PUBLIC REVIEW DRAFT

INITIAL STUDY/ MITIGATED NEGATIVE DECLARATION

FOR THE

WILLIAMS FIRE STATION

Williams, CA

August 2024

Prepared for:

Williams Fire Protection Authority
810 E Street
Williams, CA 95987

Prepared by:

BaseCamp Environmental, Inc.
802 W. Lodi Avenue
Lodi, CA 95240

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LIST OF ACRONYMS AND ABBREVIATIONS USED IN THIS DOCUMENT

AB	Assembly Bill
APN	Assessor's Parcel Number
ARB	California Air Resources Board
BMP	Best Management Practice
CalEEMod	California Emissions Estimator Model
CalEnviro Screen	California Communities Environmental Health Screening Tool
Cal Fire	California Department of Forestry and Fire Protection
CALGreen	California Green Building Standards Code
CCAPCD	Colusa County Air Pollution Control District
CEQA	California Environmental Quality Act
CNDDB	California Natural Diversity Database
CO_2e	carbon dioxide equivalent
dBA	A-weighted decibel
EIR	Environmental Impact Report
FEMA	Federal Emergency Management Agency
GHG	greenhouse gas
IS/ND	Initial Study/Negative Declaration
MS4	municipal separate storm sewer system
NO_x	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
NSVPA	Northern Sacramento Valley Planning Area
PG&E	Pacific Gas and Electric Company
PM_{10}	particulate matter 10 microns or less in diameter
$PM_{2.5}$	particulate matter 2.5 microns or less in diameter
ROG	reactive organic gases
SB	Senate Bill
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	toxic air contaminant
VMT	vehicle miles traveled

MITIGATED NEGATIVE DECLARATION

A. General Project Information

Project Title:	Williams Fire Station
Lead Agency Name and Address:	Williams Fire Protection Authority 810 E Street Williams, CA 95987
Contact Person and Phone Number:	Jeff Gilbert, Fire Chief 530-473-2269
Project Location:	Northwest corner of Ella Street and Husted Road in eastern Williams.
Project Sponsor Name and Address:	Williams Fire Protection Authority
General Plan Designation:	Business Park
Zoning:	Business Park
Project Description:	The project proposes construction of a fire station on a one-acre parcel in eastern Williams, adjacent to and north of Ella Street. The total footprint of the station would be approximately 11,167 square feet, of which 10,651 square feet would be occupied by the station building and 516 square feet would be occupied by an ambulatory area supporting emergency medical services. The project would be connected to the water and sewer systems operated by the City of Williams.
Surrounding Land Uses and Setting:	The immediate vicinity of the project site is mostly vacant. The Williams Airport is east of the project site across Husted Road. The Woodland Community College extension is approximately one-quarter west of the project site along Ella Street.
Other Public Agencies Whose Approval is Required:	State Water Resources Control Board (Construction General Permit)

Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code Section 21080.3.1? If so, has consultation begun?	No consultation initiated.

B. Environmental Factors Potentially Affected

The environmental factors checked below may be significantly affected by this project, involving at least one impact that is a "Potentially Significant Impact" prior to mitigation, as described in the checklist and narrative on the following pages, and in the Summary Table at the end of Chapter 1.0.

☐ Aesthetics	☐ Agriculture/Forestry Resources	☐ Air Quality
☐ Biological Resources	☑ Cultural Resources	☐ Energy
☐ Geology/Soils	☐ Greenhouse Gas Emissions	☐ Hazards/Hazardous Materials
☐ Hydrology/Water Quality	☐ Land Use	☐ Mineral Resources
☐ Noise	☐ Population/Housing	☐ Public Services
☐ Recreation	☐ Transportation	☐ Tribal Cultural Resources
☐ Utilities/Service Systems	☐ Wildfire	☐ Mandatory Findings of Significance

C. Lead Agency Determination

On the basis of this initial evaluation:

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

☑ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project and/or mitigation measures that would reduce potential effects to a less than significant level have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

WILLIAMS FIRE PROTECTION AUTHORITY

Jeff Gilbert, Fire Chief _____ Date

1.0 INTRODUCTION

1.1 Project Brief

This document is an Initial Study/Negative Declaration (IS/ND) for the Williams Fire Station project (project). The project site is located along Ella Street in the City of Williams, Colusa County, California (Figures 1-1 through 1-5). The Williams Fire Protection Authority (Fire Authority) is the project proponent. The IS/ND has been prepared in compliance with the requirements of the California Environmental Quality Act (CEQA). For the purposes of this CEQA analysis, the Fire Authority is the Lead Agency for the project.

The project proposes the construction of a fire station on a one-acre parcel in eastern Williams. The total footprint of the station would be approximately 11,167 square feet, of which 10,651 square feet would be occupied by the station building and 516 square feet would be occupied by an ambulatory area supporting emergency medical services. The project would be connected to the water and sewer systems operated by the City of Williams. The project would require approval by the Williams Planning Director.

1.2 Purpose of Initial Study

CEQA requires that public agencies document and consider the potential environmental effects of the agency's actions that meet CEQA's definition of a project. Briefly summarized, a "project" is an action that may cause direct or indirect physical changes in the environment. A project includes the agency's direct activities and activities that involve public agency approvals or funding. The State CEQA Guidelines (California Code of Regulations Title 14, Division 6, Chapter 3) provides guidance for an agency's implementation of CEQA.

Provided that a project is not exempt from CEQA, the first step in the agency's consideration of its potential environmental effects is the preparation of an Initial Study. The purpose of an Initial Study is to determine whether the project would involve "significant" environmental effects, as defined by CEQA, and to describe feasible mitigation measures that would avoid identified significant effects or reduce them to a level that is less than significant. If the Initial Study does not identify significant effects, then the agency ordinarily prepares a Negative Declaration. If the Initial Study concludes that significant effects would occur but also identifies mitigation measures that would reduce these significant effects to a level that is less than significant, then the agency may prepare a Mitigated Negative Declaration. If a project would involve significant effects that cannot be feasibly mitigated, then the agency must prepare an Environmental Impact Report (EIR). The agency may also decide to proceed directly with the preparation of an EIR without first preparing an Initial Study.

The proposed project is a "project" as defined by CEQA and is not exempt from CEQA consideration. The City has determined that the project may have potentially significant environmental effects and therefore requires preparation of an Initial Study. This Initial Study describes the proposed project and its environmental setting, discusses the potential environmental effects of the project, and identifies feasible mitigation measures that would eliminate any potentially significant environmental effects of the project or reduce them to a level that would be less than significant. The Initial Study considers the project's potential for significant environmental effects in the following subject areas:

- Aesthetics
- Agricultural Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation/Traffic
- Tribal Cultural Resources
- Utilities and Service Systems
- Wildfire
- Mandatory Findings of Significance (including Cumulative Impacts)

This Initial Study concludes that the project would not have potentially significant environmental impacts, either by itself or with the application of regulations, ordinances, and standards. No mitigation measures would be required. As a result, the City has prepared a Negative Declaration and has issued a Notice of Intent to adopt the IS/ND for the project. The Notice of Intent, inside the cover of this document, shows the time available for public comment on the IS/ND.

1.3 Project Background

The Williams Fire Protection Authority was formed in 1994 for the purpose of protecting life and property within the City of Williams and the surrounding rural area by providing fire protection services. From their current single station on 810 E Street, they provide response to medical and fire calls and for other emergency response purposes. The Fire Authority is responsible for reviewing site and building plans and both administering and enforcing compliance with the California Fire Code. The areas that are most susceptible to wildfires are those to the west of Williams, which increase in severity with distance from the community (City of Williams 2023).

While a one and one-half mile radius covers the entire City limits from the E Street station, the response time to eastern Williams (i.e., the area east of Interstate 5) is dependent upon whether or not there is a train crossing E Street. If so, fire response must be rerouted north to Old Highway 20, which lengthens the trip and increases the time of response. As the community expands eastward, a second station is considered warranted on the east side of town (City of Williams 2023). In recent years, development has occurred in eastern

Williams, including the Woodland Community College center, the California Highway Patrol office, the Colusa County Office of Education and its Education Village, and highway commercial development near Interstate 5.

