LOS) during the commuter peak hours. The analysis consisted of existing conditions, project trip generation, trip distribution, and assignment, results of potential traffic impacts resulting from the development of the proposed project on the surrounding roadway network.

LOS is a qualitative measure that describes operational conditions as they relate to the traffic stream and perceptions by motorists and passengers. The LOS generally describes these conditions in terms of such factors as speed and travel time, delays, freedom to maneuver, traffic interruptions, comfort, convenience, and safety. The operational LOS are given letter designations from A to F, with A representing the free-flow operating conditions and F representing the severely congested flow with high delays. Typically, LOS C is considered as an ideal condition as it represents stable flow and efficient

use of the transportation facility. Intersections generally are the capacity controlling locations with respect to traffic operations on arterial and collector streets.

The City of Live Oak LOS standard for City streets is D. LOS D standard will apply to both average daily trip (ADT) and peak-hour traffic estimates for City streets. This standard is used to assess the City's needs for transportation improvements throughout the General Plan time horizon.

The Sensitivity Analysis prepared for the proposed project determined that under Existing Conditions and Existing plus Project Conditions scenario, Pennington Road and Richards Avenue intersection operate at LOS D or better during the a.m. and p.m. peak hour which is an acceptable LOS as per the City of Live Oak General Plan. As the proposed project is not anticipated to have any adverse effects at the study intersection. However, City staff has included condition of approval #13 requiring the applicant continue the efforts of acquiring the right-of-way for the Apricot Street extension for compliance with the City of Live Oak General Plan Circulation Element.

It should be noted that the proposed residential home designs have not yet been prepared and submitted to the city for review. Therefore, pursuant to the adopted Citywide Design Guidelines, a future Design Review approval would be required prior to construction.

It should also be noted that the Sutter County Fire Department contacted the Live Oak Planning Department about the possibility of naming a city street in honor of a former volunteer fire fighter, Brian Baldridge, who served the City of Live Oak for 31 years and fell in the line of duty. City staff reached out to the project applicants who graciously agreed to the Fire Department's request and have incorporated Baldridge Way into the proposed project.

Environmental Review

In 2010, the City of Live Oak completed a comprehensive General Plan Update and an associated Environmental Impact Report (EIR) for the 2030 General Plan (SCH# 2008092050). The General Plan EIR is a program-level EIR, prepared pursuant to Section 15168 of the CEQA Guidelines (Title 14, California Code of Regulations [CCR], Sections 15000 et seq.). The General Plan EIR analyzed full implementation of the General Plan and identified measures to mitigate the significant adverse impacts associated with buildout of the General Plan.

As described above, the proposed project would consist of a residential development consistent with the City of Live Oak 2030 General Plan. Pursuant to Section 15183 of the CEQA Guidelines, where a project is consistent with the use and density established for a property under an existing general plan or zoning ordinance for which the City has already certified an EIR, additional environmental review is not required "except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site." If such requirements are

met, the examination of environmental effects is limited to those which the agency determines, in an Initial Study or other analysis:

1. Are peculiar to the project or the parcel on which the project would be located;
2. Were not analyzed as significant effects in a prior EIR on the zoning action, general plan or community plan with which the project is consistent;
3. Are potentially significant off-site impacts and cumulative impacts which were not discussed in the prior EIR prepared for the general plan, community plan or zoning action; or
4. Are previously identified significant effects which, as a result of substantial new information which was not known at the time the EIR was certified, are determined to have a more severe adverse impact than discussed in the prior EIR.

As set forth by Section 15183 of the CEQA Guidelines, the program EIR, in this case the City's General Plan EIR, serves as a basis for the Modified Initial Study to determine if project-specific impacts would occur that are not adequately covered in the previously certified EIR.

This Modified Initial Study indicates whether the proposed project would result in a significant impact that: (1) is peculiar to the project or the project site; (2) was not identified as a significant effect in the General Plan EIR; or (3) are previously identified significant effects, which as a result of substantial new information that was not known at the time that the General Plan EIR was certified, are determined to have a more severe adverse impact than discussed in the General Plan EIR.

Regarding "peculiar" impacts, CEQA Guidelines Section 15183(f) states the following:

An effect of a project on the environment shall not be considered peculiar to the project or the parcel for the purposes of this section if uniformly applied development policies or standards have been previously adopted by the city or county with a finding that the development policies or standards will substantially mitigate that environmental effect when applied to future projects, unless substantial new information shows that the policies or standards will not substantially mitigate the environmental effect. The finding shall be based on substantial evidence which need not include an EIR.

As a result, city staff has determined the 15183 Consistency Checklist prepared for the proposed project pursuant to the City of Live Oak 2030 General Plan EIR (SCH# 2008092050) is in conformance with the analysis and conclusions of the City of Live Oak 2030 General Plan EIR and qualifies for an exemption from additional environmental review under CEQA Guidelines Section 15183 because the proposed project is consistent with the development density and land use characteristics established by the City as analyzed by the City of Live Oak 2030 General Plan EIR (see Attachment 5).

Conclusion

As presented in this staff report, the requested tentative subdivision map is consistent with the Live Oak 2030 General Plan, the Live Oak Municipal Code, and all City standards and guidelines. Therefore, staff recommends that the Planning Commission adopt Resolution No.2024-08, thereby adopting the CEQA Guidelines Section 15183 Consistency Checklist pursuant to the City of Live Oak 2030 General Plan EIR and approving the Millennium Farms Tentative Subdivision Map.

Fiscal Impacts: None.

Recommendation: Hold the public hearing on the proposed tentative subdivision map, and upon close of the public hearing, adopt the resolution adopting the CEQA Guidelines Section 15183 Consistency Checklist pursuant to the City of Live Oak 2030 General Plan EIR and approving the Millennium Farms Tentative Subdivision Map.

Attachments:

Attachment 1_Vicinity Map
Attachment 2_TSM PC Resolution
Attachment 3_Millennium Farms TSM
Attachment 4_Sensitivity Analysis
Attachment 5_Millenium Farms 15183 Consistency Memo

Attachment 1
Millennium Farms Project Vicinity Map



Attachment 2

PLANNING COMMISSION
RESOLUTION NO. 2024-08

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF LIVE OAK ADOPTING A CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) GUIDELINES SECTION 15183 CONSISTENCY CHECKLIST PURSUANT TO THE CITY OF LIVE OAK 2030 GENERAL PLAN ENVIRONMENTAL IMPACT REPORT (EIR) AND APPROVING THE TENTATIVE SUBDIVISION MAP FOR THE MILLENNIUM FARMS SUBDIVISION PROJECT (APNs 006-630-008, 006-640-009, -010, 013, AND 014)

WHEREAS, on May 5, 2024, the City received an application from Ernie Phelan (applicant) to subdivide the existing 34.82-acre property into 142-single-family residential lots (proposed project). The project site is located east of the Apricot Street and Richards Avenue intersection in the City of Live Oak, and identified as Sutter County Assessor's Parcel Number (APNs) 006-630-008, 006-640-009, -010, 013, and 014; and

WHEREAS, the project site is designated Smaller-Lot Residential (LDR) in the City's General Plan; and,

WHEREAS, the project site is zoned Small Lot Residential District (R-2) on the City's zoning map; and,

WHEREAS, the City of Live Oak is the lead agency on the proposed project, and the Live Oak Planning Commission is the decision-making body for the requested Tentative Subdivision Map; and,

WHEREAS, a California Environmental Quality Act (CEQA) Guidelines Section 15183 Consistency Checklist was prepared for the proposed project; and,

WHEREAS, the Live Oak Planning Commission duly gave notice of a public hearing as required by law and on October 15, 2024 duly held a public hearing on the matter, and received and considered evidence, both oral and documentary.

NOW THERFORE BE IT RESOLVED, that the Live Oak Planning Commission does hereby make the following findings for approval of the Tentative Subdivision Map:

1. The 15183 Consistency Checklist prepared for the project pursuant to the City of Live Oak 2030 General Plan EIR (SCH# 2008092050) is in conformance with the analysis and conclusions of the City of Live Oak 2030 General Plan EIR and qualifies for an exemption from additional environmental review under CEQA Guidelines Section 15183 because the proposed project is consistent with the development density and land use characteristics established by the City as analyzed by the City of Live Oak 2030 General Plan EIR;

2. The proposed project is consistent with the Live Oak 2030 General Plan and any applicable specific plan, Zoning regulations, improvement standards, and the Citywide Design Guidelines;

3. The proposed project is consistent with the Subdivision Map Act;

4. The proposed project does not conflict with the general health, safety and welfare of the community; and

5. Pursuant to Section 16.14.070(E) of the Live Oak Municipal Code, the proposed project does not meet the Findings for Denial.

NOW, THEREFORE BE IT FURTHER RESOLVED AND DETERMINED, that the Planning Commission of the City of Live Oak does hereby ADOPT a CEQA Guidelines Section 15183 Consistency Checklist pursuant to the City of Live Oak 2030 General Plan EIR and APPROVE the Millennium Farms Tentative Subdivision Map to subdivide the 34.82-acre property located east of the Apricot Street and Richards Avenue intersection in the City of Live Oak (APNs 006-630-008, 006-640-009, -010, 013, and 014), into 142 single-family lots, subject to the following conditions:

General Condition of Approvals

1. The 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 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 applicant is not current on fees, reimbursement payments, and any other payments that are due.

3. All required easements or rights-of-way for improvements shall be obtained by the developer at no cost to the City. Advance permission shall be obtained from all pertinent property owners and easement holders, if applicable, for any work done within such property or easements.

4. Any use of construction equipment shall be restricted to weekdays between the hours of 7:00 AM and 6:00 PM. Requests for alternative days/times may be submitted in writing to the City Engineer for consideration. Construction work shall comply with the conditions set forth in Section 09.30.020 of the Live Oak Municipal Code.

5. If subsurface deposits believed to be cultural in origin are discovered during construction, then all work must halt within a 100-foot radius of the discovery. A qualified professional archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for prehistoric and historic archaeologist, shall be retained to evaluate the significance of the find. Work cannot continue at the discovery site until the archaeologist conducts sufficient research and data collection to make a determination that the resource is either: 1) not cultural in origin; or 2) not potentially significant or eligible for listing on the National Register of Historic Places/State Register. If a potentially eligible resource is

encountered, then the archaeologist, City of Live Oak, and project proponent shall arrange for proper mitigation.

6. A pre-construction raptor survey must be conducted, preferably in April or May, prior to construction activities, in order to determine whether nesting raptors are present within the proposed project area. If construction occurs between March 1st and 15th September, a qualified biologist will survey the project site and all areas within 250 feet of the project site for nesting raptors and migratory birds. The survey shall be conducted no more than 30 days prior to the initiation of construction. If grading and tree removal is proposed between September 16th and February 28th, no survey is required.

    a. If an active nest is located within 250 feet of the project site, a biologist will monitor the nest weekly during construction to evaluate potential nesting disturbance caused by construction activities. The biological monitor will have the authority to stop construction if construction appears to be resulting in nest abandonment or forced fledging.

    b. If an active nest occurs in a tree scheduled for removal, the species of bird using the nest will be determined. The nest tree of any bird protected under the Migratory Bird Treaty Act (MBTA) will be preserved until it is outside of the breeding season for that species or until the young have fledged. If construction cannot be delayed until the end of the breeding season, guidance from CDFG will be requested.

7. Construction practices shall conform to the standards adopted by the Feather River Air Quality Management District (FRAQMD), which requires that: 1) fugitive dust emissions related to construction of public improvements for the subdivision be controlled at all times; 2) all clearing, grading, earth moving or excavation activities must cease during periods of wind exceeding 15 miles per hour averaged over one hour; and 3) large off-road diesel equipment used for grading at the site must be maintained in good operating condition.

8. Standard dust control methods and designs shall be used to stabilize the dust generated by construction activities. The developer shall post dust control signage with a contact number of the developer, City staff, and the Feather River Air Quality Management District and implement the following standard best management practices:

    a. Implement the Fugitive Dust Control Plan (https://www.fraqmd.org/files/d2b2cdca6/Fugitive+Dust+Control+Plan.pdf).

    b. Construction equipment exhaust emissions shall not exceed FRAQMD Regulation III, Rule 3.0, Visible Emissions limitations (40 percent opacity or Ringelmann 2.0). Operators of vehicles and equipment found to exceed opacity limits shall take action to repair the equipment within 72 hours or remove the equipment from service. Failure to comply may result in a Notice of Violation.

c. The primary contractor shall be responsible to ensure that all construction equipment is properly tuned and maintained prior to and for the duration of onsite operation.

d. Minimize idling time to 5 minutes – saves fuel and reduces emissions.

e. Utilize existing power sources (e.g., power poles) or clean fuel generators rather than temporary power generators.

f. To reduce emissions of reactive organic gasses generated during the construction phase of the project, no more than 34 homes may be painted within a 30-day period.

g. 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 (ARB) Portable Equipment Registration with the State or a local district permit. The owner/operator shall be responsible for arranging appropriate consultations with the ARB or the District to determine registration and permitting requirements prior to equipment operation at the site.

h. Use alternatives to open burning of vegetative material on the project site.

9. Pursuant to Section 16.14.120 of the Live Oak Municipal Code, the Millennium Farms Tentative Subdivision Map shall expire 24 months after its effective date (October 15, 2026), unless extended pursuant Section 16.14.130 of the Live Oak Municipal Code.

10. Prior to issuance of building permits, the Applicant/Developer to submit building and landscape plans consistent with the adopted Citywide Design Guidelines for review and approval by the Live Oak Planning Department (LOMC § 15.08.020). The landscaping plan which shall include tree plantings at a minimum of one 15-gallon tree per interior lot and two trees per corner lot. A minimum of 20 trees shall be planted along the perimeter or within the detention pond/park area.

<u>Engineering Conditions</u>

11. Preparation of the Final Map shall comply with all related provisions of the California Subdivision Map Act, the Live Oak Municipal Code and the Live Oak Public Works Improvement Standards.

12. The property owner/subdivider shall enter into a developer agreement, which incorporates the provisions of this document, as well as payment of fees, cost sharing for infrastructure, and reimbursements.

13. Dedicate and improve the 60-foot-wide extension of Apricot Street from the eastern property line of the subdivision to the existing improved section at

Samuel Street. Attempt to acquire the right-of-way between the project and Samual Street for the continuation of Apricot Street.

14. Dedicate and improve the 60-foot-wide local residential street rights-of-way for Richard Avenue and internal streets within the project.

15. Dedicate the park/detention basins in fee title interest to the City of Live Oak.

16. Dedicate and improve the entire 60-foot-wide local residential street right-of-way for Richard Avenue, including, but not limited to paving, landscaping, walls and lighting.

17. Dedicate and improve the internal streets shown on the tentative map noted as Apricot Street, Allen Street, Baldridge Way, A Court, B Court, A Street, B Street, C Street, D Street, and F Street as 60 'wide streets.

18. Dedicate a 10-foot-wide public utility easement adjacent to all public right-of-way frontages.

19. All new internal streets of the subdivision shall be constructed in accordance with standard street and frontage improvements consistent with City Standards.

20. Street names shall be approved by City of Live Oak and County of Sutter.

21. Install street name signs, traffic control signs, pavement markings and barricades in conformance with the Live Oak Public Works Improvement Standards.

22. All street frontage improvements shall be constructed in conformance with the Live Oak Public Works Improvement Standards and Municipal Code. The required structural sections for the streets may vary from that shown on the tentative subdivision map depending upon the soils report. The developer shall submit construction details, plans and profiles, typical sections, specifications, and cost estimates that have been prepared by a registered engineer to the Department of Public Works for review and approval prior to start of any work.

23. In addition to paying the adopted traffic development impact fees, contribute a pro-rata share contribution to the following intersection improvements to be paid at time of recordation of final map (pro-rated based on phasing). The pro rata share amount shall be based on traffic number derived by using Cal Trans traffic study methodology.

    a. Improve the intersection of Apricot Street/Larkin Road by widening the minor approach to accommodate an exclusive right-turn lane, and the northbound approach to accommodate an exclusive left-turn lane.

    b. Improve the intersection of Allen Street/Larkin Road by widening the minor approach to accommodate an exclusive right-turn lane and the northbound approach to accommodate an exclusive left-turn lane.

24. Note on a document to be recorded on currently with the Final map that, in order to minimize adverse impacts on air quality, all wood burning devices constructed or installed on the lots shall be EPA Phase II certified, low NO_x water heaters must be installed, and a minimum 20-amp electrical outlet must be installed on the outside wall of the front and back of all new homes.

25. All homes on the new lots created by this subdivision shall be connected to the City sanitary sewer system prior to issuance of a Certificate of Occupancy.

26. All sanitation facilities shall be constructed in conformance with the Live Oak Public Works Improvement Standards and Municipal Code. The developer shall submit construction details, plans and profiles, typical sections, specifications, and cost estimates prepared by a registered engineer to the Department of Public Works for review and approval prior to the start of any work.

27. Applicant to verify that adequate capacity exists with current water, sewer, and stormwater main lines to support additional development. Should additional capacity be required, applicant will provide all additional capacity at his sole and separate expense.

28. Abandon any existing wells in accordance with the requirements of the Sutter County Environmental Health Department.

29. All homes on the new lots created by this subdivision shall be connected to the municipal water system.

30. All water facilities shall be constructed in conformance with the Live Oak Public Works Improvement Standards and Municipal Code. The developer shall submit construction details, plans and profiles, typical sections, specifications, and cost estimates prepared by a registered engineer to the Department of Public Works for review and approval prior to the start of any work.

31. The developer shall submit a minimum of two (2) copies of site improvement plans indicating proposed hydrant locations and fire apparatus access for review and approval prior to obtaining a building permit.

32. The developer shall install fire hydrants in conformance with the requirements of the Uniform Fire Code as interpreted by the Sutter County Fire Department. The number of hydrants installed, as well as the exact location and size of each hydrant and the size of the water main serving each hydrant, shall be as specified in the Code.

33. Streetlights shall be installed in the locations designated and to the satisfaction of the City Engineer. The streetlights shall be utility-owned and shall be installed in accordance with PG&E standards. Subdivider shall annex to the current City Streetlight and Landscape District.

34. The developer shall provide telephone, cable television, electrical and gas service to all lots in accordance with the Live Oak Municipal Code and the requirements of the agencies providing those services for the project or any phase of the project.

35. If any existing utilities must be relocated as a result of this subdivision, the agencies that own the facilities may require the developer to pay the cost of such relocation.

36. Prior to approval of a Final Map and improvement plans, a registered engineer or geologist shall prepare a soils report or geotechnical report. The report shall be prepared in a manner consistent with standard engineering practices and shall be reviewed for acceptability by the City of Live Oak.

37. The lots shall be graded in conformance with the Live Oak Public Works Improvement Standards. The developer shall submit grading details, plans and specifications prepared by a registered engineer to the Department of Public Works for review and approval prior to the start of any work.

38. Prior to grading and site work, a Storm Water Pollution Prevention Plan (SWPPP) and a National Pollutant Discharge Elimination System (NPDES) Permit must be obtained.

39. Obtain a demolition permit prior to demolishing any existing structures on site.

40. The development of the parcels of property created by this map shall be subject to the laws, rules, regulations and construction standards in effect at the time a Building Permit is issued as to each particular parcel.

41. On a document to be recorded concurrently with the Final Map the following items, to be implemented at the time of development of any of the parcels being created by the map, will be addressed:

    a. Any Construction work within City right-of-ways shall be accomplished under an encroachment permit issued by the Public Works Department.

    b. Water, fire, and wastewater system improvements shall be designed and constructed in accordance with the City of Live Oak Public Works Improvement Standards, as approved by the Public Works Department. All occupied structures located or constructed on the parcels created by this land division shall be connected to the City water system and the City sanitary sewer system.

    c. All occupied structures located or constructed on the parcels created by this land division shall be provided with underground natural gas, electric, telephone and cable television services.

d. All fees, exactions or any other charges or obligations applicable to the development of any particular parcel created by this map, shall be those that are in effect at the time a Building Permit is issued for the development of that particular parcel. (This applies to all fees, exactions or other charges whether or not they were in existence when the Tentative Map was filed and whether or not they have been modified or amended between the time of the filing of the Tentative Map and the issuance of a Building Permit).

e. Applicant/Developer shall pay water, sewer, and drainage connection and mitigation (AB 1600) fees in the amounts in effect at the time building permits are issued.

f. Survey monumentation in conformance with the requirements of the Live Oak Municipal Code, the California Land Surveyors Act and the California Subdivision Map Act shall be provided.

g. All easements of record that affect this property shall be shown on the Final Map.

h. Prior to issuance of building permits, the Applicant/Developer and the City of Live Oak shall enter into an agreement which specifies each party's obligations regarding the development of the Apricot Street extension as a secondary access for the subdivision.