1.4 Environmental Evaluation Checklist Terminology

The project's potential environmental effects are evaluated in the Environmental Evaluation Checklist presented in Chapter 3.0 of this IS/ND. The checklist includes a list of environmental considerations against which the project is evaluated. For each question, the City determines whether the project would involve 1) a Potentially Significant Impact, 2) a Less Than Significant Impact with Mitigation Incorporated, 3) a Less Than Significant Impact, or 4) No Impact.

- A Potentially Significant Impact occurs when there is substantial evidence that the project would involve a substantial adverse change to the physical environment, i.e., the environmental effect may be significant, and feasible mitigation measures have not been defined that would reduce the impact to a level that would be less than significant. If there is a Potentially Significant Impact entry in the Initial Study, then an EIR is required. No Potentially Significant Impacts have been identified in this IS/ND.

- An environmental effect that is Less Than Significant with Mitigation Incorporated is a Potentially Significant Impact that can be avoided or reduced to a level that is less than significant with the application of defined mitigation measures. No such impacts have been identified in this IS/ND.

- A Less Than Significant Impact occurs when the project would involve an environmental impact, but the impact would not cause a substantial adverse change to the physical environment such that mitigation would be required. This IS/ND identifies numerous impacts that are considered Less Than Significant.

- A determination of No Impact is self-explanatory. This IS/ND identifies several areas of environmental concern in which the project would have No Impact on the physical environment.

This IS/ND identifies certain potential environmental effects that would be reduced or eliminated by implementation of existing provisions of law and standards of practice related to land use planning and environmental protection. Where appropriate, such provisions, considered part of the existing regulatory environment, are identified and considered in the environmental impact analysis, and the degree to which they would reduce potential environmental effects is discussed.

1.5 Summary of Environmental Effects and Mitigation Measures

Table 1-1, which follows Figures 1-1 through 1-4, summarizes the results of the Environmental Evaluation Checklist and associated narrative discussion in Chapter 3.0 of this IS/ND. The potential environmental impacts of the proposed project are listed in the left-most column of this table. The level of significance of each impact is indicated in the second column. Feasible mitigation measures that avoid or minimize the impacts, if necessary, are shown in the third column, and the significance of the impact after the mitigation measures are applied is shown in the fourth column. As has been noted, no mitigation measures have been identified for this project.

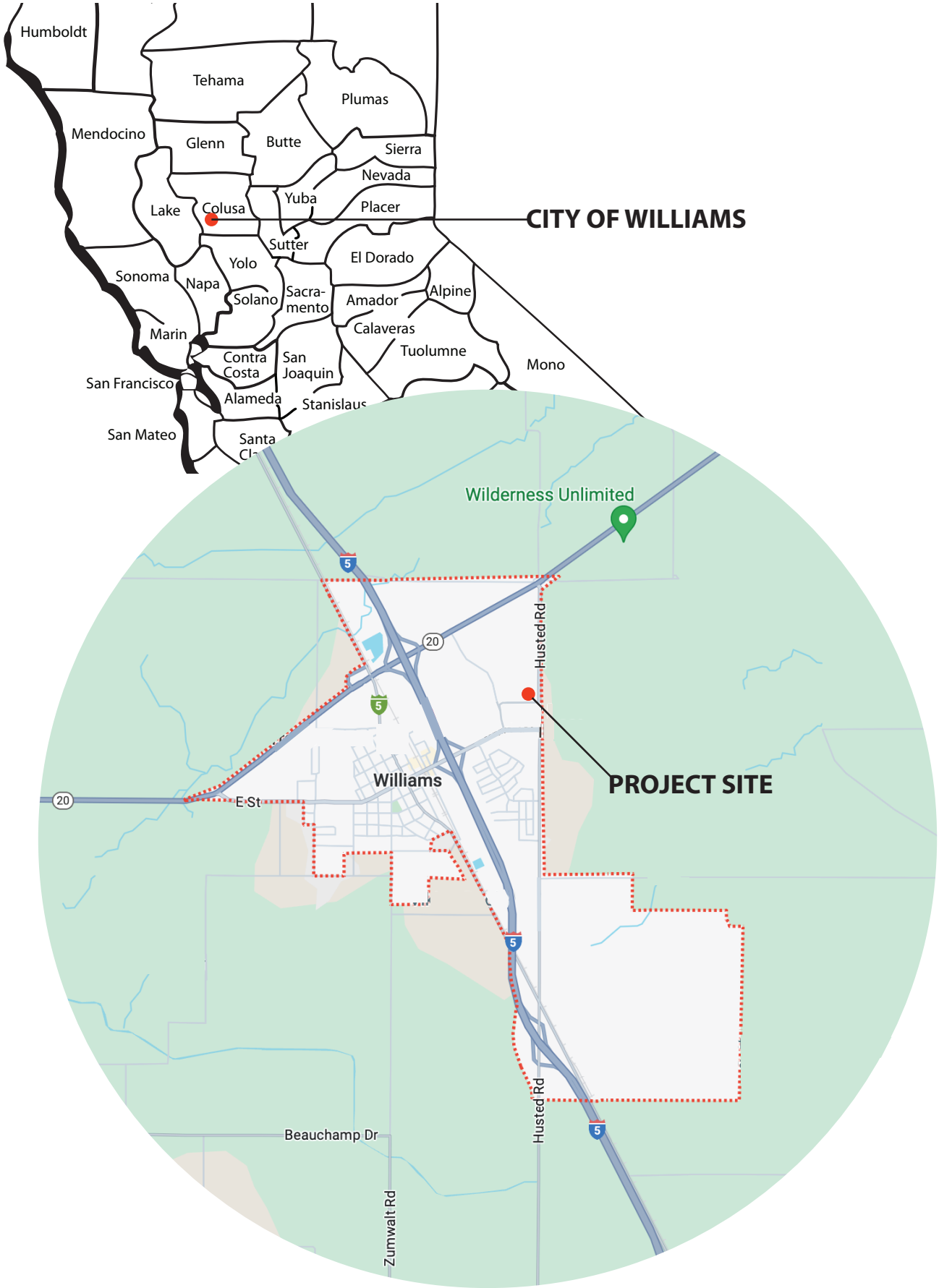
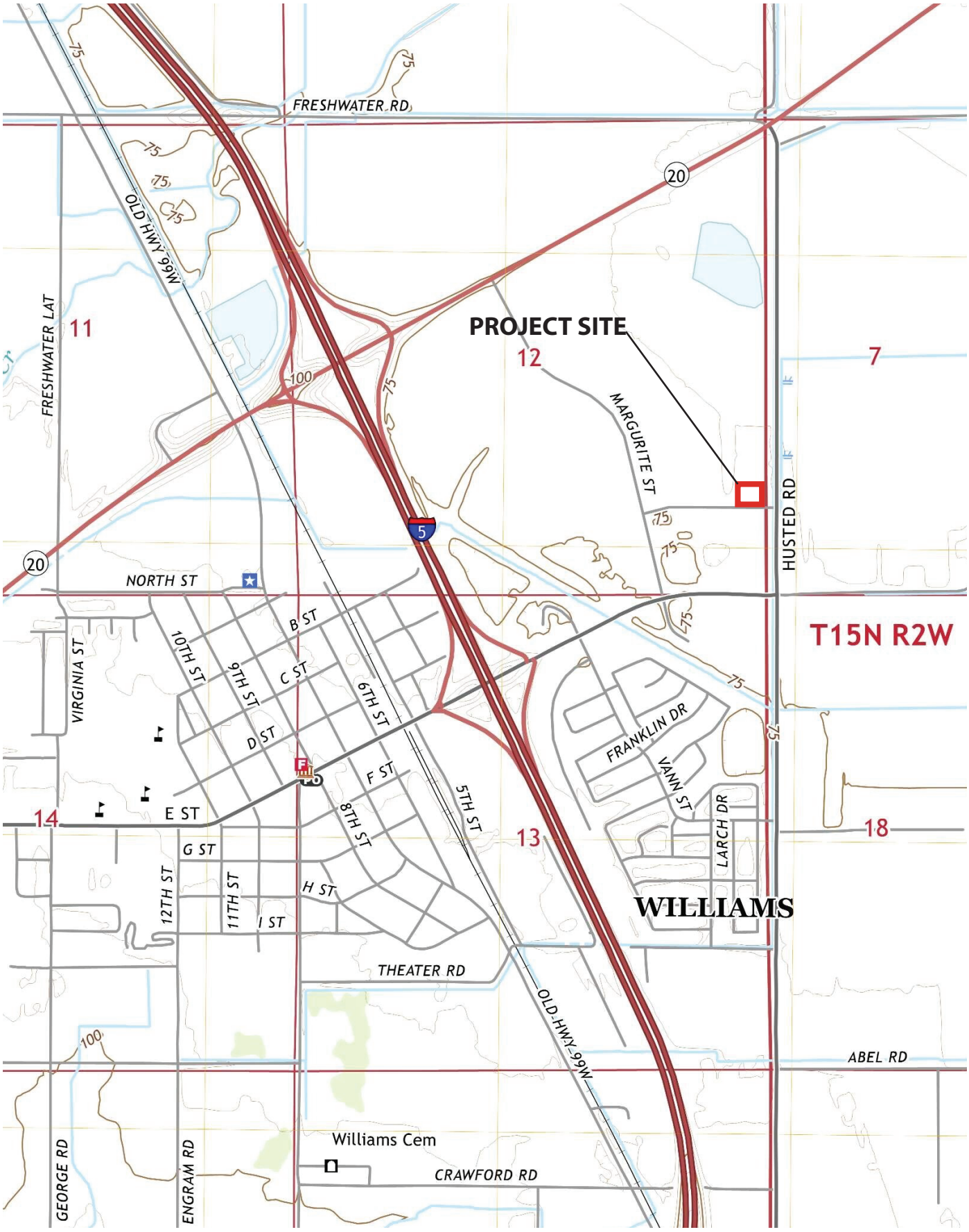


Figure 1
REGIONAL LOCATION MAP

Figure 2
STREET MAP



BaseCamp Environmental

SOURCE: USGS Quadrangle Map, Williams CA, 2022.

Figure 3
USGS MAP

BaseCamp Environmental

SOURCE: Google Earth

Figure 4
AERIAL PHOTO

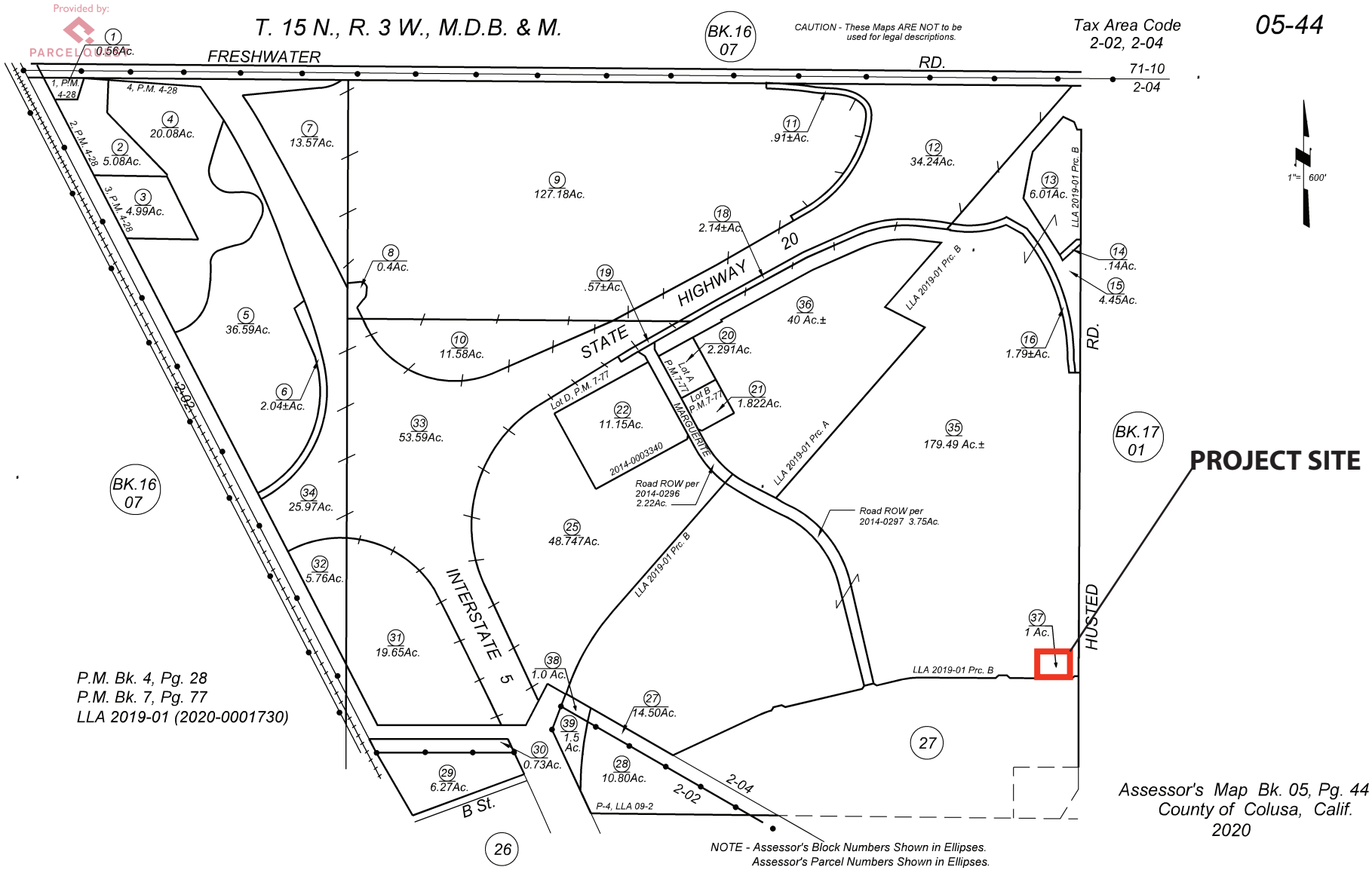


Figure 5
ASSESSOR PARCEL MAP

TABLE 1-1
SUMMARY OF ENVIRONMENTAL IMPACTS

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation Measures
3.1 AESTHETICS			
a) Scenic Vistas	LS	None required	-
b) Scenic Resources and Highways	NI	None required	-
c) Visual Character and Quality	LS	None required	-
d) Light and Glare	LS	None required	-
3.2 AGRICULTURE AND FORESTRY RESOURCES			
a) Agricultural Land Conversion	NI	None required	-
b) Conflict with Agricultural Zoning or Williamson Act Contract	NI	None required	-
c, d) Forest Lands	NI	None required	-
e) Indirect Conversion of Farmland or Forest Land	NI	None required	-
3.3 AIR QUALITY			
a) Air Quality Plan Consistency	LS	None required	-
b) Cumulative Emissions	LS	None required	-
d) Exposure of Sensitive Receptors	LS	None required	-
e) Odors and Other Emissions	LS	None required	-
3.4 BIOLOGICAL RESOURCES			
a) Special-Status Species	LS	None required	-
b) Riparian and Sensitive Habitats,	NI	None required	-

TABLE 1-1
SUMMARY OF ENVIRONMENTAL IMPACTS

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation Measures
c) State and Federally Protected Wetlands	NI	None required	-
d) Fish and Wildlife Movement	NI	None required	-
e) Local Biological Resource Requirements	NI	None required	-
f) Conflict with Habitat Conservation Plans	NI	None required	-
3.5 CULTURAL RESOURCES			
a) Historical Resources	NI	None required	-
b) Archaeological Resources	PS	CULT-1: If archaeological resources are inadvertently discovered during construction activities on the project site, the responsible field manager shall stop all work within a minimum of ten (10) meters of the find until a qualified archaeologist can assess the significance of the find. If necessary, the archaeologist will develop appropriate treatment measures in consultation with the Williams Fire Protection Authority and other agencies as appropriate. Treatment measures may include, but are not limited to, preservation in place or excavation under supervision of a qualified archaeologist or paleontologist. Work shall not resume in the vicinity of the find until the prescribed treatment measures have been implemented. If the cultural resources are determined to be Native American in origin, then the Native American Heritage Commission and the appropriate local tribes shall be contacted and consulted with on the treatment of the find.	LS
c) Human Burials	NI	None required	-
3.6 ENERGY			
a) Project Energy Consumption	LS	None required	-
b) Consistency with Energy Plans	LS	None required	-