42. Prior to recording of the final map the Applicant/Developer shall annex the subject property into Community Facilities District 2004-1 (CFD) as directed by the City in order to ensure adequate operational and maintenance funding availability. The CFD will pay for any and all municipal services such as fire, police, parks, lighting, animal control, and any other identified municipal services. The Applicant/Developer will be responsible for all costs required to annex into the CFD. Should several developments be included in the annexation into the CFD, the costs will be shared on a proportional basis as determined by the City.

43. Prior to recording of the Final Map, any public or landscaped areas within the boundaries of the subdivision (if any) will be annexed into a Special Assessment or Community Facility District in order to pay all future costs associated with operation and maintenance of those improvements.

44. Public and private improvements constructed as a result of approval of this subdivision shall not result in an increase in the rate of peak storm water runoff from the gross area of the pre-subdivided site during a one hundred (100) year design storm event. A Master Design and Maintenance Plan for construction of improvements to comply with this requirement shall be reviewed and approved by the City of Live Oak and by the Engineer for Reclamation District No. 777, prior to recordation of the Phase 1 Final Map.

45. Plans submitted to Reclamation District No. 777 for review must include a fee to be established by the District as reimbursement for review-related costs.

46. Dedication of the total area for the detention basin shall be made to the City of Live Oak as a condition of recordation of the Phase 1 Final Map. Phased improvements of the detention basin may be approved by the City of Live Oak.

47. The design of the detention facilities shall minimize the potential for mosquitoes breeding by incorporation the recommendations of the Sutter County Mosquito and Vector Control District.

48. Construct standard drainage improvements along all streets within and adjacent to the site consistent with City Standards prior to issuance of the first Certificate of Occupancy for structures within the project or any phase

49. All drainage improvements shall be constructed in conformance with the Live Oak Public Works Improvement Standards, and the details shown on approved construction plans. The developer shall have a registered engineer prepare and submit calculations, construction details, plans and profiles, typical sections, specifications, and cost estimates to the Department of Public Works for review and approval prior to the recordation of the Final Map.

50. The detention facility shall be designed as a dual use detention and park facility. The applicant shall construct park improvements and may receive park impact fees credits. Park improvements shall be developed prior to the occupancy of the 34th house within the subdivision and a Park Improvement Agreement will be executed prior to the issuance of the 1st building permit. The Director of Public Works and the Director of Parks and Recreation, prior to final map approval, shall approve such design. The drainage detention/park area shall be landscaped and maintained.

* * * * * * * *

I HEREBY CERTIFY that the foregoing resolution was passed and adopted by the City of Live Oak Planning Commission, at a regular meeting thereof, held on the 15th day of October, 2024 by following vote:

AYES:

NOES:

ABSTAIN:

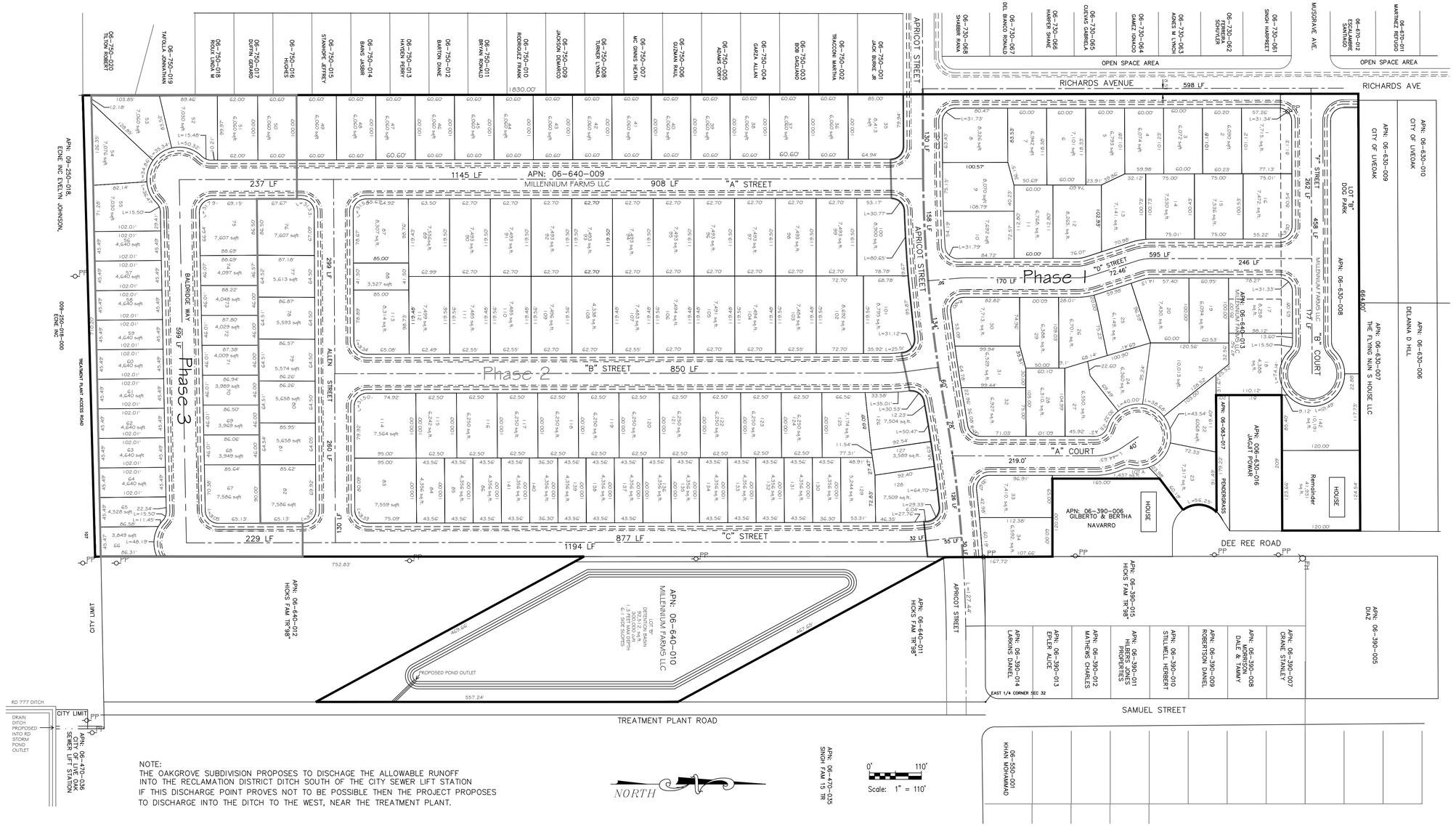
ABSENT:

APPROVED:

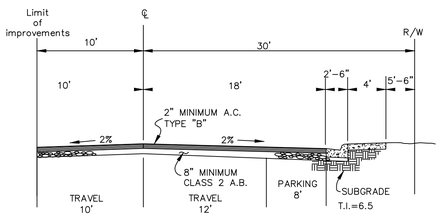
PLANNING COMMISION CHAIR,
City of Live Oak

ATTEST:

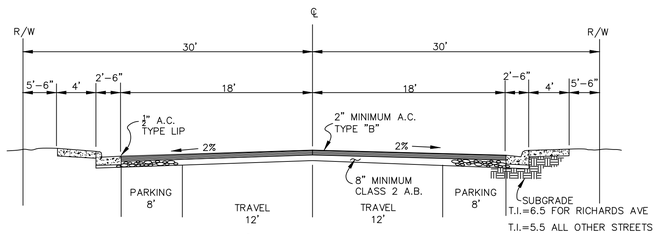
CITY CLERK, City of Live Oak



NOTE:
THE OAKGROVE SUBDIVISION PROPOSES TO DISCHAGE THE ALLOWABLE RUNOFF INTO THE RECLAMATION DISTRICT DITCH SOUTH OF THE CITY SEWER LIFT STATION IF THIS DISCHARGE POINT PROVES NOT TO BE POSSIBLE THEN THE PROJECT PROPOSES TO DISCHARGE INTO THE DITCH TO THE WEST, NEAR THE TREATMENT PLANT.



PARTIAL WIDTH ROAD
Sewer Treatment Plant Road



60' RIGHT-OF-WAY

RICHARDS AVENUE, APRICOT STREET, ALLEN STREET
"A" STREET, "B" STREET, "D" STREET, "E" STREET, "F" STREET, "A" COURT, "B" COURT

NOTES:

1. THE STRUCTURAL SECTIONS FOR ARTERIAL STREETS SHALL BE BASED ON R-VALUE DESIGNS BUT IN NO EVENT SHALL THESE SECTIONS BE LESS THAN 2" A.C. AND 8" CLASS 2 A.B. FOR ANY STREET.
2. SUGRADE AND A.B. SHALL BE COMPACTED TO 95% RELATIVE DENSITY ON ALL STREETS
3. ALL INTERSECTING STREETS SHALL HAVE 20' RADIUS CURVES AT THE PROPERTY LINE
4. APRICOT ROAD, ALLEN STREET AND RICHARDS ROAD TO HAVE VERTICAL CURB, OTHERS TO HAVE ROLLED CURB.

WE THE UNDERSIGNED OWNERS HEREBY CONSENT TO THE PREPARATION OF THIS TENTATIVE MAP

MILLENNIUM FARMS LLC

PROFESSIONAL LAND SURVEYOR
BRIEN G. HAMILTON
NO. 8484
STATE OF CALIFORNIA

APN: 006-630-008 – 2.95 ACRES
APN: 006-640-009 – 0.32 ACRES
APN: 006-640-010 – 3.07 ACRES
APN: 006-640-013 – 0.32 ACRES
APN: 006-640-014 – 28.16 ACRES
TOTAL ACRES = 34.82

PROFESSIONAL LAND SURVEYOR
BRIEN G. HAMILTON, P.L.S. 8484
P.O. BOX 978
ORLAND, CA 95963

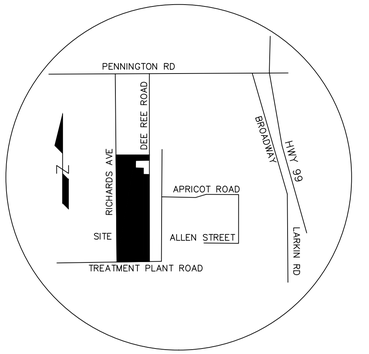
Brien G. Hamilton

08/18/24
DATE

OWNER AND SUBDIVIDER

MILLENNIUM FARMS LLC (OWNER)
3310 PENNINGTON RD LIVE
OAK CA 95953
PH: (530) 300-6593

ERNIE PHELAN(SUBDIVIDER)
1435 Butte House Rd.
Yuba City CA 95993
PH: (530) 701-4277



VICINITY MAP

LEGEND

PROPOSED HYDRANT – (12 PROPOSED)
PROPOSED STORM DRAIN INLET
CITY LIMIT LINE
PROPOSED SIDEWALK
PROPOSED EP
EXISTING OVERHEAD ELECTRICAL
PROPOSED LOT LINES
CENTER LINE OF STREETS
PROJECT BOUNDARY
PP EXISTING POWER POLE
FH EXISTING FIRE HYDRANT

GENERAL NOTES

EXISTING USE: AGRICULTURE – WALNUT ORCHARD
PROPOSED USE: SINGLE & MULTI FAMILY RESIDENTIAL 142 UNITS
WATER, SEWER & STORM DRAINS: CITY OF LIVE OAK STANDARDS
ELECTRICAL: PG&E
TELEPHONE: PAC BELL
NATURAL GAS: PG&E
STORM DRAIN DETENTION FACILITY: SHOWN AS LOT B
STREET NAMES:
APRICOT STREET
ALLEN STREET
"A" STREET
"B" STREET
"C" STREET
"D" STREET
"A" COURT
"B" COURT
BALDRIDGE WAY
(NAME DESIGNATIONS ARE PRELIMINARY ONLY. FINAL NAMES WILL BE ASSIGNED UPON SUBMITTAL TO AND APPROVAL BY CITY OF LIVE OAK)
GROSS AREA: 34.82 ACRES
GENERAL PLAN DESIGNATION: SMALL LOT RESIDENTIAL
ZONING – R-2
MINIMUM LOT SIZE: 3,500 SQUARE FEET
MAXIMUM LOT SIZE: 10,013 SQUARE FEET

Millennium Farms
TENTATIVE SUBDIVISION MAP PROPOSED LAYOUT

OF
A PORTION OF
SECTION 32, T. 17 N., R. 3 E., M.D.B. & M.
COUNTY OF SUTTER STATE OF CALIFORNIA
FOR
MILLENNIUM FARMS LLC
BY
HAMILTON ENGINEERING INC.
APRIL 2024

JOB NO. 24-024

TECHNICAL MEMORANDUM

Date:	October 7, 2024	
To:	Kevin Valente	Raney Planning and Management
From:	Praveena Samaleti	TJKM

Subject: **Sensitivity Analysis of Richards Avenue and Apricot Street Extension in Conjunction with the Millennium Farms Development in the City of Live Oak, California**

This memorandum summarizes a traffic study for the proposed Millennium Farms residential development in the City of Live Oak, Sutter County, California. The project proposes to construct 142 single family homes on a current farm land. Access to the project will be provided via two driveways along Richards Avenue. Previously, the site was analyzed with 117 residential units in 2007. Since then, the General Plan Land Use Designation was changed as part of the General Plan update in 2012 and the zoning has since changed from R-1 to R-2.

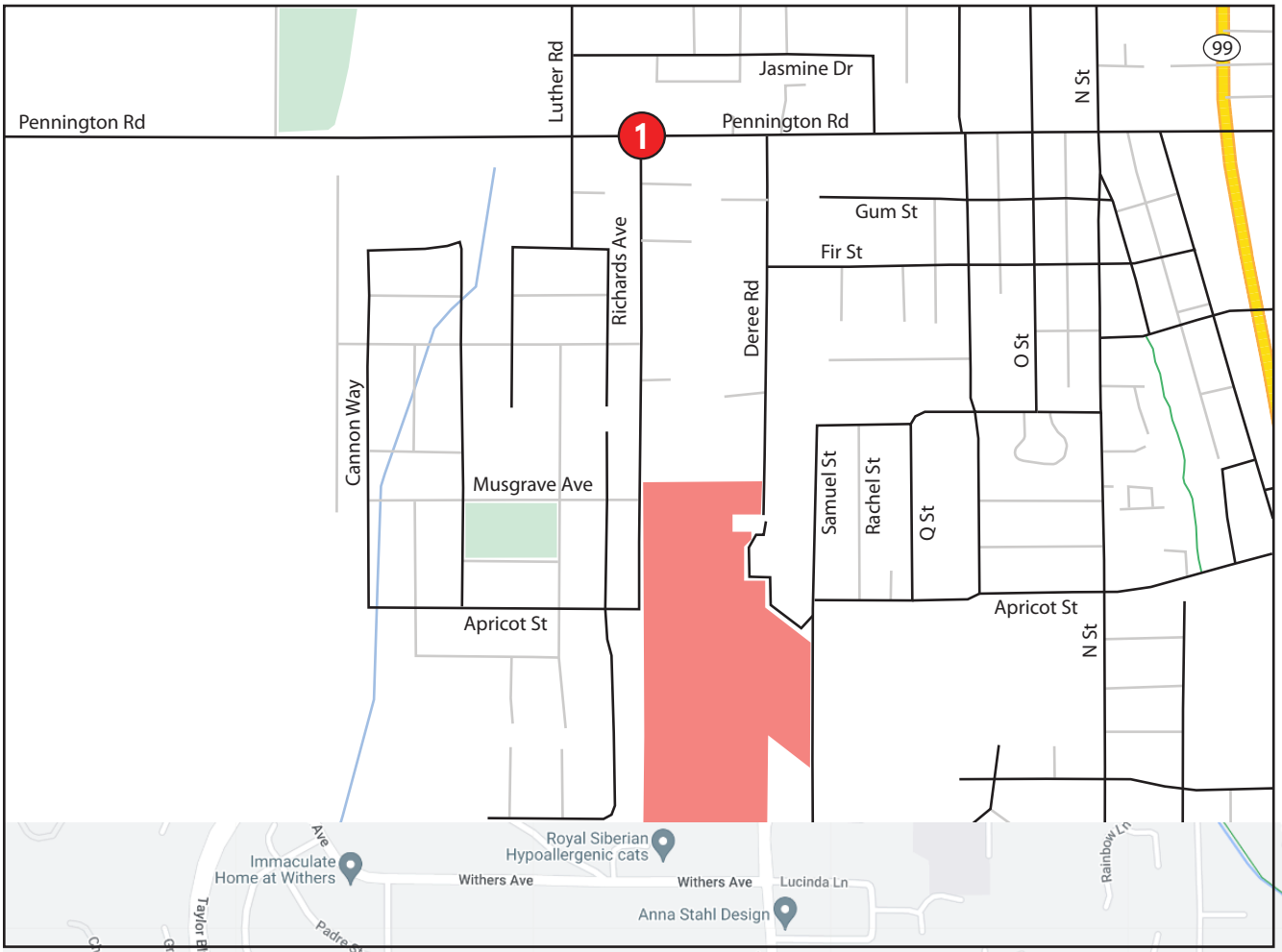
This traffic study was conducted to analyze if proposed residential development would have operational impacts on Richards Avenue thereby potentially triggering the extension of Apricot Street. Apricot Street extension would be triggered when traffic operations at the Pennington Road and Richards Avenue intersection begin to operate at unacceptable levels of service (LOS) during the commuter peak hours.

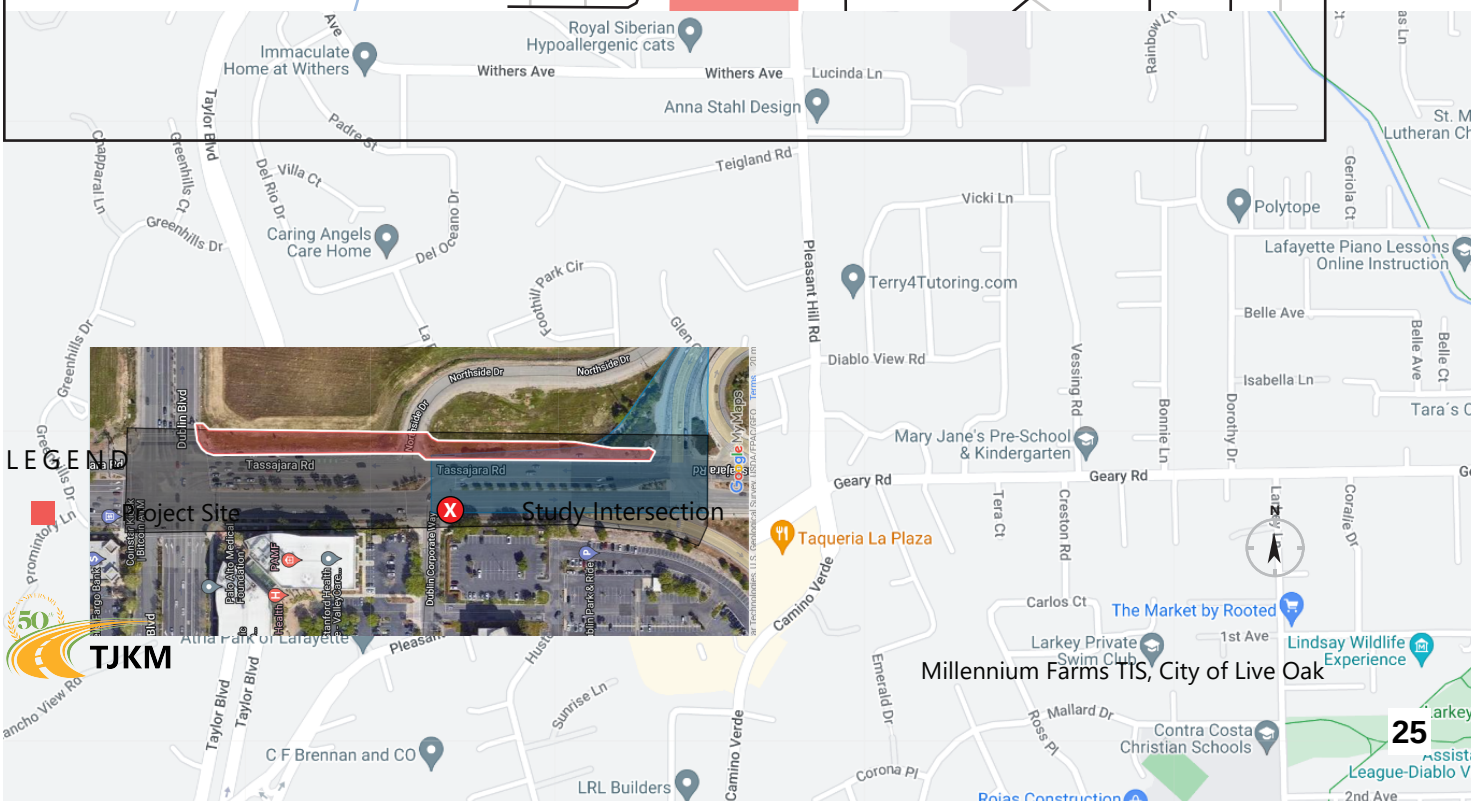
This memorandum includes existing conditions, project trip generation, trip distribution, and assignment, results of potential traffic impacts resulting from the development of the proposed project on the surrounding roadway network.