TABLE 1-1
SUMMARY OF ENVIRONMENTAL IMPACTS

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation Measures
3.7 GEOLOGY AND SOILS			
a-i) Fault Rupture Hazards	NI	None required	-
a-ii) Seismic Ground Shaking	LS	None required	-
a-iii) Seismic-Related Ground Failure	LS	None required	-
a-iv) Landslides	NI	None required	-
b) Soil Erosion	LS	None required	-
c) Geologic Instability	NI	None required	-
d) Expansive Soils	LS	None required	-
e) Adequacy of Soils for Sewage Disposal	NI	None required	-
f) Paleontological Resources	NI	None required	-
3.8 GREENHOUSE GAS EMISSIONS			
a, b) Project GHG Emissions and Consistency with GHG Reduction Plans	LS	None required	-
3.9 HAZARDS AND HAZARDOUS MATERIALS			
a) Hazardous Material Transportation, Use, and Storage	NI	None required	-
b) Upset and Accident Conditions	LS	None required	-
c) Release of Hazardous Materials near Schools	NI	None required	-
d) Hazardous Material Sites	NI	None required	-
e) Public Airports	NI	None required	-

TABLE 1-1
SUMMARY OF ENVIRONMENTAL IMPACTS

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation Measures
f) Emergency Response and Evacuations	NI	None required	-
g) Wildland Fire Hazards	NI	None required	-
3.10 HYDROLOGY AND WATER QUALITY			
a) Water Quality	LS	None required	-
b) Groundwater Supplies and Recharge	LS	None required	-
c-i, ii) Drainage Patterns	NI	None required	-
c-iii) Runoff	NI	None required	-
c-iv) Flooding Hazards	NI	None required	-
d) Release of Pollutants in Flood, Tsunami, or Seiche Zones	NI	None required	-
e) Conflicts with Water Quality or Groundwater Management Plans	LS	None required	-
3.11 LAND USE AND PLANNING			
a) Division of Established Community	NI	None required	-
b) Conflicts with Land Use Plans, Policies and Regulations	LS	None required	-
3.12 MINERAL RESOURCES			
a, b) Availability of Mineral Resources	NI	None required	-
3.13 NOISE			
a) Generation of Noise Exceeding Local Standards	LS	None required	-
b) Exposure to Groundborne Vibrations	NI	None required	-

TABLE 1-1
SUMMARY OF ENVIRONMENTAL IMPACTS

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation Measures
c) Public Airport and Private Airstrip Noise	NI	None required	-
3.14 POPULATION AND HOUSING			
a) Unplanned Population Growth	NI	None required	-
b) Displacement of Housing or People	NI	None required	-
3.15 PUBLIC SERVICES			
a-i) Fire Protection	LS	None required	-
a-ii) Police Protection	NI	None required	-
a-iii) Schools	NI	None required	-
a-iv) Parks	NI	None required	-
a-v) Other Public Facilities	NI	None required	-
3.16 RECREATION			
a, b) Recreational Facilities	NI	None required	-
3.17 TRANSPORTATION			
a) Conflicts with Transportation Programs/Plans	NI	None required	-
b) Conflict with CEQA Guidelines Section 15064.3(b)	NI	None required	-
c) Traffic Hazards	NI	None required	-
d) Emergency Access	NI	None required	-
3.18 TRIBAL CULTURAL RESOURCES			
a, b) Tribal Cultural Resources	PS	Mitigation Measure CULT-1.	LS

TABLE 1-1
SUMMARY OF ENVIRONMENTAL IMPACTS

Potential Impact	Significance Before Mitigation Measures	Mitigation Measures	Significance After Mitigation Measures
3.19 UTILITIES AND SERVICE SYSTEMS			
a) Relocation or Construction of Utility Facilities	LS	None required	-
b) Water Supplies	NI	None required	-
c) Wastewater Treatment Capacity	NI	None required	-
d, e) Solid Waste Services	NI	None required	-
3.20 WILDFIRE			
a) Emergency Response Plans and Emergency Evacuation Plans	NI	None required	-
b) Exposure of Project Occupants to Wildfire Hazards	NI	None required	-
c) Installation and Maintenance of Infrastructure	NI	None required	-
d) Risks from Runoff, Post-Fire Slope Instability, or Drainage Changes	NI	None required	-
3.21 MANDATORY FINDINGS OF SIGNIFICANCE			
a) Findings on Biological and Cultural Resources	PS	Mitigation Measure CULT-1.	LS
b) Findings on Cumulatively Considerable Impacts	LS	None required	-
c) Findings on Adverse Effects on Human Beings	LS	None required	-

Note: NI = No Impact; LS = Less Than Significant; PS = Potentially Significant

2.0 PROJECT DESCRIPTION

2.1 Project Location

The project site is located on Ella Street near its intersection with Husted Road in eastern Williams, Colusa County, California (see Figures 1-1 through 1-4). It is located within Assessor's Parcel Number (APN) 005-440-37. The project site is shown on the U.S. Geological Survey's Williams 7.5-minute quadrangle map as within Section 12, Township 15 North, Range 3 West, Mt. Diablo Base and Meridian. The latitude of the project site is approximately 39° 09′ 46″ North, and the longitude is approximately 122° 08′ 00″ West.

2.2 Project Details

The project proposes the construction of a fire station on APN 005-440-37 (Figure 2-1). The fire station would consist of two structures: a one-story main building with a footprint of approximately 10,651 square feet, and a smaller building with a footprint of approximately 516.1 square feet. The total building footprint would be 11,167.1 square feet.

The fire station main building would be a one-story, metal frame building with metal siding, placed upon a concrete pad (Figure 2-2). The building would consist of a central bay/apparatus room that would house up to two fire engines. Adjacent to and east of the apparatus room would be space for offices, including the fire chief's office, and a training room, along with a break room, restrooms and storage spaces. Adjacent to and west of the apparatus room would be five dormitory rooms for firefighters, a kitchen/dining room, a laundry room, and a fitness center, along with restrooms with showers and storage spaces.

The smaller building would be an ambulatory building that would be used by emergency medical vehicles and personnel. This also would be placed on a concrete pad. Features proposed in this building include showers, extraction equipment storage, a laundry washer and dryer with sink, sinks, for decontamination and utility, and a switchgear area for electricity. A floor drain is proposed in the center of the building.

Access to the project site would be provided by two concrete driveways off Ella Street. The westernmost driveway would provide access for the fire engines. The easternmost driveway would provide access to a parking area adjacent to and east and north of the main building. A total of 20 parking spaces would be provided, including one reserved for vehicles carrying disabled persons.