To evaluate the impacts on the transportation infrastructure due to the addition of traffic from the proposed project, one study intersection was evaluated during the weekday morning and afternoon peak hours under two scenarios: Existing Conditions and Existing plus Project Conditions. The study intersections were evaluated according to the standards of the City of Live Oak.

Figure 1 shows the study area and project site location. **Figure 2** shows the proposed site plan.

Figure 1: Vicinity Map





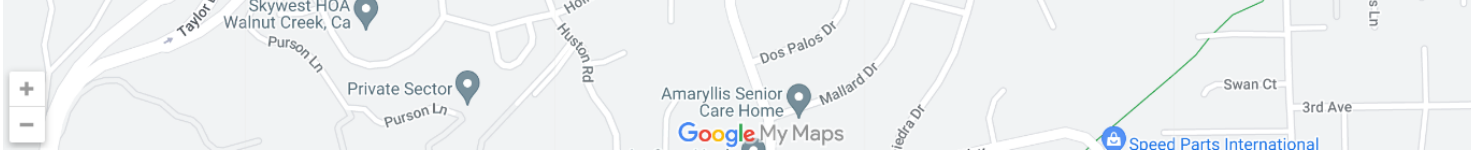
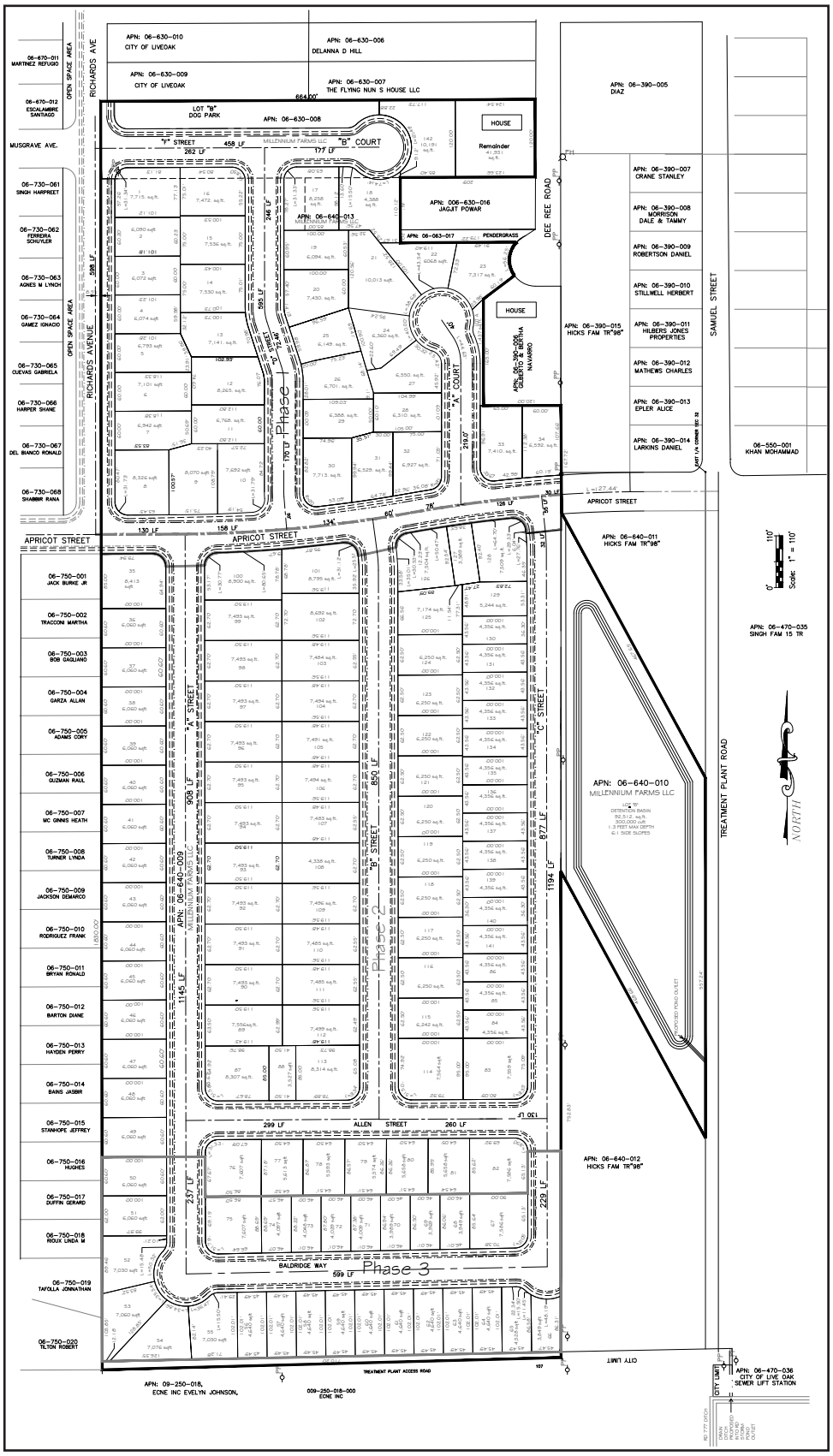


Figure 2: Site Plan



Intersections Operations Methodology

STUDY INTERSECTIONS AND SCENARIOS

TJKM evaluated traffic conditions at one study intersection during the weekday morning (a.m.) and afternoon (p.m.) peak hours on a typical weekday while schools were in session.

The study intersection and associated traffic controls are as follows:

1. Pennington Road and Richards Avenue (One-Way Stop)

The land use scenarios assumed for this study are as follows:

1. Baseline Existing Conditions: This scenario examines the study intersections based on typical peak hour volumes collected in August 2024.
2. Full Build-Out (Baseline/Existing plus Project) Conditions: This scenario adds traffic generated by the proposed development to the Existing Conditions.

   Note: that if the subject intersection operates at acceptable levels of service under this condition, the other analyses below are irrelevant and will not be conducted.

   - Condition 1: How much development would trigger the need for turn lanes and/or implementing an all-way stop-control operation?
   - Condition 1a: Could these implemented measures accommodate 100% build-out of the site without the extension?
   - Condition 2: How much development would trigger the need for turn lanes and/or implementing a traffic signal from an operational standpoint? For this Condition, the Warrant 3 from the latest California Manual on Uniform Traffic Control Devices (CA-MUTCD) will be utilized to determine if the signal would also triggered at this point
   - Condition 2a: Could these implemented measures accommodate 100% build-out of the site without the extension?

LEVEL OF SERVICE ANALYSIS METHODOLOGY

Level of Service (LOS) is a qualitative measure that describes operational conditions as they relate to the traffic stream and perceptions by motorists and passengers. The LOS generally describes these conditions in terms of such factors as speed and travel time, delays, freedom to maneuver, traffic interruptions, comfort, convenience, and safety. The operational LOS are given letter designations from A to F, with A representing the free-flow operating conditions and F representing the severely congested flow with high delays. Typically, LOS C is considered as an ideal condition as it represents stable flow and efficient use of the transportation facility. Intersections generally are the capacity-controlling locations with respect to traffic operations on arterial and collector streets. The following subsections provide detailed study methodology based on the type of intersections.

STOP-CONTROLLED INTERSECTIONS

The study intersections under one- or two-way stop control (OWSC/TWSC) and all-way stop control (AWSC) are analyzed using TRB's Highway Capacity Manual, 6th Edition (HCM 6) methodology described in Chapters 20 and 21, respectively. LOS ratings for stop-sign controlled intersections are based on the average control delay expressed in seconds per vehicle. At one- or two-way stop-controlled intersections, the control delay is calculated for each movement, not for the intersection as a whole. For approaches composed of a single lane, the control delay is computed as the average of all movements in that lane. The weighted average delay for the entire intersection is presented for all-way stop controlled intersections.

Table 1 summarizes the relationship between delay and LOS for stop-controlled intersections. The delay ranges for stop-controlled intersections are lower than for signalized intersections, as drivers expect less delay at stop-controlled intersections.

Table 1: Level of Service Definitions for Stop-Controlled Intersections

LOS	Definition	Control Delay Range (sec/veh)	v/c Range
A	Usually no conflicting traffic. Drivers can easily find gaps in traffic to maneuver. v/c is low.	≤ 10	≤ 1.0
B	Occasionally some delay due to conflicting traffic. Drivers can find gaps in traffic. v/c is low.	≤ 15	≤ 1.0
C	There is some noticeable delay due to conflicting traffic. Drivers are still able to find gaps in traffic.	≤ 25	≤ 1.0
D	Drivers experience delay due to less gaps in traffic to maneuver. Lane group v/c creeps closer to 1.0.	≤ 35	≤ 1.0
E	Delay approaches driver tolerance levels. Drivers will occasionally find gaps in traffic to maneuver. Lane group v/c approaches 1.0.	≤ 50	≤ 1.0
F	Delay exceed driver tolerance levels or v/c exceeds 1.0 or both.	> 50	> 1.0

Source: Highway Capacity Manual, 6th Edition

LEVEL OF SERVICE STANDARDS

City of Live Oak

The City of Live Oak LOS standard for City streets is D. LOS D standard will apply to both average daily trip (ADT) and peak-hour traffic estimates for City streets. This standard will be used to assess the City's needs for transportation improvements throughout the General Plan time horizon. The City may use the LOS standard for project level analysis, calculating fair-share impact fees, and conditions of approval. The City will use LOS D as a standard to be considered alongside other planning and environmental objectives.

2024 Existing Conditions

This section describes existing conditions in the immediate project site vicinity, including roadway facilities, pedestrian and bicycle facilities, and available transit service. In addition, existing traffic volumes and operations was presented for the study intersection, including the results of LOS calculations.

EXISTING SETTING AND ROADWAY SYSTEM

Important roadways adjacent to the project site are discussed below:

Pennington Road near the project vicinity is a two lane, east-west major Collector Street with posted speed limit of 35 miles per hour (mph). Sidewalks existing throughout on the north side of the street between Luther Road and State Route (SR) 99 while the sidewalks exist intermittently on south side of the street between Luther Road and SR 99. There are no existing bicycle facilities along Pennington Road.

Richards Avenue is a two lane, north-south minor Collector Street with posted speed limit of 25 mph. This roadway begins at Pennington Road and ends at Apricot Street. Sidewalks exist on both sides of the Richards Avenue. There are no existing bicycle facilities along Richards Avenue.

Apricot Street is a two lane, east-west roadway with posted speed limit of 25 mph. A small section of Apricot Street is cut-off between Richards Avenue and Samuel Street. On-street parking is allowed on Apricot Street.

EXISTING PEDESTRIAN, BICYCLE AND TRANSIT FACILITIES

In the project vicinity, Pennington Road/Richards Avenue intersection is unsignalized and have marked crosswalk on east leg. Continuous sidewalks are present on both sides of the streets near the project site. Overhead streetlights provide adequate street lighting in the project vicinity. Currently, no bicycle facilities or transit routes exists near the project vicinity.

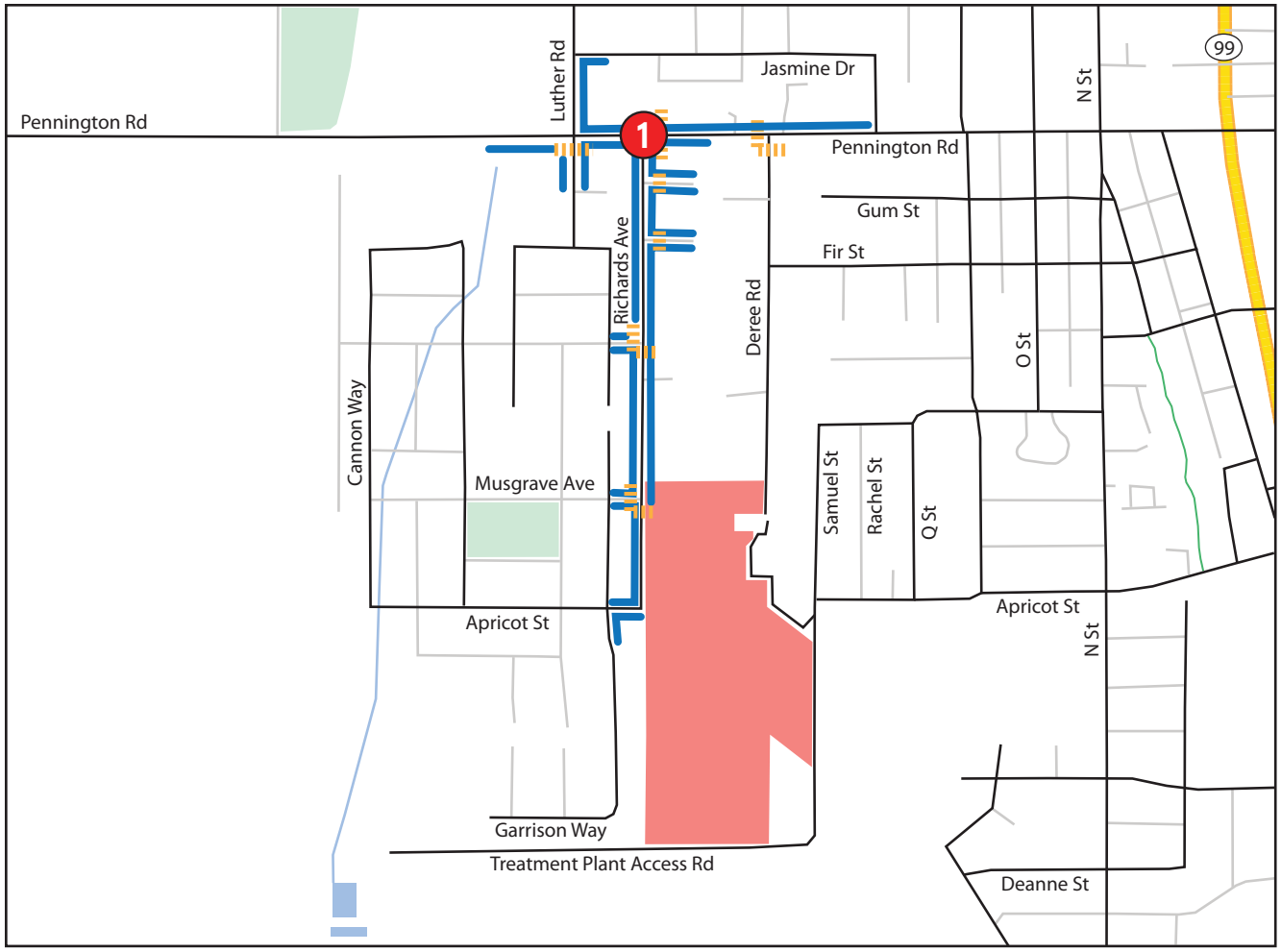
Figure 3 illustrates existing pedestrian facilities near the project vicinity.

EXISTING PEAK HOUR TRAFFIC VOLUMES

To determine the weekday morning (a.m.) and the weekday afternoon (p.m.) peak hour turning movement traffic volumes, intersection turning movement counts (TMC) of vehicles, bicycles, and pedestrians were collected at the study intersection on August 27, 2024, during the weekday morning and weekday afternoon peak periods (7:00 a.m. – 9:00 a.m. and 4:00 p.m. – 6:00 p.m.) respectively. From the turning movement counts, the a.m. peak hour and the p.m. peak hour are 7:30 a.m. to 8:30 a.m. and 5:00 p.m. to 6:00 p.m., respectively.

Figure 4 illustrates the existing conditions lane geometry and traffic control at the study intersections. **Figure 5** illustrates the peak hour traffic volumes at the study intersections. The turning movement count data are included in **Appendix A**.

Figure 3: Existing Pedestrian Facilities



LEGEND

Project Site

Concrete Sidewalk

Study Intersection

Marked Crosswalk

N

TJKM

Millennium Farms TIS, City of Live Oak

Figure 4: Existing Lane Configuration and Traffic Control

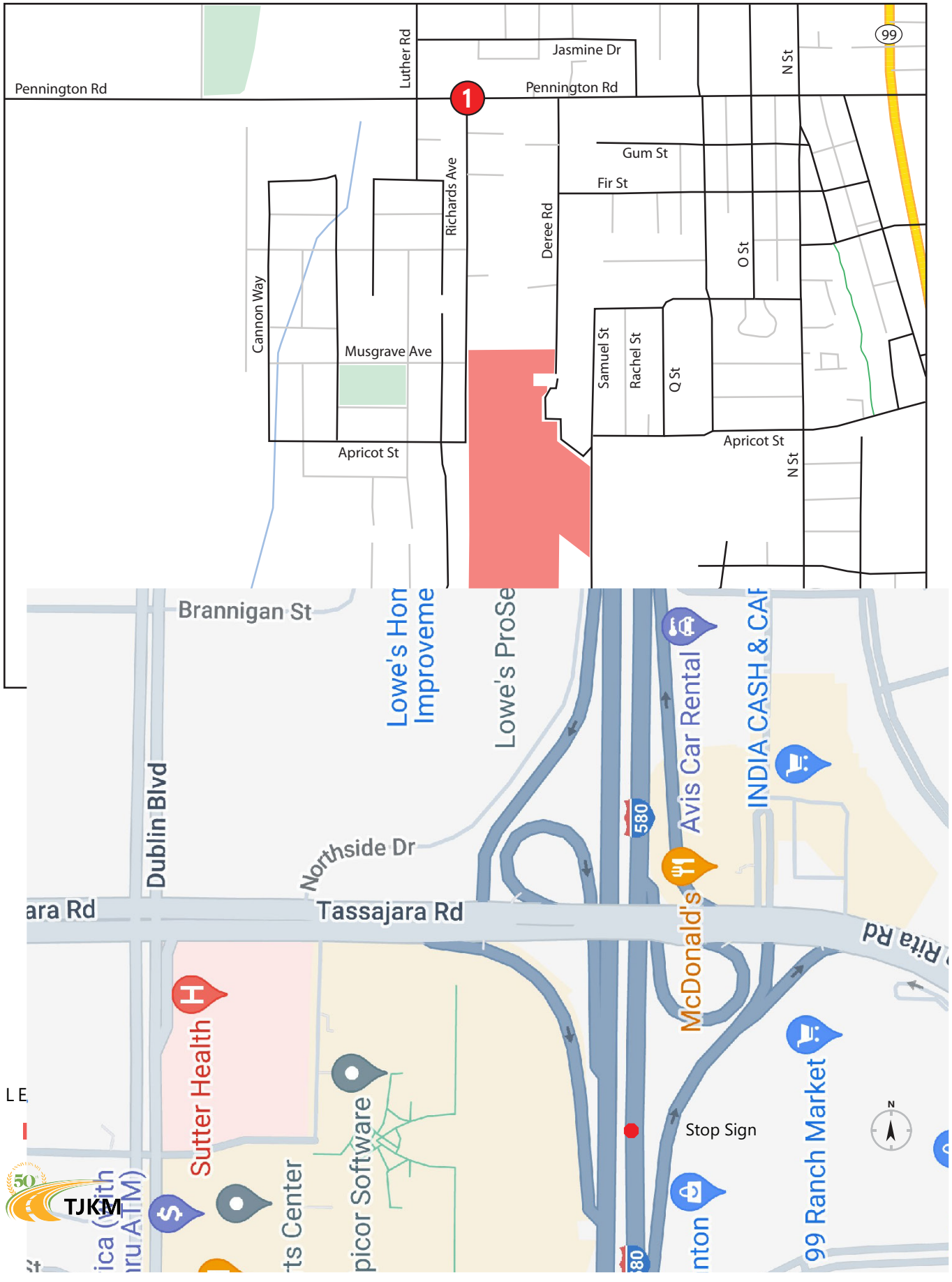
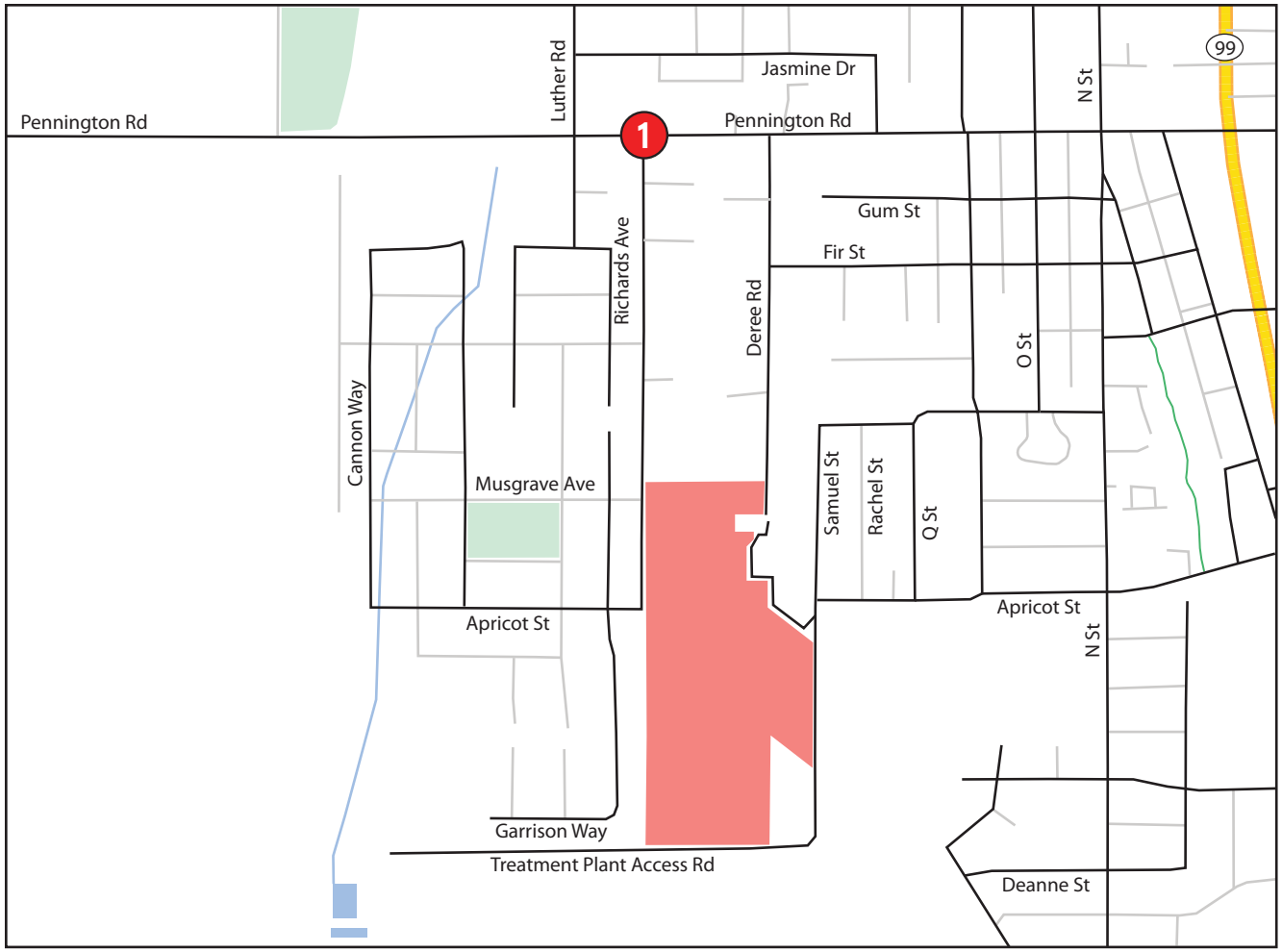
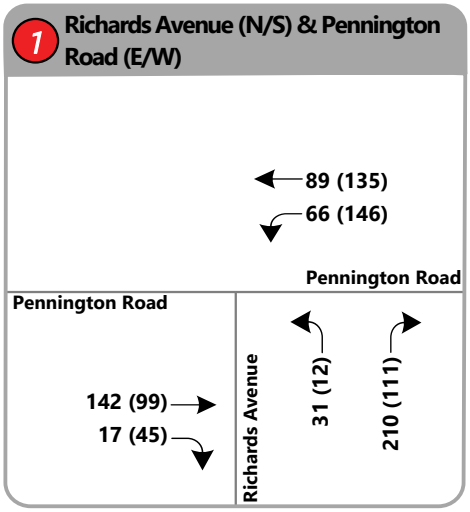


Figure 5: Baseline Existing Conditions Peak hour traffic Volumes





LEGEND

Project Site

XX AM Peak Hour Volumes

X Study Intersection

(XX) PM Peak Hour Volumes

N

TJKM

INTERSECTION TRAFFIC OPERATIONS – BASELINE EXISTING CONDITIONS

Existing intersection lane configurations and traffic control, peak-hour turning movement volumes, and peak-hour factors were used as inputs for the LOS calculations. The existing operations of the study intersections were evaluated for the highest one-hour volume during the weekday morning and afternoon peak periods. Study intersections were analyzed using Synchro 12. **Table 2** summarizes the results of the LOS analysis for Baseline Existing Conditions. **Appendix B** contains the corresponding calculation sheets.

Under Baseline Existing Conditions scenario, Pennington Road and Richards Avenue intersection operate at LOS B during the a.m. and p.m. peak hour.

Table 2: Intersection Level of Service Analysis – Existing Conditions

#	Intersection	Control Type	Peak Hour[1]	Existing Conditions	
				Delay[2]	LOS[3]
1	Pennington Road and Richards Avenue	One-Way Stop	AM	11.2	B
			PM	10.1	B

Notes:

1. AM – morning peak hour, PM – afternoon peak hour
2. Delay – Whole intersection weighted average control delay expressed in seconds per vehicle for signalized and all-way stop controlled intersections. Total control delay for the worst movement is presented for side-street stop – controlled intersections.
3. LOS – Level of Service.

Full Build-Out (Baseline/Existing plus Project) Conditions

PROJECT TRIP GENERATION ASSESSMENT

To estimate trips generated by the proposed development for the a.m. and p.m. peak hours, as well as for weekday daily trips, TJKM utilized a combination of published trip generation rates from the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 11th Edition and data provided by the applicant. The trip generation assessment was consistent with the methodology published in ITE's Trip Generation Handbook, 3rd Edition. For proposed development, TJKM used published trip rates for the ITE Land Use Code (LUC) 210 (single family detached housing).

The proposed development is anticipated to generate an estimated 1,339 new trips during a typical weekday, with 99 new trips (25 inbound, 74 outbound) occurring during the a.m. peak hour and 133 new trips (84 inbound, 49 outbound) occurring during the p.m. peak hour

Table 3 shows the expected trips generated by the proposed project.

Table 3: Project Trip Generation

	Land Use (ITE Code)	Size	Units	Daily		A.M. Peak Hour					P.M. Peak Hour				
				Rate	Trips	Rate	In:Out	In	Out	Total	Rate	In:Out	In	Out	Total
Proposed	Single Family Detached Housing (210)[1]	142	DU	9.43	1,339	0.70	25:75	25	74	99	0.94	63:37	84	49	133
Total Trips					**1,339**			**25**	**74**	**99**			**84**	**49**	**133**

Notes: Source - Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition
DU-Dwelling Units
[1]Single Family Detached Housing (ITE Land Use Code 210) based on dwelling units.

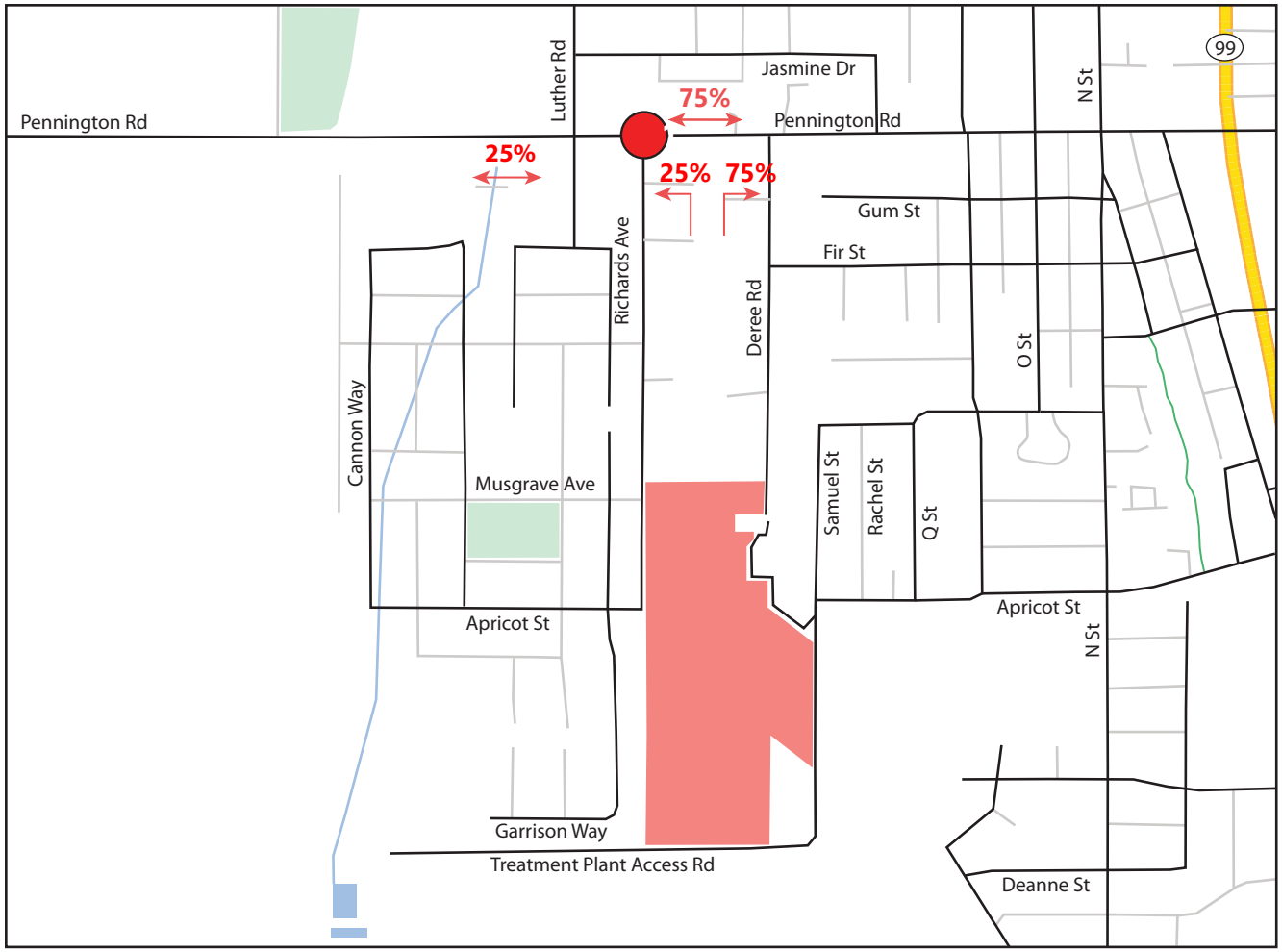
PROJECT TRIP DISTRIBUTION AND ASSIGNMENT

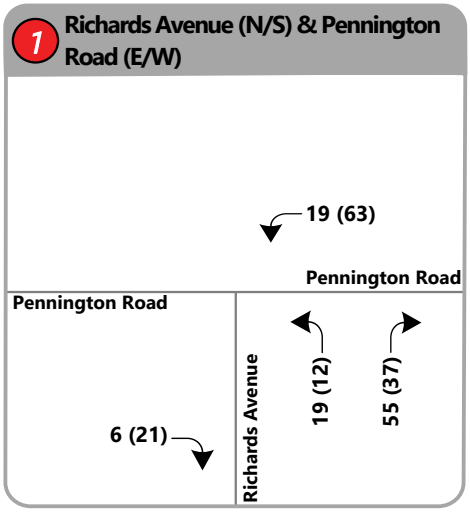
Trip distribution is a process that determines in what proportion vehicles would be expected to travel between the project site and various destinations outside the project study area. Assignment determines the various routes that vehicles would take from the project site to each destination using the calculated trip distribution. Trip distribution assumptions for the proposed project were developed based on existing travel patterns, knowledge of the study area, and engineering judgment. The assumed trip distribution for vehicles is as follows:

- 75 percent to/from east of Pennington Road, and
- 25 percent to/from west of Pennington Road

Figure 6 illustrates the project trip distribution and assignment.

Figure 6: Trip Distribution and Trip Assignment





LEGEND

	Project Site	X	Study Intersection	XX%	Trip Distribution
XX	AM Peak Hour Volumes	(XX)	PM Peak Hour Volumes		

TJKM

INTERSECTION TRAFFIC OPERATIONS – FULL BUILD-OUT (BASELINE/EXISTING PLUS PROJECT) CONDITIONS

This section describes the impacts of the proposed project at the study intersections and surrounding roadway system. The Full Build-Out (Baseline/Existing plus Project) conditions consists of existing traffic volumes plus new traffic generated by the proposed project.

Table 4 summarizes the results of the Level of Service (LOS) analysis using the Synchro 12 software program for Full Build-Out (Baseline/Existing plus Project)conditions. **Figure 7** illustrates the projected turning movement volumes at the study intersections under the Full Build-Out (Baseline/Existing plus Project) conditions for both a.m. and p.m. peak hours. **Appendix C** contains detailed calculation sheets for intersection operations under the Full Build-Out (Baseline/Existing plus Project) conditions.

Under Full Build-Out (Baseline/Existing plus Project) conditions scenario, Pennington Road and Richards Avenue intersection operate at LOS B during the a.m. and p.m. peak hour. Thus, the proposed project is not anticipated to have any adverse effects at the study intersection.

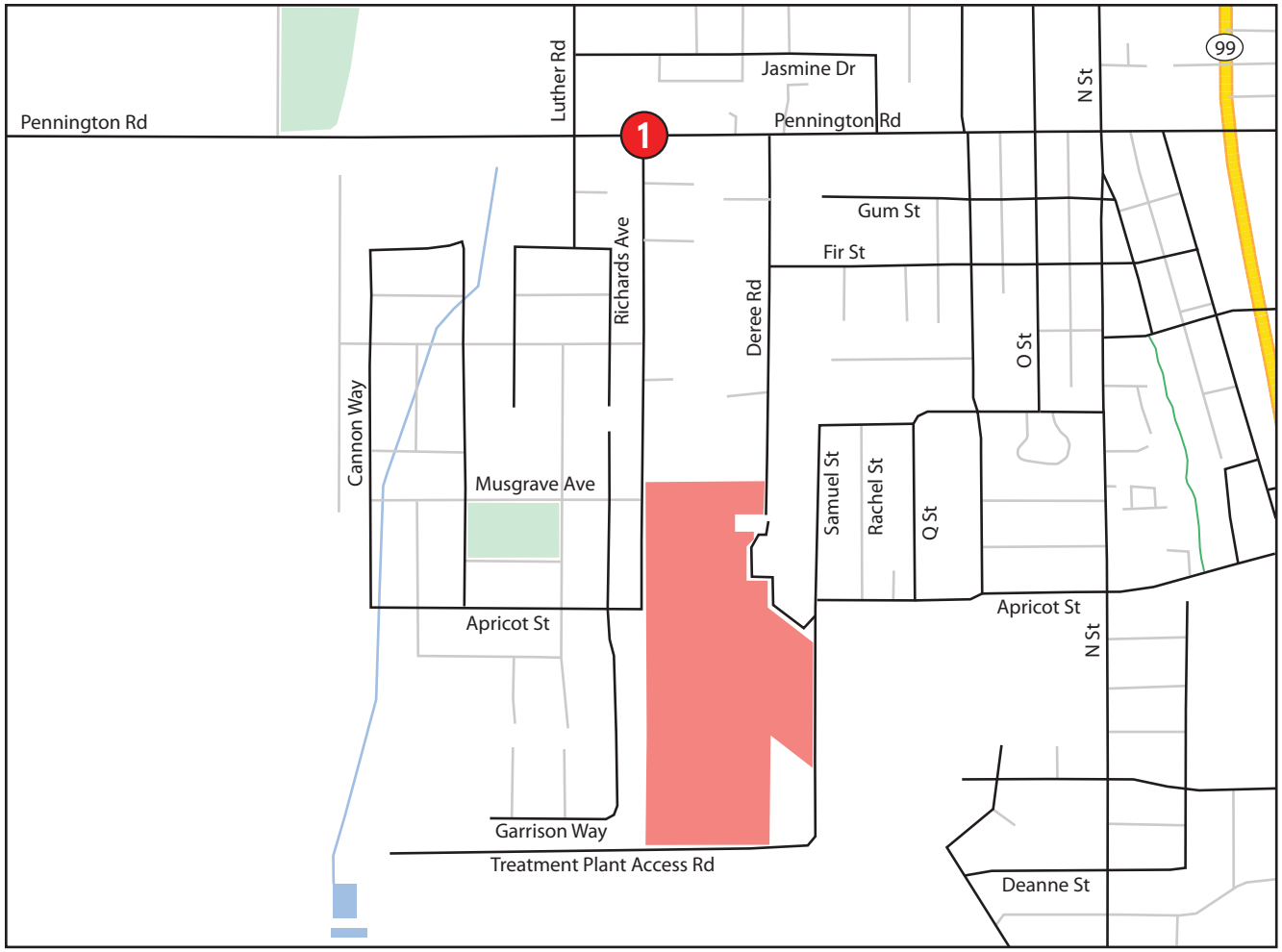
Table 4: Intersection Level of Service Analysis – Existing plus Project Conditions

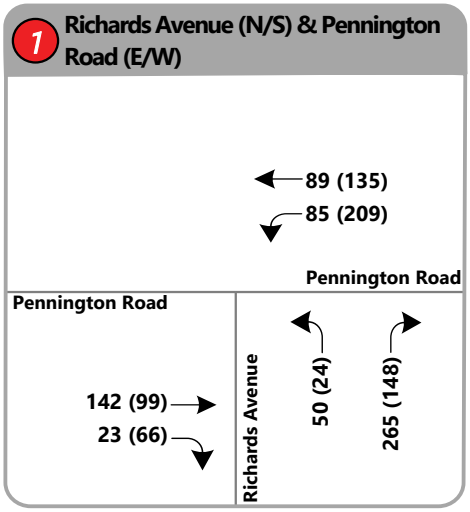
#	Intersection	Control Type	Peak Hour[1]	Baseline Existing Conditions		Full Build-Out (Baseline/Existing plus Project) Conditions		Change in Delay[4] (seconds)
				Delay[2]	LOS[3]	Delay[2]	LOS[3]	
1	Pennington Road and Richards Avenue	One-Way Stop	AM	11.2	B	12.1	B	0.9
			PM	10.1	B	11.1	B	1.0

Notes:

1. AM – morning peak hour, PM – afternoon peak hour
2. Delay – Whole intersection weighted average control delay expressed in seconds per vehicle for signalized and all-way stop controlled intersections. Total control delay for the worst movement is presented for side-street stop – controlled intersections.
3. LOS – Level of Service.
4. Change in average delay between Baseline Existing and Full Build-Out (Baseline/Existing plus Project) Conditions.