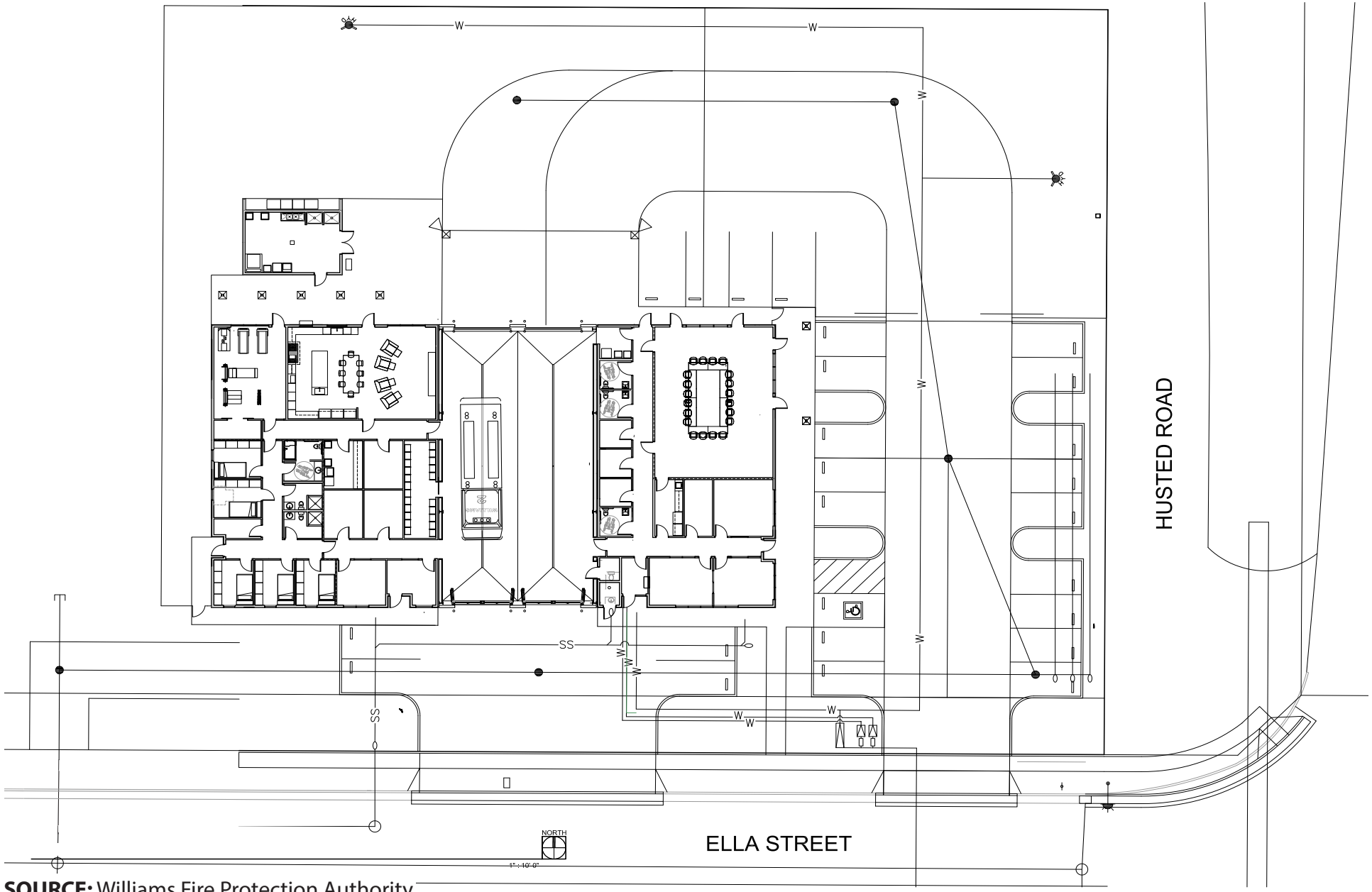
The project would connect to the water and sanitary sewer systems of the City of Williams in adjacent streets. The project would utilize existing curb, gutter and inlet to the City's storm drainage system for drainage. Sidewalk would be installed along the Ella Street frontage of the project site in accordance with City of Williams design standards and specifications.

All construction work would be conducted within the project site, except for utility line connections to facilities within Ella Street. Grading would be conducted in accordance with a grading plan.

2.3 Permits, Entitlements, and Approvals

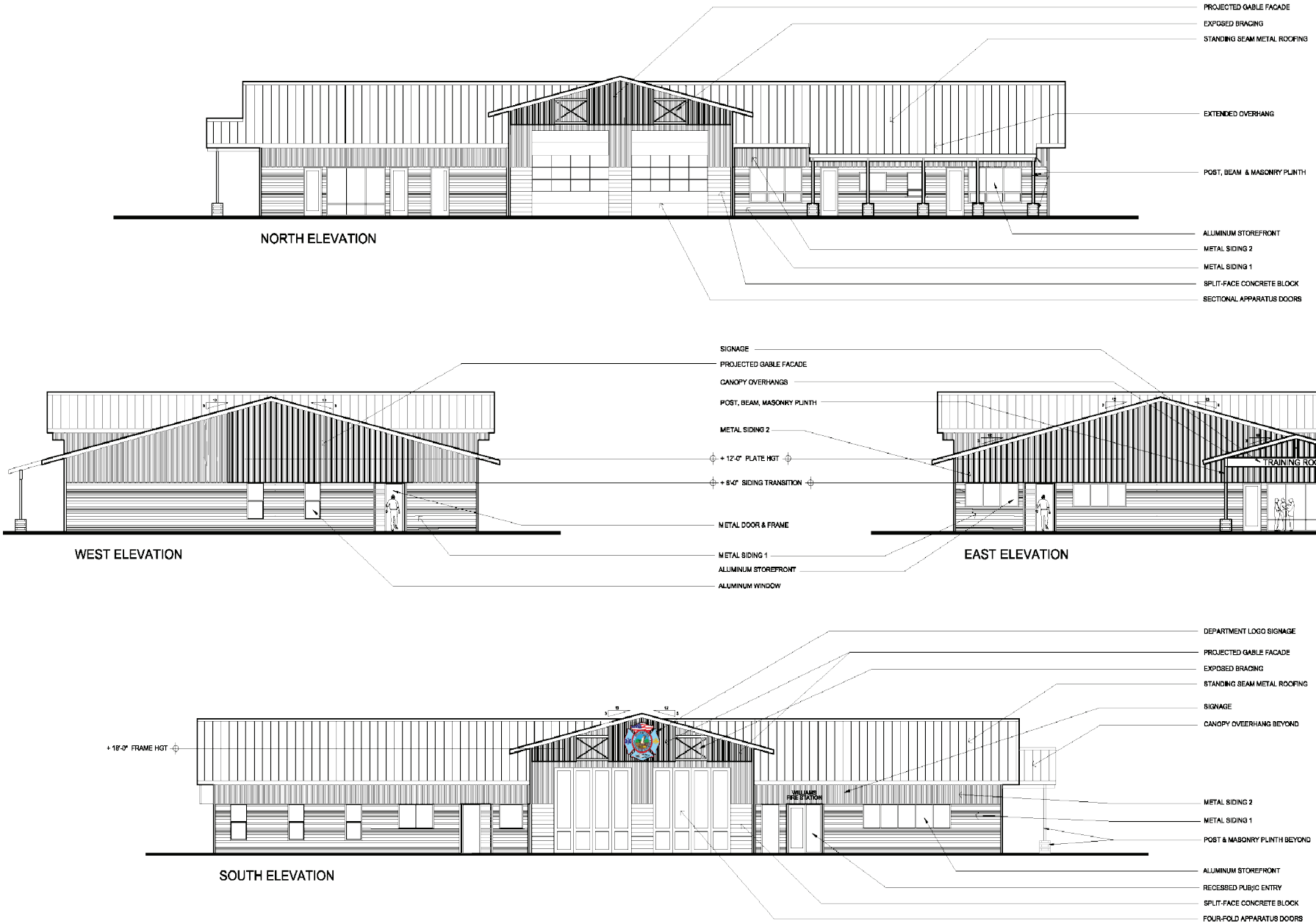
Since the project is considered consistent with the existing Business Park General Plan designation and zoning, it would only require approval by the Williams Planning Director. City encroachment permits would be required for any work within the streets, along with City grading permits. In addition, the project would be required to undergo site plan and design review by the City of Williams.

Other permits, entitlements, and approvals that may be required from other agencies that have jurisdiction over aspects of the project include the Construction General Permit from the State Water Resources Control Board (SWRCB). If federal funds are used, as anticipated, then the project would be required to undergo environmental review under the National Environmental Policy Act (NEPA). The NEPA review will be conducted separately from this CEQA environmental review.



SOURCE: Williams Fire Protection Authority

FIGURE 2-1
PRELIMINARY SITE PLAN



SOURCE: Williams Fire Protection Authority

Figure 2-2
PRELIMINARY EXTERIOR ELEVATIONS

3.0 ENVIRONMENTAL CHECKLIST FORM

3.1 AESTHETICS

Except as provided in Public Resources Code Section 21099, would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?			✓	
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				✓
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			✓	
d) Create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area?			✓	

Environmental Setting

The project site is located on a flat parcel in eastern Williams. There is no vegetation on the project site outside of grasses and weeds, and the only development on the site is a concrete pad. Views from the project site are mainly to the north and east. Buildings at the Williams Airport obstruct views to the east, and development to the south partially obstructs views there.

California Public Resources Code Section 21099 states that the aesthetic and parking impacts of residential, mixed-use residential, or employment center projects on an infill site within a transit priority area shall not be considered significant. The project is not a residential, mixed-use residential, or employment center project. Therefore, it does not meet the criteria of Section 21099, and aesthetic impacts must be analyzed.

Environmental Impacts

a) Scenic Vistas.

Williams is situated approximately 10 miles east of the base of the Coast Range. These mountains are visible to travelers on Interstate 5 and westbound on Highway 20. Because Williams itself is situated on flat land, the mountains are visible in the distance from most

locations, unless obstructed by buildings or landscaping (City of Williams 2011). The project is a one-story structure, and the surrounding development is not sensitive to changes of views of scenic vistas. Therefore, project impacts on scenic vistas would be less than significant.

b) Scenic Resources and Highways.

The project site is flat and has no scenic resources such as trees or rock outcroppings. The Williams General Plan has not designated any roadways as scenic (City of Williams 2011). The project would have no impact on scenic resources.

c) Visual Character and Quality.

As has been noted, the project site has no scenic resources. The project is located in an area designated for business park development, and existing development in the area has been mainly commercial, institutional, or associated with the Williams Airport. Project development would be consistent with the existing development in the area. The project may be considered to improve the visual character of the project site and vicinity by constructing a one-story building on a vacant, weedy lot. Therefore, project impacts on visual character and quality would be less than significant.

d) Light and Glare.

The project would introduce lighting on a parcel that currently has none. Lighting in the area is currently limited to streetlights along Ella Street from the Husted Road intersection to the Woodland Community College center. There are no sensitive land uses, such as residences or health care facilities, in the vicinity of the project site. Williams Municipal Code Section 17.03.150 establishes standards for minimizing light and glare impacts, including height limitations on light poles, limits of "overspill" of lighting on adjacent properties, and the requirement that outdoor lighting shall be deflected, shaded and focused away from adjacent properties. In addition, the City has adopted a Design Review Manual that places additional requirements on business park development, including maximum allowable illumination and type of acceptable lighting fixtures (City of Williams 2016).

Compliance with these provisions of the Municipal Code and with the Design Review Manual would minimize the amount of indirect illumination that may occur on adjacent properties. Project impacts related to light and glare would be less than significant.

3.2 AGRICULTURE AND FORESTRY RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	✓

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				✓
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?				✓
d) Result in the loss of forest land or conversion of forest land to non-forest use?				✓
e) Involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland to non-agricultural use?				✓

Environmental Setting

The project site is within a developing urban area. Land adjacent to the project site is not used for agricultural activities. The Important Farmland Maps, prepared by the California Department of Conservation as part of the Farmland Mapping and Monitoring Program, designate the viability of lands for farmland use, based on the physical and chemical properties of the soils. The maps categorize farmland, in decreasing order of soil quality, as "Prime Farmland," "Farmland of Statewide Importance," "Unique Farmland," and "Farmland of Local Importance." The 2020 Important Farmland Map of Colusa County designates the project site and vicinity as Grazing Land (FMMP 2020).

Environmental Impacts

a) Agricultural Land Conversion.

As noted, the project site and vicinity are classified as Grazing Land, which is not Farmland as defined in CEQA Guidelines Appendix G. The project would not convert Farmland and would therefore have no impact on this issue.

b) Conflict with Agricultural Zoning or Williamson Act Contract.

The project site and vicinity are zoned for business park uses, not for agricultural uses. The Williamson Act preserves agricultural land by means of a contract between the landowner and local government that keeps the contracted land in agricultural use in exchange for a lower property tax assessment. The project site is not under a Williamson Act contract (City of Williams 2011). The project would have no impact on agricultural zoning or Williamson Act contracts.

c, d) Forest Lands.

The project is in a developed urban area; there are no forest lands on the project site or in the vicinity. No land in the project vicinity is zoned as forest land or timberland. The project would have no impact on forest lands.

e) Indirect Conversion of Farmland or Forest Land.

The project site and vicinity are designated for business park use and are served by existing street and utility infrastructure. There are no agricultural activities in the vicinity. Given the lack of agricultural land, the project would not add infrastructure or undertake any other activity that would facilitate the conversion of existing agricultural land to non-agricultural uses. The project would have no impact on indirect conversion of agricultural lands. As there are no forest lands in the vicinity, the project would have no impact on indirect conversion of forest lands.

3.3 AIR QUALITY

Where available, the significance criteria established by the applicable air quality management district or air pollutant control district may be relied upon to make the following determinations. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable Air Quality Attainment Plan?	☐	☐	✓	☐
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	✓	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	✓	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	✓	☐

Environmental Setting

The project site is within the Sacramento Valley Air Basin. The northern portion of the SVAB is comprised of Butte, Colusa, Glenn, Shasta, Sutter, Tehama and Yuba counties. These seven counties together form the Northern Sacramento Valley Planning Area (NSVPA). The NSVPA is predominantly rural, with few major urban areas.

The Colusa County Air Pollution Control District (CCAPCD) implements the regulations and rules governing air quality in Colusa County. These regulations and rules were established in part to enable the NSVPA to attain ambient air quality standards set under both the federal and California Clean Air Acts. Under their respective Clean Air Acts, both the State of California and the federal government have established ambient air quality standards for six criteria air pollutants: ozone, particulate matter, carbon monoxide, nitrogen dioxide, sulfur dioxide, and lead. California has four additional criteria pollutants under its Clean Air Act; none of these pollutants would be generated in the project area.

Table 3-1 shows the current attainment status of the Air Basin relative to the federal and State ambient air quality standards for criteria pollutants. Except for ozone and particulate

matter, the Air Basin is in attainment of, or unclassified for, all federal and State ambient air quality standards.

TABLE 3-1
COLUSA COUNTY ATTAINMENT STATUS

	Designation/Classification	
Pollutant	**Federal Primary Standards**	**State Standards**
Ozone - One hour	No Federal Standard	Attainment
Ozone - Eight hour	Unclassified/Attainment	Attainment
PM_{10}	Unclassified	Nonattainment
$PM_{2.5}$	Unclassified/Attainment	Attainment
Carbon Monoxide	Unclassified/Attainment	Unclassified
Nitrogen Dioxide	Unclassified/Attainment	Attainment
Sulfur Dioxide	Unclassified/Attainment	Attainment
Lead (Particulate)	Unclassified/Attainment	Attainment
Hydrogen Sulfide	No Federal Standard	Unclassified
Sulfates	No Federal Standard	Attainment
Visibility Reducing Particles	No Federal Standard	Unclassified
Vinyl Chloride	No Federal Standard	[1]

[1] Regulated by the State of California as part of its toxic air contaminant program.
Source: ARB 2024.

Particulate matter is a mixture of solid and liquid particles suspended in air, including dust, pollen, soot, smoke, and liquid droplets. In Colusa County, particulate matter is generated by a mix of rural and urban sources, including agricultural operations, industrial emissions, dust suspended by vehicle traffic, and secondary aerosols formed by reactions in the atmosphere. Two types of particulate matter are of concern: particulate matter 10 micrometers or less in diameter (PM_{10}), and particulate matter 2.5 micrometers or less in diameter ($PM_{2.5}$).

In addition to the criteria pollutants, the California Air Resources Board has identified other air pollutants as toxic air contaminants (TACs) - pollutants that are carcinogenic (i.e., cause cancer) or that may cause other adverse short-term or long-term health effects. Diesel particulate matter, considered a carcinogen, is the most common TAC, as it is a product of combustion in diesel engines. It is present at some concentration in all developed areas of the state. Other TACs are less common and are typically associated with industrial operations.

As noted, the CCAPCD is tasked with implementing regulations designed to attain ambient air quality standards. CCAPCD rules that are potentially applicable to the project are summarized below.

Rule 201 (Visible Emissions)

This rule prohibits emissions of visible air contaminants to the atmosphere by any person.

Rule 230 (Architectural Coatings)

This rule sets limits on the allowable volatile organic compounds in paints and other coatings.

Environmental Impacts

The CCAPCD has established CEQA significance thresholds for the assessment of air quality impacts for projects within CCAPCD's jurisdiction. Table 3-2 shows the CEQA significance thresholds established by CCAPCD, which apply to both project construction emissions and to project operational emissions.