Figure 7: Full Build-Out (Baseline/Existing plus Project) Conditions Peak Hour Traffic Volumes





LEGEND

Project Site

XX AM Peak Hour Volumes

X Study Intersection

(XX) PM Peak Hour Volumes

N

TJKM

Conclusion

Under Existing Conditions and Existing plus Project Conditions scenario, Pennington Road and Richards Avenue intersection operate at LOS D or better during the a.m. and p.m. peak hour which is an acceptable level of service as per City of Live Oak General Plan 2030. As the proposed project is not anticipated to have any adverse effects at the study intersection, the extension of the Apricot Street would not be required.

Since the Pennington Road and Richards Avenue intersection operates at acceptable levels of service under Full Build-Out (Baseline/Existing plus Project) conditions, the other analyses to determine the need for turn lanes and upgrading the intersection to all-way stop control or traffic signal will not be required.

Appendix A –Traffic Count Sheets

National Data & Surveying Services

Intersection Turning Movement Count

Location: Richards Ave & Pennington Rd
City: Live Oak
Control: 1-Way Stop(NB)

Project ID: 24-070153-001
Date: 8/27/2024

Data - Total

NS/EW Streets:	Richards Ave				Richards Ave				Pennington Rd				Pennington Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	0	1	0	0	0	0	0	0	1	1	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	4	0	28	0	0	0	0	0	0	23	4	0	5	12	0	0	76
7:15 AM	6	0	51	0	0	0	0	0	0	27	4	0	7	9	0	0	104
7:30 AM	6	0	71	0	0	0	0	0	0	35	1	0	19	17	0	0	149
7:45 AM	8	0	55	0	0	0	0	0	0	33	1	0	15	21	0	0	133
8:00 AM	12	0	47	0	0	0	0	0	0	40	9	0	9	28	0	0	145
8:15 AM	5	0	37	0	0	0	0	0	0	34	6	0	23	23	0	0	128
8:30 AM	4	0	26	0	0	0	0	0	0	15	4	0	12	15	0	0	76
8:45 AM	1	0	10	0	0	0	0	0	0	13	4	0	6	5	0	0	39
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	46	0	325	0	0	0	0	0	0	220	33	0	96	130	0	0	850
APPROACH %'s :	12.40%	0.00%	87.60%	0.00%					0.00%	86.96%	13.04%	0.00%	42.48%	57.52%	0.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	31	0	210	0	0	0	0	0	0	142	17	0	66	89	0	0	555
PEAK HR FACTOR :	0.646	0.000	0.739	0.000	0.000	0.000	0.000	0.000	0.000	0.888	0.472	0.000	0.717	0.795	0.000	0.000	0.931
	0.782								0.811				0.842				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	0	1	0	0	0	0	0	0	1	1	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	20	0	0	0	0	0	0	39	5	0	31	30	0	0	125
4:15 PM	2	0	13	0	0	0	0	0	0	31	7	0	37	28	0	0	118
4:30 PM	1	0	20	0	0	0	0	0	0	35	5	0	26	28	0	0	115
4:45 PM	0	0	13	0	0	0	0	0	0	28	7	0	33	26	0	0	107
5:00 PM	3	0	24	0	0	0	0	0	0	23	5	0	39	30	0	0	124
5:15 PM	3	0	40	0	0	0	0	0	0	25	9	0	44	36	0	0	157
5:30 PM	4	0	29	0	0	0	0	0	0	25	12	0	34	35	0	0	139
5:45 PM	2	0	18	0	0	0	0	0	0	26	19	0	29	34	0	0	128
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	15	0	177	0	0	0	0	0	0	232	69	0	273	247	0	0	1013
APPROACH %'s :	7.81%	0.00%	92.19%	0.00%					0.00%	77.08%	22.92%	0.00%	52.50%	47.50%	0.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	12	0	111	0	0	0	0	0	0	99	45	0	146	135	0	0	548
PEAK HR FACTOR :	0.750	0.000	0.694	0.000	0.000	0.000	0.000	0.000	0.000	0.952	0.592	0.000	0.830	0.938	0.000	0.000	0.873
	0.715								0.800				0.878				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Richards Ave & Pennington Rd
City: Live Oak
Control: 1-Way Stop(NB)

Project ID: 24-070153-001
Date: 8/27/2024

Data - Cars

NS/EW Streets:	Richards Ave				Richards Ave				Pennington Rd				Pennington Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	0	1	0	0	0	0	0	0	1	1	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	4	0	27	0	0	0	0	0	0	21	3	0	4	12	0	0	71
7:15 AM	6	0	49	0	0	0	0	0	0	27	3	0	6	9	0	0	100
7:30 AM	6	0	71	0	0	0	0	0	0	33	1	0	19	17	0	0	147
7:45 AM	8	0	54	0	0	0	0	0	0	33	1	0	14	20	0	0	130
8:00 AM	12	0	47	0	0	0	0	0	0	39	9	0	9	28	0	0	144
8:15 AM	5	0	37	0	0	0	0	0	0	33	6	0	23	23	0	0	127
8:30 AM	4	0	26	0	0	0	0	0	0	15	4	0	12	14	0	0	75
8:45 AM	1	0	10	0	0	0	0	0	0	13	4	0	6	5	0	0	39
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	46	0	321	0	0	0	0	0	0	214	31	0	93	128	0	0	833
APPROACH %'s :	12.53%	0.00%	87.47%	0.00%					0.00%	87.35%	12.65%	0.00%	42.08%	57.92%	0.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	31	0	209	0	0	0	0	0	0	138	17	0	65	88	0	0	548
PEAK HR FACTOR :	0.646	0.000	0.736	0.000	0.000	0.000	0.000	0.000	0.000	0.885	0.472	0.000	0.707	0.786	0.000	0.000	0.932
	0.779								0.807				0.832				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	0	1	0	0	0	0	0	0	1	1	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	18	0	0	0	0	0	0	36	5	0	30	30	0	0	119
4:15 PM	2	0	13	0	0	0	0	0	0	29	7	0	37	27	0	0	115
4:30 PM	1	0	20	0	0	0	0	0	0	34	5	0	26	27	0	0	113
4:45 PM	0	0	13	0	0	0	0	0	0	27	6	0	33	26	0	0	105
5:00 PM	3	0	24	0	0	0	0	0	0	23	5	0	38	30	0	0	123
5:15 PM	3	0	40	0	0	0	0	0	0	23	9	0	44	34	0	0	153
5:30 PM	4	0	29	0	0	0	0	0	0	24	12	0	34	35	0	0	138
5:45 PM	2	0	18	0	0	0	0	0	0	26	19	0	29	34	0	0	128
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	15	0	175	0	0	0	0	0	0	222	68	0	271	243	0	0	994
APPROACH %'s :	7.89%	0.00%	92.11%	0.00%					0.00%	76.55%	23.45%	0.00%	52.72%	47.28%	0.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	12	0	111	0	0	0	0	0	0	96	45	0	145	133	0	0	542
PEAK HR FACTOR :	0.750	0.000	0.694	0.000	0.000	0.000	0.000	0.000	0.000	0.923	0.592	0.000	0.824	0.950	0.000	0.000	0.886
	0.715								0.783				0.891				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Richards Ave & Pennington Rd
City: Live Oak
Control: 1-Way Stop(NB)

Project ID: 24-070153-001
Date: 8/27/2024

Data - HT

NS/EW Streets:	Richards Ave				Richards Ave				Pennington Rd				Pennington Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	0	1	0	0	0	0	0	0	1	1	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	1	0	0	0	0	0	0	2	1	0	1	0	0	0	5
7:15 AM	0	0	2	0	0	0	0	0	0	0	1	0	1	0	0	0	4
7:30 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
7:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	1	1	0	0	3
8:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	4	0	0	0	0	0	0	6	2	0	3	2	0	0	17
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%					0.00%	75.00%	25.00%	0.00%	60.00%	40.00%	0.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	1	0	0	0	0	0	0	4	0	0	1	1	0	0	7
PEAK HR FACTOR :	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.250	0.250	0.000	0.000	0.583
	0.250								0.500				0.250				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	0	1	0	0	0	0	0	0	1	1	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	2	0	0	0	0	0	0	3	0	0	1	0	0	0	6
4:15 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	3
4:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	4
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	2	0	0	0	0	0	0	10	1	0	2	4	0	0	19
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%					0.00%	90.91%	9.09%	0.00%	33.33%	66.67%	0.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	3	0	0	1	2	0	0	6
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.000	0.250	0.250	0.000	0.000	0.375
									0.375				0.375				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Richards Ave & Pennington Rd
City: Live Oak
Control: 1-Way Stop(NB)

Project ID: 24-070153-001
Date: 8/27/2024

Data - Bikes

NS/EW Streets:	Richards Ave				Richards Ave				Pennington Rd				Pennington Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	0	1	0	0	0	0	0	0	1	1	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	3
APPROACH %'s :	50.00%	0.00%	50.00%	0.00%					0.00%	100.00%	0.00%	0.00%					
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
PEAK HR FACTOR :	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
			0.250														

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	0	1	0	0	0	0	0	0	1	1	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
APPROACH %'s :									0.00%	100.00%	0.00%	0.00%					
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250
										0.250							

National Data & Surveying Services

Intersection Turning Movement Count

Location: Richards Ave & Pennington Rd
City: Live Oak
Project ID: 24-070153-001
Date: 8/27/2024

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Richards Ave		Richards Ave		Pennington Rd		Pennington Rd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	1	0	0	0	0	0	1
7:15 AM	0	0	1	1	0	0	1	0	3
7:30 AM	0	0	0	0	1	0	0	1	2
7:45 AM	0	0	0	0	1	0	0	0	1
8:00 AM	0	0	1	2	1	0	0	0	4
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	3	3	3	0	1	1	11
APPROACH %'s :			50.00%	50.00%	100.00%	0.00%	50.00%	50.00%	
PEAK HR :	**07:30 AM - 08:30 AM**								TOTAL
PEAK HR VOL :	0	0	1	2	3	0	0	1	7
PEAK HR FACTOR :			0.250	0.250	0.750			0.250	0.438
			0.250		0.750		0.250		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	1	0	1	0	2
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	1	1
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	1	0	1	1	3
APPROACH %'s :					100.00%	0.00%	50.00%	50.00%	
PEAK HR :	**05:00 PM - 06:00 PM**								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	1	1
PEAK HR FACTOR :								0.250	0.250
							0.250		

Prepared by National Data & Surveying Services

Richards Ave & Pennington Rd

Peak Hour Turning Movement Count

ID: 24-070153-001
City: Live Oak

Day: Tuesday
Date: 8/27/2024

PEAK HOURS

AM	07:30 AM - 08:30 AM
NOON	NONE
PM	05:00 PM - 06:00 PM

COUNT PERIODS

AM	7:00 AM - 09:00 AM
NOON	NONE
PM	4:00 PM - 06:00 PM

CONTROL: 1-Way Stop(NB)

	AM	NOON	PM
TEV	555	0	548
PHF	0.93		0.87

SOUTHBOUND (Richards Ave)

	Left	Thru	Right	U-Turn	
AM	0	0	0	0	AM
NOON	0	0	0	0	NOON
PM	0	0	0	0	PM

EASTBOUND (Pennington Rd)

	Left	Thru	Right	U-Turn	
AM	120	0	147		AM
NOON	0	0	0	0	NOON
PM	0	0	0	0	PM
AM	142	0	99	1	AM
NOON	17	0	45	1	NOON
PM					PM

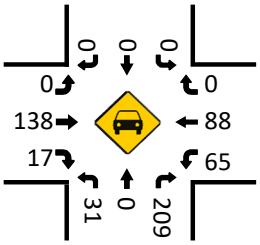
WESTBOUND (Pennington Rd)

	Left	Thru	Right	U-Turn	
PM	0	0	0	0	PM
NOON	1	135	0	89	NOON
AM	1	146	0	66	AM
PM	0	0	0	0	PM
NOON		210	0	352	NOON
AM					AM

NORTHBOUND (Richards Ave)

	Left	Thru	Right	U-Turn	
PM	191	0	12	0	111	PM
NOON	0	0	0	0	0	NOON
AM	83	0	31	0	210	AM

Cars (AM)



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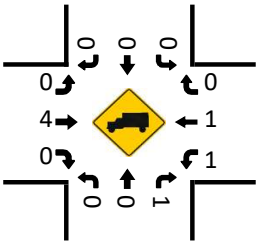
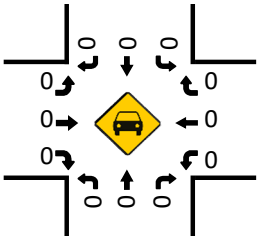


Cars (NOON)



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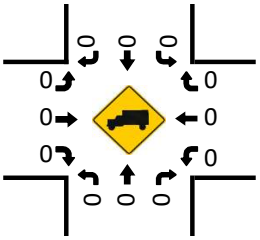
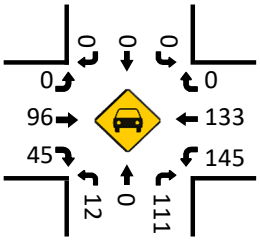
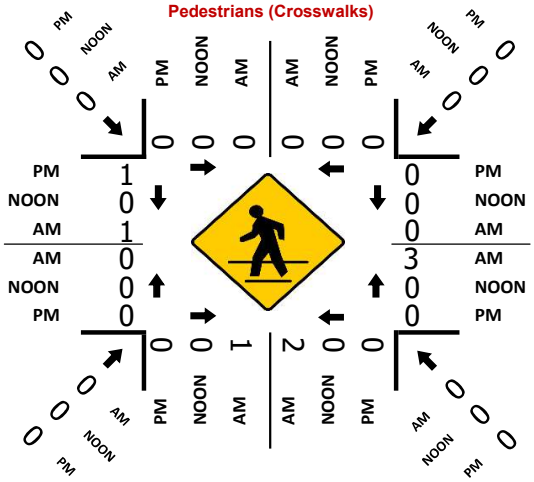


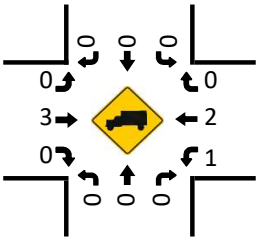
Cars (PM)



Pedestrians (Crosswalks)



HT (PM)



Appendix B –Baseline Existing Conditions Intersection Level of Service Analysis worksheets

Intersection	
Int Delay, s/veh	6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	142	17	66	89	31	210
Future Vol, veh/h	142	17	66	89	31	210
Conflicting Peds, #/hr	0	3	3	0	1	3
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	100	85	-	105	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	81	81	92	92	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	175	21	72	97	40	269

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	199	0	420	181
Stage 1	-	-	-	-	178	-
Stage 2	-	-	-	-	242	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1373	-	590	862
Stage 1	-	-	-	-	853	-
Stage 2	-	-	-	-	798	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1369	-	556	857
Mov Cap-2 Maneuver	-	-	-	-	556	-
Stage 1	-	-	-	-	850	-
Stage 2	-	-	-	-	755	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	3.3	11.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	556	857	-	-	1369	-
HCM Lane V/C Ratio	0.071	0.314	-	-	0.052	-
HCM Control Delay (s/veh)	12	11.1	-	-	7.8	-
HCM Lane LOS	B	B	-	-	A	-
HCM 95th %tile Q (veh)	0.2	1.3	-	-	0.2	-

Intersection	
Int Delay, s/veh	4.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	99	45	146	135	12	111
Future Vol, veh/h	99	45	146	135	12	111
Conflicting Peds, #/hr	0	0	0	0	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	100	85	-	105	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	88	88	72	72
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	124	56	166	153	17	154

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	180	0	610	124
Stage 1	-	-	-	-	124	-
Stage 2	-	-	-	-	486	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1396	-	458	927
Stage 1	-	-	-	-	902	-
Stage 2	-	-	-	-	618	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1396	-	403	927
Mov Cap-2 Maneuver	-	-	-	-	403	-
Stage 1	-	-	-	-	902	-
Stage 2	-	-	-	-	544	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	4.1	10.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	403	927	-	-	1396	-
HCM Lane V/C Ratio	0.041	0.166	-	-	0.119	-
HCM Control Delay (s/veh)	14.3	9.7	-	-	7.9	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q (veh)	0.1	0.6	-	-	0.4	-

Appendix C – Full Build -Out (Baseline/Existing plus Project) Conditions Intersection Level of worksheets

Intersection	
Int Delay, s/veh	7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	142	23	85	89	50	265
Future Vol, veh/h	142	23	85	89	50	265
Conflicting Peds, #/hr	0	3	3	0	1	3
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	100	85	-	105	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	81	81	92	92	78	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	175	28	92	97	64	340

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	206	0	460	181
Stage 1	-	-	-	-	178	-
Stage 2	-	-	-	-	282	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1365	-	559	862
Stage 1	-	-	-	-	853	-
Stage 2	-	-	-	-	766	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1361	-	519	857
Mov Cap-2 Maneuver	-	-	-	-	519	-
Stage 1	-	-	-	-	850	-
Stage 2	-	-	-	-	713	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	3.8	12.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	519	857	-	-	1361	-
HCM Lane V/C Ratio	0.124	0.396	-	-	0.068	-
HCM Control Delay (s/veh)	12.9	11.9	-	-	7.8	-
HCM Lane LOS	B	B	-	-	A	-
HCM 95th %tile Q (veh)	0.4	1.9	-	-	0.2	-

Intersection	
Int Delay, s/veh	5.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	99	66	209	135	24	148
Future Vol, veh/h	99	66	209	135	24	148
Conflicting Peds, #/hr	0	0	0	0	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	100	85	-	105	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	88	88	72	72
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	124	83	238	153	33	206

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	207	0	754	124
Stage 1	-	-	-	-	124	-
Stage 2	-	-	-	-	630	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1364	-	377	927
Stage 1	-	-	-	-	902	-
Stage 2	-	-	-	-	531	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1364	-	311	927
Mov Cap-2 Maneuver	-	-	-	-	311	-
Stage 1	-	-	-	-	902	-
Stage 2	-	-	-	-	438	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	5	11.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	311	927	-	-	1364	-
HCM Lane V/C Ratio	0.107	0.222	-	-	0.174	-
HCM Control Delay (s/veh)	18	10	-	-	8.2	-
HCM Lane LOS	C	B	-	-	A	-
HCM 95th %tile Q (veh)	0.4	0.8	-	-	0.6	-

CITY OF LIVE OAK
COMMUNITY DEVELOPMENT DEPARTMENT

LIVE OAK
CALIFORNIA

Millennium Farms Tentative Subdivision Map Project

Section 15183 Consistency Memorandum

October 2024

Prepared by

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

A. INTRODUCTION AND SUMMARY

The purpose of this Consistency Memorandum is to demonstrate that the Millennium Farms Tentative Subdivision Map Project (proposed project) has been adequately analyzed in the previous environmental review under the California Environmental Quality Act (CEQA) and that further evaluation is not required. As will be demonstrated below, consistent with CEQA Guidelines Section 15183, additional environmental review is not required.

B. PROJECT BACKGROUND

In 2010, the City of Live Oak completed a comprehensive General Plan Update[1] and an associated Environmental Impact Report (EIR) (State Clearinghouse #2008092050). The General Plan EIR[2] is a program-level EIR, prepared pursuant to Section 15168 of the CEQA Guidelines (Title 14, California Code of Regulations, Sections 15000 et seq.). The General Plan EIR analyzed full implementation of the Live Oak 2030 General Plan and identified measures to mitigate the significant adverse impacts associated with the Live Oak 2030 General Plan to the maximum extent feasible.