TABLE 3-2
CCAPCD SIGNIFICANCE THRESHOLDS AND PROJECT EMISSIONS

Pollutant	CCAPCD Significance Threshold*	Construction Emissions	Annual Operational Emissions
ROG	25	0.80	0.47
NO_x	25	2.26	0.20
CO	500	3.07	1.05
PM_{10}	80	0.15	0.16

Note: All figures are in pounds per day.
* Applies to both construction and operational emissions.
Sources: CalEEMod ver. 2022.0.0, City of Williams 2011.

The project's construction emissions were estimated using the California Emissions Estimator Model (CalEEMod), an air pollutant modeling accepted by most air districts in California. The CalEEMod results for the project are available in Appendix A of this IS/ND, and a summary of the results is provided in Table 3-2.

a) Air Quality Plan Consistency.

As indicated by Table 3-2, none of the project construction emissions or the project operational emissions exceed the CCAPCD significance thresholds. As the significance thresholds were established in part to ensure consistency with the objectives of the air quality plans adopted by the NSVPA, project emissions would be consistent with these plans.

While project construction emissions would not be significant, the project would still be required to comply with applicable CCAPCD rules and regulations, which would further reduce potential air quality impacts. Dust control provisions are routinely included in site improvement plans and specifications, along with construction contracts. Implementation of

these actions would further reduce project emission impacts already considered less than significant.

b) Cumulative Emissions.

As noted in a) above, project construction emissions would not exceed CCAPCD significance thresholds. Future attainment of federal and State ambient air quality standards is a function of successful implementation of applicable attainment plans. Consequently, the application of significance thresholds for criteria pollutants is relevant to the determination of whether a project's individual emissions would have a cumulatively significant impact on air quality. If project-specific emissions would be less than the thresholds of significance for criteria pollutants, the project would not be expected to result in a cumulatively considerable net increase of any criteria pollutant for which Colusa County is in nonattainment under applicable federal or State ambient air quality standards. As project emissions would not exceed CCAPCD significance thresholds, the cumulative impacts of these emissions would be less than significant.

c) Exposure of Sensitive Receptors to Pollutant Emissions.

"Sensitive receptors" refer to those segments of the population most susceptible to poor air quality (i.e., children, the elderly, and those with pre-existing serious health problems affected by air quality). Land uses where sensitive individuals are most likely to spend time also may be called sensitive receptors; these include schools and schoolyards, parks and playgrounds, daycare centers, nursing homes, hospitals, and residential communities. Emissions of pollutants in sufficient concentrations could have adverse health impacts on nearby sensitive receptors.

By the definition presented above, there are no sensitive receptors in the immediate vicinity of the project site; most of the surrounding land is either vacant or has land uses that do not have sensitive receptors. The nearest land use that may be considered a sensitive receptor – the Woodland Community College center – is approximately 1,000 feet to the west. At that distance, any project emissions would dissipate before reaching the receptor, and project emissions are already considered low. Project impacts on sensitive receptors would be less than significant.

d) Odors and Other Emissions.

The project is not expected to generate significant odors, other than from construction activities. Such emissions would be localized and would dissipate rapidly outside the project site. As noted above, the nearest sensitive receptor is approximately 1,000 feet away.

Potential health effects on sensitive receptors occur with long-term exposure to pollutants. This includes diesel particulate matter, a TAC generated by diesel construction equipment. However, as noted, construction impacts would cease with the completion of project work, and length of exposure time would be short. CalEEMod calculates emissions of PM_{10} exhaust, which is used to determine diesel particulate matter emissions. Project operational emissions of diesel particulate matter, based on CalEEMod results, would be 0.01 pounds per day. This amount would readily dissipate and is unlikely to reach any sensitive receptors. Project impacts related to odors and other emissions are considered less than significant.

3.4 BIOLOGICAL RESOURCES

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

Environmental Setting

The city of Williams is located in the northern portion of the Great Central Valley Bioregion and is in a predominately active agricultural area. The lands surrounding the built-out portion of the city is primarily in irrigated crop lands. This area is located in the Sacramento Valley subregion of the California Floristic Province with characteristic vegetation communities of annual grasslands and agricultural habitats such as agricultural croplands, fallow agricultural lands, orchards, horticultural/landscaped, and seasonal wetland.

The Sacramento Valley is a prominent site for water fowl, attracting more than 1.5 million ducks and 750,000 geese to the marshes along the Pacific Flyway. Now predominantly agricultural, the biological communities of the Sacramento Valley once supported vast areas of grassland, marshes, riparian habitat, and woodlands. Specifically, the predominant natural

plant communities in the Colusa Basin are needlegrass grasslands. However, the Williams area is principally an agricultural setting (City of Williams 2011). The project site itself contains grasses and weeds, along with a concrete pad. No trees or shrubs are on the project site, and no wetlands have been identified.

Many wildlife species forage and hunt in the annual grasslands of Colusa County; however, grasslands are most productive, in terms of wildlife, when they are associated with woodlands, wetlands, or riparian habitat (City of Williams 2011). No such habitats are on the project site.

Environmental Impacts

a) Special-Status Species.

Special-status species include plant and/or wildlife species that are legally protected under the federal Endangered Species Act, the California Endangered Species Act, or other laws and regulations, or are considered rare enough by the scientific community and trustee agencies to warrant special consideration. According to the California Natural Diversity Database (CNDDB), the tricolored blackbird, Swainson's hawk, the giant garter snake and the vernal pool tadpole shrimp were special-status species that were identified within a two-mile area surrounding the City of Williams. However, according to CNDDB and the California Native Plant Society, there are no occurrences of special-status plants within the city limits (City of Williams 2011).

The project does not have suitable habitat for the special-status species mentioned above. All but Swainson's hawk require aquatic habitat, which does not exist on the project site. Swainson's hawk requires extensive foraging habitat and large trees for nesting. The project site has very limited forging habitat and no trees for nesting. Therefore, project impacts on special-status species are considered less than significant.

b) Riparian and Sensitive Habitats.

As there are no streams on or near the project site, there is no riparian habitat in the vicinity. The project vicinity is an area formerly used for agriculture, so no other sensitive habitats are on the project site. The project would have no impact on riparian or sensitive habitats.

c) State and Federally Protected Wetlands.

As noted, there are no streams on or near the project site, which is in a developed urban area. A query of the National Wetlands Inventory, available in Appendix B of this IS/ND, showed a Freshwater Emergent Wetland and Riverine features near the project site. However, the project would not affect these features, and no features were identified on the project site itself. The project would have no impact on state or federally protected wetlands.

d) Fish and Wildlife Movement.

As noted, there are no streams on or near the project site. Given the surrounding urban development, it is unlikely that the project site would be used as a wildlife corridor. There are no trees on the project site: therefore, raptors or migratory birds that are protected by the

Migratory Bird Treaty Act or the California Fish and Game Code would not establish nests there. The project would have no impact on fish or wildlife corridors or nesting sites.

e) Local Biological Resource Requirements.

No local biological resource requirements have been enacted by the City; therefore, none would apply to the project. The project would have no impact on local biological resource requirements.

f) Conflict with Habitat Conservation Plans.

There are no Habitat Conservation Plans, Natural Community Conservation Plans, or similar local or regional plans that would apply to the project. Therefore, the project would not conflict with such plans. The project would have no impact related to habitat conservation plans.

3.5 CULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	☐	☐	☐	✓
b) Cause a substantial adverse change in the significance of a unique archaeological resource pursuant to Section 15064.5?	☐	✓	☐	☐
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	✓

Environmental Setting

One of the earliest settlers in the region surrounding Williams was M.A. Britton, who located in Spring Valley about four miles southwest of Williams in 1852. William Henry Williams, founder of Williams, settled in the area in 1853 as a farmer and proceeded to purchase or otherwise obtain homesteaded lands. The town of Williams, originally named, "Central," was established when train tracks were laid from Arbuckle northward in 1876. As the terminus of the train tracks, the community quickly grew and sported a full range of commercial and industrial buildings and enterprises. After the initial establishment, the town was ravaged by a number of substantial fires during the years 1877-1885.