In April 2008, the City of Live Oak approved the Oak Grove Annexation, General Plan Amendment (GPA), Prezone and Tentative Subdivision Map (TSM) Initial Study, hereafter referred to as the "2008 IS." The 2008 IS evaluated the annexation of four parcels totaling 34.59 acres into the City of Live Oak city limits and the subsequent development of a 117-lot residential subdivision and an approximately 3.05-acre stormwater detention basin on the southern 28.1-acre parcel. The Annexation, GPA to Smaller-Lot Residential, Prezone to Small Lot Residential (R-2), and TSM for the Oak Grove residential subdivision were approved in 2008; however, the TSM expired in 2022.

Because the GPA and Prezone were approved, the General Plan and the zoning designation were amended accordingly in 2008. In addition, the City of Live Oak General Plan and the associated EIR were comprehensively updated in 2010, subsequent to the approval of the 2008 IS. As such, the City's General Plan EIR is the most recent analysis that evaluated buildout of the project site. Therefore, the General Plan EIR is the appropriate basis of comparison for the following analysis.

C. PROJECT DESCRIPTION

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

Project Location and Setting

The approximately 34.82-acre project site is located east of the intersection of Apricot Street and Richards Avenue in the City of Live Oak, California, and is identified by Assessor's Parcel Numbers (APNs) 006-630-008, 006-640-009, -010, -013, and -014 (see Figure 1). The northeast corner of the project site is currently developed with a single-family residence; a walnut orchard generally occupies the remainder of the site (see Figure 2). Surrounding existing uses include single-family residences to the north and west, agricultural land to the south, and the approved but not yet constructed Silver Oaks Subdivision to the east. The City of Live Oak General Plan designates the site as Smaller-Lot Residential and the site is zoned R-2.

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1 City of Live Oak. *2030 General Plan.* Adopted 2010.

2 City of Live Oak. *2030 General Plan Environmental Impact Report.* Certified 2010.

Figure 1
Regional Vicinity

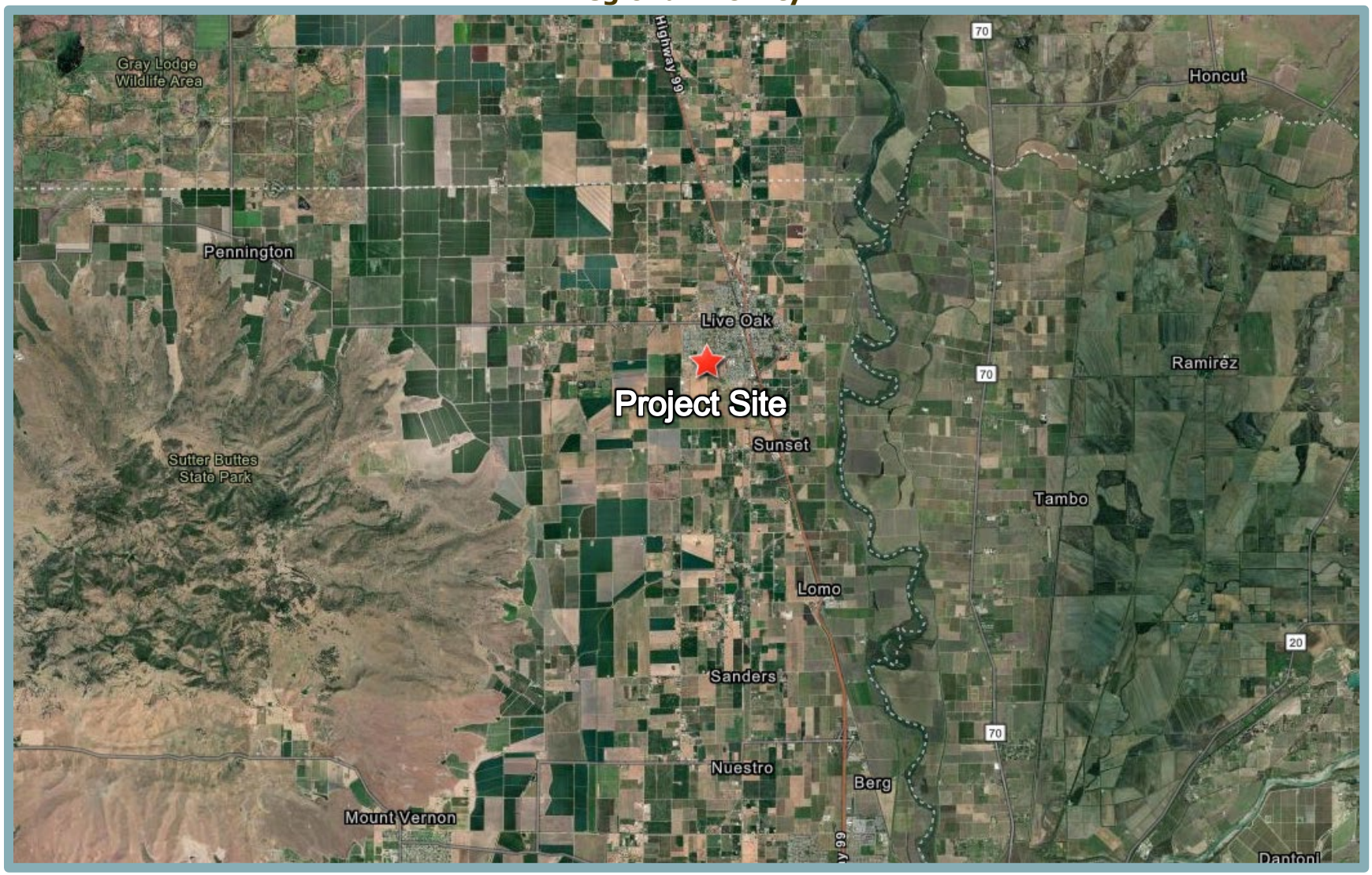


Figure 2
Project Site Boundaries



Project Components

The project includes approval of a TSM, which is discussed in further detail below.

Tentative Subdivision Map

The proposed TSM would divide the project site into 142 residential lots ranging from 3,500 square feet (sf) to 10,013 sf (see Figure 3). The proposed project would subsequently include the development of 142 single-family residential units, for a residential density of approximately 4.47 dwelling units per acre (du/ac). As noted above, the previous TSM submitted as part of the 2008 IS, which included 117 residential lots, expired in 2022.

As shown in Figure 3, the proposed residential units would be developed over three Phases. As part of Phase 1, the northern portion of the project site would be developed with residential lots and a dog park, and a temporary stormwater detention basin would be constructed. Phases 2 and 3 would include the development of the remaining southern portion of the project site with residential lots, and Phase 3 would also include the development of a 2.12-acre stormwater detention basin in the easternmost portion of the site.

Site access would be provided by a new internal roadway system which would connect to Apricot Street and Richards Avenue to the west of the site. It is noted that although the project would include the extension of Apricot Street eastward through the site, the extension would not connect to the stubbed Apricot Street located east of the project site boundary. As shown in Figure 3, internal roadways would have 60-foot-wide right-of-way (ROW) consisting of two 12-foot-wide travel lanes in the center, bordered on either side by eight-foot-wide street parking areas, and 12-foot-wide curbs and gutters. The proposed project would also include improvements to Treatment Plant Access Road along the site's frontage. Treatment Plant Access Road would include a 40-foot-wide ROW consisting of a 10-foot-wide travel lane on the south side of the roadway, and a 12-foot-wide travel lane bordered by an eight-foot-wide parking area and 12-foot-wide curbs and gutters along the north side of the roadway, adjacent to the project site.

Existing utilities located in Richards Road, Apricot Street, and Deree Road, including utilities connections that currently serve the existing on-site residences, would be adequately sized to serve the proposed development. Water and sewer services would be provided by the City of Live Oak, and the Pacific Gas & Electric Co. (PG&E) would provide electricity and natural gas to future on-site residences. Stormwater runoff from the project site would be directed to the proposed 2.12-acre stormwater detention basin in the eastern portion of the project site. Stormwater would then be discharged to the ditch located south of the City's sewer lift station, south of the project site.

Requested/Required Entitlements

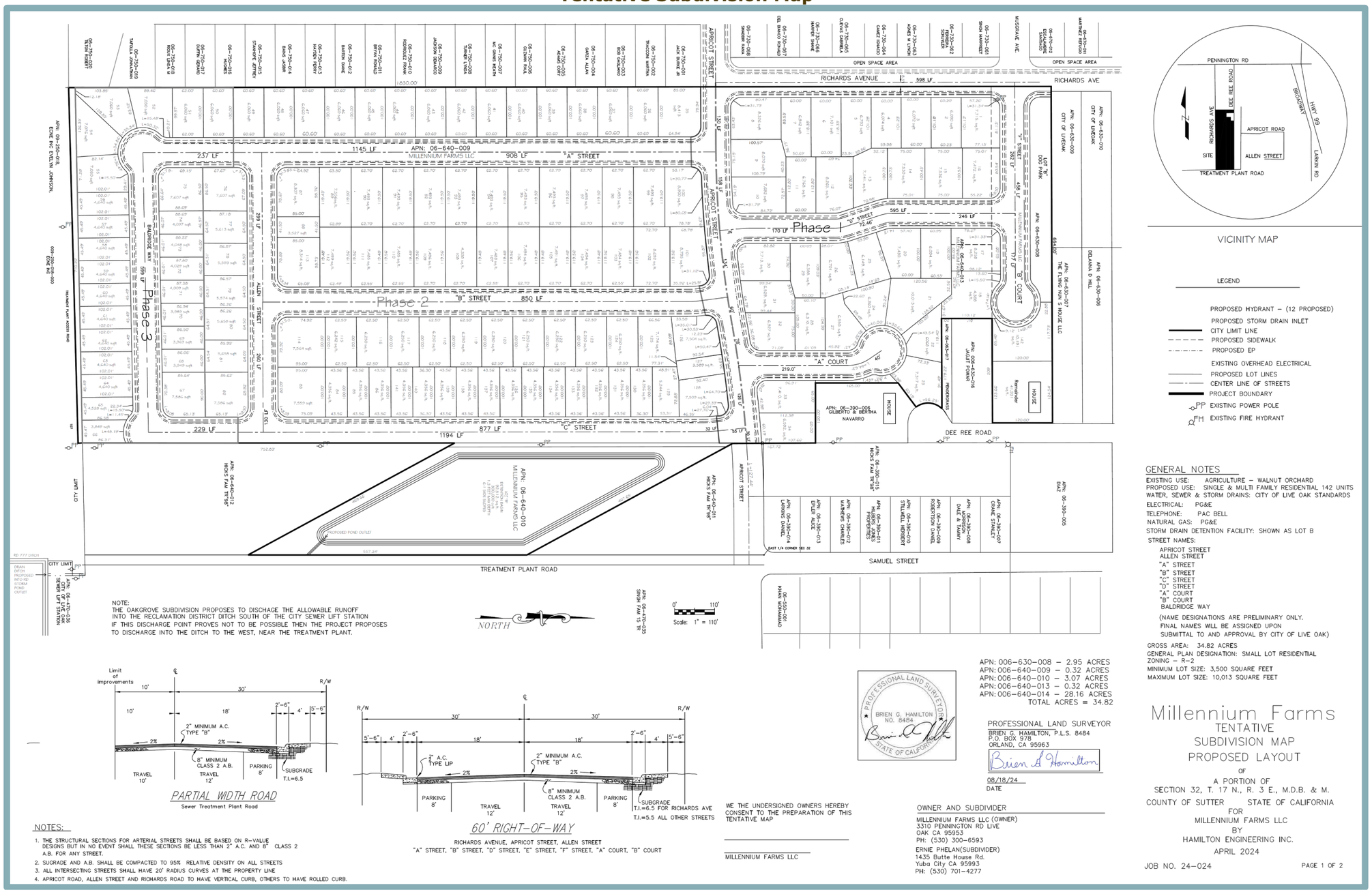
The proposed project would require the following approval from the City of Live Oak:

- Tentative Subdivision Map.

D. DISCUSSION

Pursuant to Public Resources Code (PRC) Section 21083.3 and Section 15183(b) of the CEQA Guidelines, a project that is consistent with the development density established by existing zoning, community plan, or general plan policies for which an EIR was certified shall not require additional environmental review, except when it is necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site.

Figure 3
Tentative Subdivision Map



VICINITY MAP

LEGEND

- PROPOSED HYDRANT – (12 PROPOSED)
- PROPOSED STORM DRAIN INLET
- CITY LIMIT LINE
- PROPOSED SIDEWALK
- PROPOSED EP
- EXISTING OVERHEAD ELECTRICAL
- PROPOSED LOT LINES
- CENTER LINE OF STREETS
- PROJECT BOUNDARY
- PP EXISTING POWER POLE
- FH EXISTING FIRE HYDRANT

PARTIAL WIDTH ROAD
Sewer Treatment Plant Road

60' RIGHT-OF-WAY
RICHARDS AVENUE, APRICOT STREET, ALLEN STREET
"A" STREET, "B" STREET, "D" STREET, "E" STREET, "F" STREET, "A" COURT, "B" COURT

NOTES:

1. THE STRUCTURAL SECTIONS FOR ARTERIAL STREETS SHALL BE BASED ON R-VALUE DESIGNS BUT IN NO EVENT SHALL THESE SECTIONS BE LESS THAN 2" A.C. AND 8" CLASS 2 A.B. FOR ANY STREET.
2. SUGRADE AND A.B. SHALL BE COMPACTED TO 95% RELATIVE DENSITY ON ALL STREETS
3. ALL INTERSECTING STREETS SHALL HAVE 20' RADIUS CURVES AT THE PROPERTY LINE
4. APRICOT ROAD, ALLEN STREET AND RICHARDS ROAD TO HAVE VERTICAL CURB, OTHERS TO HAVE ROLLED CURB.

WE THE UNDERSIGNED OWNERS HEREBY CONSENT TO THE PREPARATION OF THIS TENTATIVE MAP

MILLENNIUM FARMS LLC

PROFESSIONAL LAND SURVEYOR
BRIEN G. HAMILTON
NO. 8484
STATE OF CALIFORNIA

APN: 006-630-008 – 2.95 ACRES
APN: 006-640-009 – 0.32 ACRES
APN: 006-640-010 – 3.07 ACRES
APN: 006-640-013 – 0.32 ACRES
APN: 006-640-014 – 28.16 ACRES
TOTAL ACRES = 34.82

PROFESSIONAL LAND SURVEYOR
BRIEN G. HAMILTON, P.L.S. 8484
P.O. BOX 978
ORLAND, CA 95963

Brien G. Hamilton

08/18/24
DATE

OWNER AND SUBDIVIDER
MILLENNIUM FARMS LLC (OWNER)
3310 PENNINGTON RD LIVE
OAK CA 95953
PH: (530) 300-6593

ERNIE PHELAN(SUBDIVIDER)
1435 Butte House Rd.
Yuba City CA 95993
PH: (530) 701-4277

GENERAL NOTES

EXISTING USE: AGRICULTURE – WALNUT ORCHARD
PROPOSED USE: SINGLE & MULTI FAMILY RESIDENTIAL 142 UNITS
WATER, SEWER & STORM DRAINS: CITY OF LIVE OAK STANDARDS
ELECTRICAL: PG&E
TELEPHONE: PAC BELL
NATURAL GAS: PG&E
STORM DRAIN DETENTION FACILITY: SHOWN AS LOT B
STREET NAMES:
APRICOT STREET
ALLEN STREET
"A" STREET
"B" STREET
"C" STREET
"D" STREET
"A" COURT
"B" COURT
BALDRIDGE WAY
(NAME DESIGNATIONS ARE PRELIMINARY ONLY. FINAL NAMES WILL BE ASSIGNED UPON SUBMITTAL TO AND APPROVAL BY CITY OF LIVE OAK)
GROSS AREA: 34.82 ACRES
GENERAL PLAN DESIGNATION: SMALL LOT RESIDENTIAL
ZONING – R-2
MINIMUM LOT SIZE: 3,500 SQUARE FEET
MAXIMUM LOT SIZE: 10,013 SQUARE FEET

Millennium Farms
TENTATIVE
SUBDIVISION MAP
PROPOSED LAYOUT
OF
A PORTION OF
SECTION 32, T. 17 N., R. 3 E., M.D.B. & M.
COUNTY OF SUTTER STATE OF CALIFORNIA
FOR
MILLENNIUM FARMS LLC
BY
HAMILTON ENGINEERING INC.
APRIL 2024

JOB NO. 24-024 PAGE 1 OF 2

This streamlines the review of such projects and reduces the need to prepare repetitive environmental studies. More specifically, Section 15183(b) states the following:

> (b) In approving a project meeting the requirements of this section, a public agency shall limit its examination of environmental effects to those which the agency determines, in an initial study or other analysis:
>
> (1) Are peculiar to the project or the parcel on which the project would be located,
> (2) Were not analyzed as significant effects in a prior EIR on the zoning action, general plan, or community plan, with which the project is consistent,
> (3) Are potentially significant off-site impacts and cumulative impacts which were not discussed in the prior EIR prepared for the general plan, community plan or zoning action, or
> (4) Are previously identified significant effects which, as a result of substantial new information which was not known at the time the EIR was certified, are determined to have a more severe adverse impact than discussed in the prior EIR.

It should be noted that, according to Section 15183(f), an effect of a project on the environment shall not be considered peculiar to the project or the parcel if uniformly applied development policies or standards have been previously adopted by the City or County with a finding that the development policies or standards would substantially mitigate that environmental effect when applied to future projects, unless substantial new information shows that the policies or standards would not substantially mitigate the environmental effect.

As set forth by Sections 15168 and 15183 of the CEQA Guidelines, the program EIR, in this case the City's General Plan EIR, serves as a basis for this 15183 Consistency Memorandum to determine if project-specific impacts would occur that are not adequately covered in the previously certified EIR. To the extent that the General Plan policies and/or actions substantially mitigate a particular project impact, the impact shall not be considered peculiar, pursuant to 15183(f), thus, eliminating the requirement for further environmental review.

This 15183 Consistency Memorandum indicates whether the proposed project would result in a significant impact that: (1) is peculiar to the project or the project site; (2) was not identified as a significant effect in the General Plan EIR; or (3) are previously identified significant effects, which as a result of substantial new information that was not known at the time that the General Plan EIR was certified, are determined to have a more severe adverse impact than discussed in the General Plan EIR.

The General Plan EIR anticipated the project site would be developed in accordance with the standards established for the R-2 zoning district, which allows for a density of four to 10 du/ac. As discussed above, the proposed project would result in a density of approximately 4.47 du/ac, and, therefore, would be consistent with the development anticipated for the project site within the General Plan EIR.

The applicability of the Section 15183(b) criteria to the proposed project is described in the following sections.

Criterion 15183(b)(1)

The proposed project would include approval of a TSM that would subdivide the project site into 142 lots for residential uses. The area proposed for development and the land uses proposed in the TSM are consistent with the City's General Plan, as amended, and therefore is consistent with what was analyzed in the General Plan EIR.

As discussed above, the project site is developed with a single-family residence in the northeast corner, and the remainder of the site consists of a walnut orchard. Pursuant to the California Department of Conservation (DOC) California Important Farmland Finder, a large portion of the project site is designated as Farmland of Statewide Importance, and another large portion of the site is designated as Prime Farmland.[3] However, the General Plan EIR acknowledged that even with compliance with applicable General Plan Policies Agriculture-1.1, Agriculture-1.2, and LU-5.6, buildout of the General Plan would result in a significant and unavoidable impact related to the conversion of Farmland to non-agricultural use and adopted a Statement of Overriding Considerations. As such, although the proposed project would result in the conversion of Farmland of Statewide Importance and Prime Farmland to non-agricultural use, such impacts have already been anticipated and analyzed in the General Plan EIR as a result of General Plan buildout. Furthermore, because the proposed project would be consistent with the General Plan, as amended, development of the project site with residential uses has been anticipated in the General Plan EIR. Pursuant to the Federal Emergency Management Agency (FEMA), the project site is not located in an area designated as an Special Flood Hazard Area.[4] Based on the above, the project site does not contain any peculiar characteristics that could result in environmental effects through development of the proposed project. Thus, the proposed project would not result in any environmental effects peculiar to the project or the project site, and therefore would not result in environmental impacts beyond what was previously anticipated, analyzed, and mitigated to the furthest extent feasible by the General Plan EIR.

Criterion 15183(b)(2)

As discussed above, an EIR that assessed the full buildout of the City's General Plan, as amended, including residential development of the project site, was certified in 2010. Although significant updates to local, State, and federal regulations may have been adopted since the certification of the previous EIR, such updates would not result in new environmental impacts. In addition, as demonstrated in further detail in the Environmental Impact Analysis section below, the proposed project would not result in any new environmental effects that were not analyzed as significant effects in the General Plan EIR. As such, substantial changes would not occur with respect to the circumstances under which the project is undertaken.

Criterion 15183(b)(3)

The proposed project only includes minor frontage improvements, and, therefore, would not result in any impacts associated with off-site construction or operational activities. In addition, the proposed project is consistent with the City's General Plan, as amended, and, therefore, development of the project site with the proposed uses was generally evaluated as part of the associated General Plan EIR. Furthermore, given that the General Plan EIR serves as a cumulative analysis, cumulative impacts related to development of the site with residential uses

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[3] California Department of Conservation. *California Important Farmland Finder*. Available at: https://maps.conservation.ca.gov/dlrp/ciff/. Accessed August 2024.

[4] Federal Emergency Management Agency. *National Flood Hazard Layer FIRMette No. 0603940035B.* Available at: https://msc.fema.gov/portal/search?AddressQuery=9574%20Deree%20Rd%2C%20Live%20Oak%2C%20CA%2095953. Accessed August 2024.

have already been anticipated and analyzed in the General Plan EIR. Thus, the proposed project would not result in any off-site and/or cumulative impacts that were not evaluated in the prior EIR.

Criterion 15183(b)(4)

The question of "substantial new information" relates to the current CEQA requirements to assess impacts that were not required at the time the General Plan EIR was certified. Because the General Plan EIR was completed in accordance with the most recent version of the CEQA Appendix G Checklist at the time of its completion, all required environmental impact areas were addressed in the General Plan EIR. As previously discussed, substantial changes would not occur with respect to development of the project site as a result of the proposed project, relative to what was anticipated for the site by the General Plan EIR. Thus, the proposed project would not result in new significant impacts or substantially more severe significant impacts beyond what was anticipated in the General Plan EIR. Therefore, the proposed project would not result in any more severe impacts than what was discussed in the prior EIR.

E. ENVIRONMENTAL IMPACT ANALYSIS

The following discussion briefly evaluates each CEQA Appendix G environmental resource area; the environmental topics for which the proposed project has the greatest potential to result in more severe adverse impacts than the significant effects previously identified within the General Plan EIR are analyzed in greater detail than those that are unlikely to be significant. As noted above, the analysis below indicates whether the proposed project would result in a significant impact that: (1) is peculiar to the project or the project site; (2) was not identified as a significant effect in the General Plan EIR; or (3) are previously identified significant effects, which as a result of substantial new information that was not known at the time that the General Plan EIR was certified, are determined to have a more severe adverse impact than discussed in the General Plan EIR.

Air Quality

The City of Live Oak is located within the Feather River Air Quality Management District (FRAQMD). The FRAQMD is part of the Sacramento Valley Air Basin (SVAB) that includes Butte, Colusa, Glen, Tehama, Shasta, Yolo, Sacramento, Yuba, Sutter, and parts of Placer and Solano counties. Federal and State ambient air quality standards (AAQS) have been established for six common air pollutants, known as criteria pollutants, due to the potential for pollutants to be detrimental to human health and the environment. The criteria pollutants include particulate matter (PM), ground-level ozone, carbon monoxide (CO), sulfur oxides, nitrogen oxides (NO_X), and lead. At the federal level, the South Sutter portion of the FRAQMD's jurisdiction has been designated as severe nonattainment under the 1997 and 2008 National AAQS for eight-hour ozone, as well as nonattainment under the 2015 National AAQS for eight-hour ozone. Aside from the South Sutter portion of the FRAQMD's jurisdiction, the remaining areas are designated as attainment for the federal eight-hour ozone standard. The Yuba City-Marysville portion of the FRAQMD's jurisdiction is designated as a maintenance area under the National AAQS for PM with diameters less than 2.5 microns ($PM_{2.5}$). Under the California AAQS designations, the South Sutter portion of the FRAQMD's jurisdiction is under nonattainment for the one-hour ozone standard, while the remaining portion of the jurisdiction is classified as nonattainment-transitional. FRAQMD's entire jurisdiction is designated as nonattainment-transitional for eight-hour ozone under the California AAQS, and as nonattainment for PM with diameters less than 10 microns (PM_{10}). FRAQMD's jurisdictional area is designated as attainment or unclassified for all other National and California AAQS.

Due to the nonattainment designations, FRAQMD, along with the other air districts in the SVAB region, is required to develop plans to attain the federal and State AAQS for ozone and particulate matter. The attainment plans currently in effect for the SVAB are the 2013 Revisions to the Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan (2013 Ozone Attainment Plan), $PM_{2.5}$ Implementation/Maintenance Plan and Re-designation Request for Sacramento $PM_{2.5}$ Nonattainment Area ($PM_{2.5}$ Implementation/Maintenance Plan), and the 1991 Air Quality Attainment Plan (AQAP), including triennial reports. In addition to the foregoing plans related to attainment statuses in the SVAB, the FRAQMD is also party to the Northern Sacramento Valley Planning Area 2015 Triennial Air Quality Attainment Plan, which was specifically developed to cover the Planning Areas of Shasta, Tehama, Glenn, Butte, Colusa, and Feather River. The air quality plans include emissions inventories to measure the sources of air pollutants, to evaluate how well different control measures have worked, and show how air pollution would be reduced. In addition, the plans include the estimated future levels of pollution to ensure that the area would meet air quality goals.

Nearly all development projects in the SVAB region have the potential to generate air pollutants that may increase the difficulty of attaining federal and State AAQS. Therefore, for most projects, evaluation of air quality impacts is required to comply with CEQA. In order to evaluate ozone and other criteria air pollutant emissions and support attainment goals for those pollutants that the area is designated nonattainment, FRAQMD has developed the Indirect Source Review Guidelines, which includes recommended thresholds of significance, including mass emission thresholds for construction-related and operational ozone precursors and PM_{10}, as the area is under nonattainment for ozone and PM_{10}.

The FRAQMD's recommended thresholds of significance for reactive organic gasses (ROG), NO_X, and PM_{10} 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.

As shown in the table, 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 555 days; thus, the maximum allowable total construction-related emissions of ROG and NO_X pursuant to the FRAQMD thresholds of significance would be 13,875 lbs over the entire construction period (555 days X 25 lbs/day = 13,875 lbs). However, the maximum allowable total construction emissions of 13,875 lbs would equate to 6.9 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.

Construction and Operational Emissions

The General Plan EIR concluded that although compliance with General Plan policies and actions would minimize the potential for General Plan buildout to conflict with or obstruct implementation of the applicable air quality plan, due to the increased level of air pollutant emissions associated with General Plan implementation, a significant and unavoidable impact would occur related to both construction and operational emissions. Relevant General Plan policies include, but are not limited to, Policies Air-1.2, Air-1.4, Air-2.1, and Air-2.2.

It should be noted that since the preparation of the General Plan EIR, regulations pertaining to air quality emissions have become much more stringent. Therefore, the operational emissions from buildout of the proposed project (especially related to energy) are anticipated to be less than what was assumed in the General Plan EIR analysis.

The proposed project's construction-related and operational emissions were quantified using the California Emissions Estimator Model (CalEEMod) web-based version 2022.1.1.28 – a 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 trip generation rates based on the Institute of Transportation Engineers (ITE) Manual, vehicle mix, trip length, average speed, etc. However, where project-specific information is available, such information should be applied in the model. Accordingly, the proposed project's modeling assumed the following:

- Project construction was assumed to start in July of 2025 and occur over approximately 555 working days; and
- 142 Natural gas fireplaces would be included within the residences.

The proposed project's estimated emissions associated with construction and operations are provided below.

Construction Emissions

Based on the CalEEMod results, the proposed project would result in maximum unmitigated construction criteria air pollutant emissions as shown in Table 2. As shown in the table, the proposed project's maximum unmitigated construction emissions would be below the applicable thresholds of significance.

Table 2
Maximum Unmitigated Construction Emissions

Pollutant	Proposed Project Emissions	Threshold of Significance	Exceeds Threshold?
ROG	1.56 tons/year	4.5 tons/year	**NO**
NO_X	1.68 tons/year	4.5 tons/year	**NO**
PM_{10}	21.2 lbs/day	80 lbs/day	**NO**

Source: CalEEMod, September 2024.

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. In addition, all projects under the jurisdiction of the FRAQMD are 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 proposed project's required implementation of the FRAQMD Standard Construction Measures listed above for the project's construction activities would further help to minimize construction-related fugitive dust emissions. Consequently, the proposed project would not conflict with or obstruct implementation of the applicable air quality plans during project construction, and impacts related to such were adequately addressed in the City's General Plan EIR.

Operational Emissions

Based on the CalEEMod results, operation of the proposed project would result in maximum unmitigated criteria air pollutant emissions as shown in Table 3. As shown in the table, the proposed project's operational emissions would be below the applicable thresholds of significance. As such, the proposed project would not result in a significant air quality impact during operations and impacts related to such were adequately addressed in the City's General Plan EIR.

Table 3
Maximum Unmitigated Operational Emissions (lbs/day)

Pollutant	Proposed Project Emissions	Threshold of Significance	Exceeds Threshold?
ROG	14.3	25	**NO**
NO_X	12.0	25	**NO**
PM_{10}	13.5	80	**NO**

Source: CalEEMod, September 2024.

Conclusion

As discussed above, the General Plan EIR concluded that despite implementation of applicable General Plan policies, criteria air pollutant emissions associated with buildout of the General Plan would cause a substantial net increase in emissions that exceeds the FRAQMD regional significance thresholds, and impacts would be significant and unavoidable. For those impacts

determined to be significant in a General Plan EIR, CEQA Section 15183 allows for future environmental documents to limit examination of environmental effects to those impacts which were not already analyzed as a significant effect in the prior EIR, provided that the proposed project is consistent with the General Plan. Given that the proposed project is consistent with the City's General Plan land use designation for the project site, criteria pollutant emissions associated with buildout of the site have been anticipated by the City and analyzed in the General Plan EIR. Because associated impacts were previously determined to be significant and unavoidable, pursuant to CEQA Section 15183, further analysis of issues related to criteria pollutant emissions is not required in this Consistency Memorandum. Nevertheless, for informational purposes, this Memorandum has demonstrated that the proposed project would be anticipated to result in emissions below the applicable thresholds of significance during both construction and operations. Thus, the proposed project would not be considered to conflict with or obstruct implementation of regional air quality plans. Therefore, the proposed project would not result in a significant impact that is peculiar to the project or the project site, or was not identified as a significant effect in the General Plan EIR, and would not result in a more severe adverse impact than the significant effects previously identified within the General Plan EIR.

Carbon Monoxide and Toxic Air Contaminants

Some land uses are considered more sensitive to air pollution than others, due to the types of population groups or activities involved. Heightened sensitivity may be caused by health problems, proximity to the emissions source, and/or duration of exposure to air pollutants. Children, pregnant women, the elderly, and those with existing health problems are especially vulnerable to the effects of air pollution. Sensitive receptors are typically defined as facilities where sensitive receptor population groups (i.e., children, the elderly, the acutely ill, and the chronically ill) are likely to be located. Accordingly, land uses that are typically considered to be sensitive receptors include residences, schools, playgrounds, childcare centers, retirement homes, convalescent homes, hospitals, and medical clinics. The nearest sensitive receptors to the project site are the single-family residences located adjacent to the project site's northern, western, and eastern borders.

The major pollutant concentrations of concern are localized carbon monoxide (CO) emissions and Toxic Air Contaminant (TAC) emissions, which are addressed in further detail below.

Localized CO Emissions

Localized concentrations of CO are related to the levels of traffic and congestion along streets and at intersections. High levels of localized CO concentrations are only expected where background levels are high, and traffic volumes and congestion levels are high. Emissions of CO are of potential concern, as the pollutant is a toxic gas that results from the incomplete combustion of carbon-containing fuels such as gasoline or wood. CO emissions are particularly related to traffic levels.

The General Plan EIR concluded that, based on CO modeling, 2030 General Plan buildout would not be anticipated to result in or contribute to local CO concentrations that exceed the State 1-hour or 8-hour ambient air quality standards of 20 parts per million (ppm) or 9 ppm, respectively, and therefore would not expose sensitive receptors to substantial pollutant concentrations.

The FRAQMD does not recommend specific methodologies for use in the analysis of localized CO emissions. However, several nearby air districts maintain recommended screening protocols to determine whether a proposed project would have the potential to result in excess concentrations of CO. According to the Sacramento Metropolitan Air Quality Management

District's (SMAQMD) CEQA Guidelines, emissions of CO are generally of less concern than other criteria pollutants, as operational activities are not likely to generate substantial quantities of CO.[5] Additionally, the Placer County Air Pollution Control District (PCAPCD), which has jurisdiction over a portion of the SVAB, has a screening level for localized CO impacts. According to the PCAPCD screening levels, a project could result in a significant impact if the project would result in CO emissions from vehicle operations in excess of 550 lbs/day.[6] Based on the CalEEMod results, the proposed project would result in a maximum of 62.3 lbs/day of CO emissions from mobile sources, and, thus, would not result in CO emissions that exceed the PCAPCD screening level. The City of Live Oak has determined that the SMAQMD and PCAPCD guidelines are the appropriate thresholds of significance for the proposed project.

Therefore, based on the guidance of the SMAQMD and PCAPCD, which both have authority over a portion of the SVAB, are adjacent to the FRAQMD, and have similar land use and topography patterns to the FRAQMD, similar to the conclusions of the General Plan EIR, the proposed project would not be expected to result in substantial levels of localized CO at surrounding intersections or generate localized concentrations of CO that would exceed standards or cause health hazards.

TAC Emissions

Another category of environmental concern is TACs. The CARB's Air Quality and Land Use Handbook: A Community Health Perspective (Handbook) provides recommended setback distances for sensitive land uses from major sources of TACs, including, but not limited to, freeways and high traffic roads, distribution centers, and rail yards. The CARB has identified diesel particulate matter (DPM) from diesel-fueled engines as a TAC; thus, high volume freeways, stationary diesel engines, and facilities attracting heavy and constant diesel vehicle traffic are identified as having the highest associated health risks from DPM. Health risks associated with TACs are a function of both the concentration of emissions and the duration of exposure, where the higher the concentration and/or the longer the period of time that a sensitive receptor is exposed to pollutant concentrations would correlate to a higher health risk.

According to the General Plan EIR, implementation of General Plan policies and actions, such as Policies Air-3.1 through 3.4 and Policies LU-5.4 through 5.6, would minimize impacts from community risk and hazards, and impacts related to TACs would be less than significant.

The proposed project does not include any operations that would be considered a substantial source of TACs. Accordingly, operation of the proposed project would not expose sensitive receptors to excess concentrations of TACs.

However, short-term, construction-related activities could result in the generation of TACs, primarily DPM, from on-road haul trucks and off-road equipment exhaust emissions. Construction is temporary and occurs over a relatively short duration in comparison to the operational lifetime of the proposed project. The exposure period typically analyzed in health risk assessments is 30 years or greater, which is substantially longer than the anticipated construction period associated with the proposed project.

In addition, all construction equipment and operation thereof would be regulated per the In-Use Off-Road Diesel Vehicle Regulation. The In-Use Off-Road Diesel Vehicle Regulation includes emissions reducing requirements such as limitations on vehicle idling, disclosure, reporting, and

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5 Sacramento Metropolitan Air Quality Management District. *Guide to Air Quality Assessment, Chapter 4: Operational Criteria Air Pollutant and Precursor Emissions*. October 2020.

6 Placer County Air Pollution Control District. *CEQA Air Quality Handbook* [pg. 38]. November 21, 2017.

labeling requirements for existing vehicles, as well as standards relating to fleet average emissions and the use of Best Available Control Technologies. Thus, off-road diesel vehicles used during construction of the proposed project would be required to comply with statewide emissions reductions targets, which would minimize the amount of DPM emitted by construction equipment operating within each project site.

Furthermore, only portions of each project site would be disturbed at a time during construction. Operation of construction equipment would occur on such portions of the site intermittently throughout the course of a day over the overall construction period. Section 9.30.020 of the City's Municipal Code prohibits construction activities between 10:00 PM and 7:00 AM; thus, construction equipment would not be continually operated within the project site. Because construction equipment on-site would not operate continuously within the project site, would only be operated during the relatively short construction period of the project, and would be used at varying locations within the site, associated emissions of DPM would be limited and off-site concentrations would be low and variable, as DPM is highly dispersive in the atmosphere. Thus, emissions at the project site would be dispersed at the nearest sensitive receptor.

Considering the short-term nature of construction activities, the regulated and intermittent nature of the operation of construction equipment, and the highly dispersive nature of DPM, the likelihood that any one sensitive receptor would be exposed to high concentrations of DPM for any extended period of time would be low. For the aforementioned reasons, project construction would not be expected to expose sensitive receptors to substantial pollutant concentrations.

Conclusion

Based on the above, the proposed project would not expose any sensitive receptors to substantial concentrations of localized CO or TACs during construction or operation. Therefore, the proposed project would not result in a significant impact that is peculiar to the project or the project site, or was not identified as a significant effect in the General Plan EIR, and would not result in a more severe adverse impact than the significant effects previously identified within the General Plan EIR.

Odors

Emissions such as those leading to odors have the potential to adversely affect sensitive receptors within the project area. Pollutants of principal concern include emissions leading to odors, emission of dust, or emissions considered to constitute air pollutants. Air pollutants have been discussed above. Therefore, the following discussion focuses on emissions of odors and dust.

According to the General Plan EIR, implementation of General Plan policies and programs, such as Implementation Program Air-3, which requires implementation of measures to reduce exposures of sensitive receptors to odorous emissions, would ensure that impacts related to odorous emissions would be less than significant.

Odors are generally regarded as an annoyance rather than a health hazard. Manifestations of a person's reaction to odors can range from psychological (e.g., irritation, anger, or anxiety) to physiological (e.g., circulatory and respiratory effects, nausea, vomiting, and headache). The presence of an odor impact is dependent on a number of variables including: the nature of the odor source; the frequency of odor generation; the intensity of odor; the distance of odor source to sensitive receptors; wind direction; and sensitivity of the receptor.

Due to the subjective nature of odor impacts, the number of variables that can influence the potential for an odor impact, and the variety of odor sources, quantitative analysis to determine the presence of a significant odor impact is difficult. Typical odor-generating land uses include, but are not limited to, wastewater treatment plants, landfills, and composting facilities. The proposed project would not introduce any such land uses, and operation of the proposed project is not anticipated to produce any objectionable odors.

Construction activities often include diesel-fueled equipment and heavy-duty trucks, which could create odors associated with diesel fumes that may be considered objectionable. However, construction activities associated with the proposed project would be minor and all construction equipment and operation thereof would be regulated per the CARB's In-Use Off-Road Diesel Vehicle Regulation. In addition, operation of construction equipment would be prohibited between the hours of 10:00 PM and 7:00 AM, pursuant to Live Oak Municipal Code Section 9.30.020. Considering the short-term nature of construction activities, as well as the regulated and intermittent nature of the operation of construction equipment, construction of the proposed project would not be expected to create objectionable odors affecting a substantial number of people. Furthermore, as noted previously, the proposed project would be required to implement the FRAQMD's standard mitigation measures, including implementation of a Fugitive Dust Control Plan. Measures included in the Fugitive Dust Control Plan would act to reduce construction-related dust, and could include: ensuring that haul trucks with loose material are covered, reducing vehicle dirt track-out, and limiting vehicle speeds within project site.

For the aforementioned reasons, construction and operation of the proposed project would not result in emissions (such as those leading to odors) adversely affecting a substantial number of people. Furthermore, given that the proposed project is consistent with the site's General Plan land use and zoning designations, emissions associated with construction and operation of the proposed project have been anticipated and analyzed in the General Plan EIR. Therefore, the proposed project would not result in a significant impact that is peculiar to the project or the project site, was not identified as a significant effect in the General Plan EIR, and would not result in a more severe adverse impact than the significant effects previously identified within the General Plan EIR.

Cultural and Tribal Cultural Resources

The General Plan EIR concluded that although proposed land uses and infill development associated with General Plan buildout could potentially affect both known and unknown historic or cultural resources, the goals, policies, and programs included in the General Plan would reduce any potential impacts to such resources to a less-than-significant level. Although the General Plan EIR does not specifically address impacts to tribal cultural resources, the General Plan EIR concluded that compliance with existing regulations and General Plan policies would ensure that potential impacts to unknown archaeological resources or human remains would be less than significant.

According to the General Plan EIR, known historic resources in the City include the Sutter Butte Canal, the Live Oak Cemetery, the Northern Electric Railroad, the Metteer Residence, the Bihlman Family Residence, the Works Progress Administration (WPA) 1939 Bridge, and palm trees within the Live Oak Historic Commercial District. The General Plan EIR does not identify any known historical resources on or adjacent to the project site.

To ensure cultural resources have not been discovered on the project site since preparation of the General Plan EIR, a California Historic Resources Information System (CHRIS) search was performed for the proposed project. Based on the results of the project-specific CHRIS search,

four cultural resource studies have been previously conducted that included the project area, and known historic or archaeological resources have not been identified on or adjacent to the project site. The CHRIS search concluded that a low potential exists for previously unrecorded cultural resources to occur on-site, based on the environmental setting of the site. In addition, a search of the Native American Heritage Commission (NAHC) Sacred Lands File was conducted for the project site, which yielded a negative result. Assembly Bill (AB) 52 (PRC Section 21080.3.1) notification to tribes is not required for the proposed project, given that this Consistency Memorandum determines that additional environmental review is not required for the project, consistent with CEQA Guidelines Section 15183.

While known resources are not located on-site, in the event that historical, archaeological, and/or tribal cultural resources are discovered during construction or grading activities, the project would be required to comply with all applicable General Plan policies and programs, including General Plan Implementation Program Cultural-1, which would require all new development to identify and protect significant archaeological or traditional sites, avoid potential impacts to significant cultural and tribal cultural resources whenever possible and to conduct mitigation if impacts are unavoidable. In addition, as discussed in the General Plan EIR, the proposed project would be required to adhere to California Health and Safety Code Section 7050.5 and Section 7052 of California PRC Section 5097 if human remains are uncovered during ground disturbing activities.

As previously discussed, pursuant to CEQA Guidelines Section 15183(f), "An effect of a project on the environment shall not be considered peculiar to the project or the parcel for the purposes of this section if uniformly applied development policies or standards have been previously adopted by the city or county with a finding that the development policies or standards will substantially mitigate that environmental effect when applied to future projects, unless substantial new information shows that the policies or standards will not substantially mitigate the environmental effect. […]" In the case of the proposed project, compliance with the City's General Plan policies and programs would substantially mitigate potential project impacts to cultural and tribal cultural resources.

Based on the above, impacts related to causing a substantial adverse change in the significance of a historic or archaeological resource pursuant to CEQA Guidelines Section 15064.5 and/or disturbing human remains, including those interred outside of formal cemeteries, as well as impacts related to resulting in a substantial adverse change in the significance of a tribal cultural resource, were adequately addressed in the General Plan EIR. Therefore, the proposed project would not result in a significant impact that is peculiar to the project or the project site, or was not identified as a significant effect in the General Plan EIR, and would not result in a more severe adverse impact than the significant effects previously identified within the General Plan EIR.

Greenhouse Gas Emissions

Greenhouse gas (GHG) emissions 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. As such, impacts related to emissions of GHGs are inherently considered cumulative.

The General Plan EIR analyzed the potential for implementation of the General Plan to result in the generation of levels of GHGs that could cause cumulatively considerable impacts to the

environment. According to the General Plan EIR, buildout of the 2030 General Plan would result in substantially higher GHG emissions compared to existing levels. While the policies and programs included in the General Plan that are designed to reduce GHG emissions would ensure consistency with AB 32, and therefore would not conflict with any relevant adopted plan, policy, or regulation related to GHG emissions or climate change, the large amount of development could result in or substantially contribute to GHG emissions. Thus, the General Plan EIR concluded substantial quantity of GHG emissions would be cumulatively considerable, and even with implementation of mitigation, would remain significant and unavoidable.

Implementation of the proposed project would cumulatively contribute to increases of GHG emissions. Estimated GHG emissions attributable to the project would be primarily associated with increases of carbon dioxide (CO_2) and, to a lesser extent, other GHG pollutants, such as methane (CH_4) and nitrous oxide (N_2O) associated with area sources, mobile sources or vehicles, utilities (electricity and natural gas), water usage, wastewater generation, and the generation of solid waste. The primary source of GHG emissions for the project would be mobile source emissions. The common unit of measurement for GHG is expressed in terms of annual metric tons of CO_2 equivalents ($MTCO_2e$/yr).

Recognizing the global scale of climate change, California has enacted several pieces of legislation in an attempt to address GHG emissions. Specifically, AB 32, and more recently Senate Bill (SB) 32 and Executive Order (EO) B-55-18, have established statewide GHG emissions reduction targets. Accordingly, the CARB has prepared the Climate Change Scoping Plan for California (Scoping Plan), which was approved in 2008, and most recently updated in 2022. The Scoping Plan provides the outline for actions to reduce California's GHG emissions and achieve the emissions reductions targets required by the aforementioned regulations. In concert with statewide efforts to reduce GHG emissions, air districts, counties, and local jurisdictions throughout the State have implemented their own policies and plans to achieve reductions in line with the Scoping Plan and emissions reductions targets, including AB 32, SB 32, and EO B-55-18.

The FRAQMD has not yet adopted thresholds of significance to assess potential impacts resulting from project-related GHG emissions. However, other air districts within California, such as PCAPCD, have adopted quantitative emissions threshold that may be used in the analysis of GHG emissions from proposed land use projects. Because the PCAPCD has jurisdiction over a portion of the SVAB, in which the City of Live Oak is located, and is adjacent to the FRAQMD, the City has determined it is appropriate to compare the proposed project's GHG emissions to PCAPCD quantitative emissions thresholds.

For project construction, the PCAPCD established a Bright Line threshold of 10,000 $MTCO_2e$/yr. Should construction of a proposed project emit GHG emissions in excess of 10,000 $MTCO_2e$/yr, the project would be considered to have a cumulatively considerable contribution to global climate change.

The PCAPCD's operational thresholds begin with a screening emission level of 1,100 $MTCO_2e$/yr. Any project below the 1,100 MT CO_2e/yr threshold is judged by the PCAPCD as having a less-than-significant impact on GHG emissions within the PCAPCD and, thus, would not conflict with any State or regional GHG emissions reduction goals. Projects that would result in emissions above the 1,100 MT CO_2e/yr threshold would not necessarily result in substantial impacts, if certain efficiency thresholds are met. The efficiency thresholds, which are based on service populations or square footage, are presented in Table 4.

Table 4
PCAPCD Operational GHG Efficiency Thresholds of Significance

Residential ($MTCO_2e$/capita)		Non-Residential ($MTCO_2e$/1,000 sf)	
Urban	**Rural**	**Urban**	**Rural**
4.5	5.5	26.5	27.3

Source: Placer County Air Pollution Control District. CEQA Handbook. 2017.

The PCAPCD further advises that, regardless of emissions efficiency, should a project result in operational emissions in excess of 10,000 $MTCO_2e$/yr, the project would be considered to have a cumulatively considerable contribution to global climate change.

Construction

Construction-related GHG emissions are a one-time release and are, therefore, not typically expected to generate a significant contribution to global climate change, as global climate change is inherently a cumulative effect that occurs over a long period of time and is quantified on an annual basis.

Pursuant to PCAPCD guidelines, a single-family residential project with less than 646 units would be assumed to generate emissions below the PCAPCD's Bright Line threshold.[7] Because the proposed project would include development of 142 single-family residential units, construction of the proposed project would not be expected to exceed applicable GHG emission thresholds. Nonetheless, to ensure the proposed project would result in emission below the PCAPCD's threshold, GHG emissions were modeled using CalEEMod under the same assumptions as presented above in the Air Quality section of this Consistency Memorandum.

The estimated unmitigated maximum construction-related emissions from the proposed project are presented in Table 5.

Table 5
Unmitigated Annual Construction GHG Emissions

	Maximum GHG Emissions ($MTCO_2e$/yr)
Project Emissions	373
PCAPCD Significance Threshold	10,000.00
Exceeds Threshold?	**NO**

Source: CalEEMod, September 2024.

As shown in the table above, the maximum annual emissions related to implementation would be well below the PCAPCD's construction threshold of 10,000 $MTCO_2e$/yr, and project construction would not be considered to result in a cumulatively considerable contribution to global climate change.

Based on the above, construction of the proposed project would not result in a significant impact related to construction GHG emissions.

Operations

The modeling assumptions for the GHG emissions related to operations of the proposed project were modeled using CalEEMod under the same assumptions as presented above in the Air

[7] Placer County Air Pollution Control District. *CEQA Air Quality Handbook*. November 21, 2017.

Quality section of this Consistency Memorandum. The estimated annual unmitigated operational GHG emissions of the proposed project are presented in Table 6.

As presented in Table 6, the proposed project would result in maximum annual operational GHG emissions below the PCACPD's Bright Line Threshold of 10,000 $MTCO_2e$/yr. However, emissions would exceed the PCAPCD's Screening Level Threshold. Therefore, the project has been further evaluated in comparison with the efficiency thresholds presented in Table 4. The efficiency thresholds are in units of $MTCO_2e$/yr per capita for residential projects in rural or urban settings. In general, urban projects are considered to involve shorter vehicle trips, which would inherently reduce GHG emissions from mobile sources, while rural projects are considered to involve relatively longer vehicle trips and proportionally higher GHG emissions from mobile sources.

Table 6
Unmitigated Maximum Annual Project Operational GHG Emissions

Emission Source	GHG Emissions ($MTCO_2e$/yr)
Mobile	2,459
Area	113
Energy	333
Water	9.63
Waste	36.4
Refrigerants	0.33
Total Annual GHG Emissions	*2,951*
PCAPCD Screening Level Threshold	**1,100.00**
PCAPCD Bright Line Threshold	**10,000.00**

Note: Rounding may result in small differences in summation.

Source: CalEEMod, September 2024.

In recognition of the inherent inequality between mobile source GHG emissions from rural and urban projects, PCAPCD established higher efficiency thresholds for rural projects as compared to urban projects. The PCAPCD directs lead agencies to determine whether a project is considered rural or urban. The proposed project is located within a generally rural region, and, therefore, the rural residential efficiency threshold was determined to be the appropriate threshold for the proposed project. In order to calculate GHG emissions per capita for the proposed project, the population increase resulting from the proposed project was determined based on the average persons per household in the City of Live Oak; the 142-unit development would result in a population increase of approximately 534 residents (142 units X 3.76 persons per household = 534 new residents).[8] The estimated GHG emissions per capita for the proposed project are presented below in Table 7 and compared to the applicable PCAPCD efficiency threshold.

Table 7
Unmitigated Maximum Annual Project Operational GHG Emissions Per Capita

Project Emissions ($MTCO_2e$/yr/capita)	PCAPCD Efficiency Threshold for Rural Residential Projects ($MTCO_2e$/yr/capita)
5.52	5.5

[8] U.S. Census Bureau. *Live Oak city, California*. Available at: https://data.census.gov/profile/Live_Oak_city,_California?g=160XX00US0641936#families-and-living-arrangements. Accessed September 2024.

As shown in the table, the proposed project would result in operational GHG emissions slightly above the applicable PCAPCD efficiency threshold. Therefore, operation of the proposed project would be considered to generate GHG emissions that exceed the PCAPCD thresholds of significance.

Conclusion

Based on the above, while implementation of the proposed project would result in the emission of GHGs, construction of the proposed project would result in emissions less than the PCAPCD thresholds of significance. However, operational emissions associated with the proposed project would exceed the applicable thresholds. Therefore, the proposed project could generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment, or conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. However, as discussed above, the General Plan EIR concluded that buildout of the General Plan would result in a cumulatively considerable and significant and unavoidable impact related to GHG emissions, and subsequently adopted a Statement of Overriding Considerations. Because the proposed project is consistent with the site's General Plan land use and zoning designations, GHG emissions associated with operation of the proposed project have been anticipated and analyzed in the General Plan EIR. Therefore, the proposed project would not result in a significant impact that is peculiar to the project or the project site, or was not identified as a significant effect in the General Plan EIR, and would not result in a more severe adverse impact than the significant effects previously identified within the General Plan EIR.

Remaining Impact Areas

In addition to the CEQA topics discussed in the previous sections of this 15183 Consistency Memorandum, the General Plan EIR included analysis of the following issue areas:

- Aesthetics;
- Agriculture and Forestry Resources;
- Biological 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;
- Transportation;
- Utilities and Service Systems; and
- Wildfire.

As discussed previously, construction and operation activities associated with the proposed project would occur within a site previously analyzed as part of the General Plan EIR and would not result in any increase to the area of disturbance previously anticipated by the General Plan EIR. For these reasons, and given that site conditions, as well as conditions in the project vicinity, have generally remained the same since adoption of the General Plan EIR, the proposed project would not result in new significant impacts or substantially more significant impacts related to the

following environmental issue areas: aesthetics, agriculture and forestry resources, geology and soils, hazards and hazardous materials, hydrology and water quality, mineral resources, noise, public services, recreation, and wildfire. For example, new scenic vistas have not appeared within the project vicinity subsequent to the adoption of the General Plan EIR, and project design would be required to comply with applicable General Plan policies and City of Live Oak regulations related to building height, setback, and neighborhood character. Similarly, the project site has not undergone changes related to farmland, subsurface conditions, or hydrology since adoption of the General Plan EIR; as discussed above, although the proposed project would result in the conversion of Prime Farmland and Farmland of Statewide Importance, the General Plan EIR acknowledged that such impacts would be significant and unavoidable. The existing uses within the project vicinity are the same or similar to those that existed during preparation of the General Plan EIR. As such, project construction would not be anticipated to result in substantial increases in impacts to existing sensitive receptors beyond the levels anticipated by the General Plan EIR. For example, both temporary and permanent increases in the ambient existing noise levels in the project vicinity would be consistent with what was anticipated for the site in the General Plan EIR, and the proposed project would not result in the exposure of noise-sensitive receptors to significant noise levels. Therefore, the proposed project would not result in new or substantially more significant impacts beyond what was identified in the General Plan EIR.

Similarly, the biological resources in the project vicinity and at the project site have remained the same since adoption of the General Plan EIR. As shown in Exhibit 4.6-2, Special-Status Species and Natural Communities, of the General Plan EIR, the project site is not located in the vicinity of any occurrences of special-status species protected under State and/or federal regulations. A search for special-status species previously recorded within the nine U.S. Geological Survey (USGS) quadrangles including and surrounding the project site was conducted using the California Natural Diversity Database (CNDDB). Based on the results of the CNDDB search, new occurrences of special-status species have not been recorded within the project site or the site vicinity since the adoption of the General Plan EIR. As such, the potential for adverse impacts to biological resources as part of the proposed project is low. Consistency with the General Plan policies identified in the General Plan EIR would ensure that new or substantially more significant impacts beyond what was identified in the General Plan EIR would not occur.

With respect to energy, the proposed project would be subject to the currently adopted 2022 California Green Building Standards Code (CALGreen Code) and the Building Energy Efficiency Standards (Title 24, Part 6 of the California Code of Regulations), which include more stringent requirements related to energy efficiency than previous iterations of the aforementioned regulations to move the State closer to its net-zero energy goals. The 2022 Building Energy Efficiency Standards are designed to move the State closer to its net-zero energy goals for new residential development by requiring all new residences to install enough renewable energy to offset the electricity needs of each residential unit, as well as battery storage to maximize on-site use of solar energy and avoid electricity demand during peak consumption periods on the grid. Energy reductions relative to previous Building Energy Efficiency Standards are achieved through various regulations, including requirements for the use of high-efficacy lighting, improved water heating system efficiency, and high-performance attics and walls. Additionally, all construction equipment and operation thereof would be regulated per the CARB In-Use Off-Road Diesel Vehicle Regulation. The In-Use Off-Road Diesel Vehicle Regulation is intended to reduce emissions from in-use, off-road, heavy-duty diesel vehicles in California by imposing limits on idling, requiring all vehicles to be reported to CARB, restricting the addition of older vehicles into fleets, and requiring fleets to reduce emissions by retiring, replacing, or repowering older engines, or installing exhaust retrofits. The In-Use Off-Road Diesel Vehicle Regulation would subsequently help to improve fuel efficiency and reduce GHG emissions. Technological innovations and more

stringent standards are being researched, such as multi-function equipment, hybrid equipment, or other design changes, which could help to reduce demand on oil and emissions associated with construction. Thus, the proposed project would not result in new significant impacts or substantially more significant impacts related to energy beyond what were identified in the General Plan EIR.

With respect to impacts related to transportation, since the release of the General Plan EIR, the law has changed with respect to how transportation-related impacts may be addressed under CEQA. Traditionally, lead agencies used level of service (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. Mitigation measures typically took the form of capacity-increasing improvements, which often had their own environmental impacts (e.g., to biological resources). Depending on circumstances, and an agency's tolerance for congestion (e.g., as reflected in its general plan), LOS D, E, or F often represented significant environmental effects. In 2013, the Legislature passed legislation with the intention of ultimately removing LOS in most instances as a basis for environmental analysis under CEQA. 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 vehicle miles traveled (VMT) methodology, when the previously certified EIR used the LOS methodology."[9] The General Plan, as amended, anticipated low-density residential uses for the project site, which was then considered during preparation of the General Plan EIR. Given that the proposed project would be consistent with the site's General Plan designation, the proposed project would be consistent with the findings contained within the General Plan EIR. As discussed therein, all City roadways would remain operating at an acceptable LOS with the exception of a portion of Kola Street from N Street to State Route (SR) 99, which is not located near the project site. In addition, the proposed project would be subject to all applicable transportation policies and programs identified in the General Plan EIR. Overall, the proposed project would not result in substantial alterations to the existing roadway network in the immediate project vicinity and would not substantially increase the population or associated levels of traffic.

Finally, with respect to land use and planning and population and housing, the proposed project would not physically divide an established community. In addition, although the currently proposed TSM would include the development of 25 more residential units than was anticipated for the site in the 2008 IS, the currently proposed project would be consistent with the site's General Plan land use and zoning designations, and, thus, would be consistent with the General Plan, as amended. New utility lines installed as part of the proposed project would be extended from existing lines in the adjacent roadway network and would be constructed consistent with the City's applicable engineering design standards. Additionally, any new utility lines associated with the proposed project would be sized to accommodate only the project, thereby ensuring the project does not induce substantial unplanned population growth. Furthermore, the proposed project would be subject to applicable development impact fees, ensuring the project's fair-share

[9] 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 September 2024.

contribution for any improvements to various public services and utilities. Thus, the proposed project would not result in new significant impacts or substantially more significant impacts related to the aforementioned environmental issue areas beyond what were identified in the General Plan EIR.

It should be noted that the General Plan EIR does not include any mitigation measures, and, thus, does not include any mitigation that would be applicable to the proposed project. The proposed project would be required to comply with all applicable General Plan policies and implementation programs for the purpose of reducing environmental impacts to a less-than-significant level.

Thus, with respect to the foregoing issue areas, the proposed project would result in similar impacts as those identified within the General Plan EIR. Compliance with applicable federal, State, and local policies, regulations, and standards would ensure impacts related to the aforementioned issue areas would be reduced to a less-than-significant level.

F. CONCLUSION

As demonstrated by the discussions above, pursuant to CEQA Guidelines Section 15183, additional environmental review under CEQA would not be required for the proposed project.