The early 1900s brought continued modest growth to Williams. In 1918, Williams was the second largest town in Colusa County and had electric lights, water works, and more paved streets than any other town its size in the state. Williams was made a General Law City in 1920, and 1938 saw the completion of the new City of Williams City Hall. During the two World Wars, Williams continued to experience growth and prosperity with the increase in agricultural production and the construction of the Glenn-Colusa Canal, which brought more

surface water to the region. With the advent of the automobile, the town continued to prosper along the Highway 99 route with many buildings and stores being built that were associated with the automobile culture along Highway 99. However, the construction of Interstate 5 probably had much to do with the demise of many businesses and buildings as the travelers were moved outside of the downtown (City of Williams 2011).

Environmental Impacts

a) Historical Resources.

Historic resources are standing structures of historic or aesthetic significance. The project site is vacant with no standing structures. Therefore, the project would have no impact on historical resources.

b) Archaeological Resources.

Archaeological resources are places where human activity has measurably altered the earth or left deposits of physical remains. Archaeological resources may be either prehistoric or historic. The project site has been heavily disturbed by agricultural and development activities, so it is unlikely that any archaeological resources would be encountered. However, the city of Williams has been identified as an area possibly containing archaeological resources because of its location in a region which was inhabited during prehistoric times by several Native American tribes. Therefore, although unlikely, it is possible that cultural resources could be encountered during project construction.

Mitigation described below would require work to be stopped when cultural resources are uncovered until these resources can be evaluated by a qualified archaeologist and recommendations made for their proper disposition, in accordance with Williams General Plan EIR Mitigation Measure M.1. Implementation of this mitigation measure would reduce potential cultural resource impacts to a level that would be less than significant.

Mitigation Measure:

CULT-1: If archaeological resources are inadvertently discovered during construction activities on the project site, the responsible field manager shall stop all work within a minimum of ten (10) meters of the find until a qualified archaeologist can assess the significance of the find. If necessary, the archaeologist will develop appropriate treatment measures in consultation with the Williams Fire Protection Authority and other agencies as appropriate. Treatment measures may include, but are not limited to, preservation in place or excavation under supervision of a qualified archaeologist or paleontologist. Work shall not resume in the vicinity of the find until the prescribed treatment measures have been implemented. If the cultural resources are determined to be Native American in origin, then the Native American Heritage Commission and the appropriate local tribes shall be contacted and consulted with on the treatment of the find.

c) Human Burials.

Given past disturbance of the project site, it is unlikely that any intact human burials would be encountered. Should any human remains be encountered, California Health and Safety Code Section 7050.5 sets forth procedures to be followed. The project would have no impact on human burials.

3.6 ENERGY

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?			✓	
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			✓	

Environmental Setting

Electricity is a major energy source for residences and businesses in California. In Colusa County, electricity consumption in 2022 totaled approximately 314 million kilowatt-hours, of which approximately 241 million kilowatt-hours were consumed by non-residential uses and the remainder by residential uses (CEC 2024a). In 2022, natural gas consumption in Colusa County totaled approximately 26 million therms, of which approximately 24 million therms were consumed by non-residential uses and the remainder by residential uses (CEC 2024b).

Environmental Impacts

a) Project Energy Consumption.

Project construction would involve fuel consumption and use of other non-renewable resources. Construction equipment used for such improvements typically runs on diesel fuel or gasoline. The same fuels typically are used for vehicles that transport equipment and workers to and from a construction site. Construction-related fuel consumption would be finite, short-term, and consistent with construction activities of a similar character. This energy use would not be considered wasteful, inefficient, or unnecessary.

Electricity may be used for equipment operation during construction activities. It is expected that more electrical construction equipment would be used in the future, since it generates no air pollutants. Electrical consumption by this equipment would be consistent with construction activities of a similar character; therefore, the use of electricity in construction activities would not be considered wasteful, inefficient, or unnecessary, especially since fossil fuel consumption would be reduced.

The main energy uses associated with project operations would be lighting, cooking, and other operations associated with a fire station. The project would be constructed in accordance with the adopted California Energy Code and California Green Building Code (CALGreen), both of which promote energy efficiency. Overall, project construction and operations would not involve the wasteful, inefficient, or unnecessary consumption of energy resources. Project impacts related to energy consumption are considered less than significant.

b) Consistency with Energy Plans.

The City does not have adopted plans for renewable energy or energy efficiency. However, as discussed in a) above, the project is not expected to lead to wasteful, inefficient, or unnecessary consumption of energy. Project impacts related to energy plans would be less than significant.

3.7 GEOLOGY AND SOILS

Would the project:

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

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				✓

Environmental Setting

The project site, along with the city of Williams, lies on a generally flat terrain located in the Central Valley of California. The geology consists of Quaternary sedimentary deposits of igneous and metamorphic rocks within a historic alluvial floodplain of the Sacramento River and various other channels. The Geologic Map of California, Ukiah Sheet, indicates that underlying geology of the project site as recent-age basin deposits (Jennings and Strand 1960).

The soil on the project site consists of Willows silty clay. This is a poorly drained soil consisting of alluvium. Permeability of the soil is very slow, and the runoff rate is low. The expansive (shrink-swell) potential of Willows silty clay imposes a limitation on building construction (NRCS 2006).

There are no active faults in Williams or Colusa County; however, the northern Sacramento Valley does experience low-intensity shocks from time to time. The nearest known fault is at the Sutter Buttes, located between Colusa and Yuba City. This fault has a maximum credible earthquake magnitude estimated at 5.7 on the Richter scale (City of Williams 2011).

Environmental Impacts

a-i) Fault Rupture Hazards.

As noted, there are no active or potentially active faults within or near the project site. The project site is not within or near a designated Alquist-Priolo Earthquake Fault Zone or other seismic safety zone (California Geological Survey 2024). The project would have no impact related to fault rupture.

a-ii) Seismic Ground Shaking.

Major faults exist throughout California and fault activity has the potential to create regional ground shaking in most areas. Strong seismic ground shaking could result in substantial damage to some buildings within the City. The effects of ground shaking would be sufficiently mitigated for structures and infrastructure designed and constructed in compliance with current building codes and engineering standards (City of Williams 2011). The project would be constructed in accordance with the most recently adopted California Building Code, which contains pertinent seismic safety requirements. Project impacts related to seismic ground shaking would be less than significant.

a-iii) Seismic-Related Ground Failure.

Geologic hazards include such phenomena as liquefaction and settlement. Liquefaction generally occurs in areas where moist, fine-grained, cohesionless sediment or fill materials are subjected to strong seismic ground shaking. Under certain circumstances, seismic ground shaking can temporarily transform an otherwise solid, granular material to a fluid state. The

project site does not contain loose, saturated soils. Clean layers of granular materials older than Holocene, such as are found in the Williams area, are of higher relative densities and are thus of low liquefaction potential (City of Williams 2011). Therefore, the project site is not prone to liquefaction.

Settlement of the ground surface can be accelerated and accentuated by earthquakes. During an earthquake, settlement can occur as a result of the relatively rapid compaction and settling of subsurface materials, due to the rearrangement of soil particles during prolonged ground shaking. Settlement can occur both uniformly and differentially. Typically, areas underlain by artificial fills, unconsolidated alluvial sediments, slope wash, and areas with improperly engineered construction fills are susceptible to this type of settlement (City of Williams 2011). As noted, clean layers of granular materials, such as are found in the Williams area, are of higher relative densities. Therefore, such soils are not prone to settlement. Overall, impacts related to ground failure would be less than significant.

a-iv) Landslides.

The project site is flat and is in a topographically flat area. As such, landslides would not occur. The project would have no impact related to landslides.

b) Soil Erosion.

The construction and grading associated with site preparation and construction of the project would temporarily increase the exposure of soils on the project site to water and wind erosion. If construction activities would disturb at least one acre of land area, the project would need to obtain a Construction General Permit from the SWRCB. The Construction General Permit would require preparation of a Storm Water Pollution Prevention Plan (SWPPP) by a Qualified SWPPP Developer. The SWPPP would include implementation of Best Management Practices (BMPs) to avoid or minimize adverse water quality impacts from erosion and sedimentation. BMPs fall within the categories of Temporary Soil Stabilization, Temporary Sediment Control, Wind Erosion Control, Tracking Control, Non-Storm Water Management, and Waste Management and Materials Pollution Control. With implementation of the SWPPP requirement, project impacts related to erosion would be less than significant.

c) Geologic Instability.

Existing soil and geological conditions are like those throughout most of Williams. The project site and vicinity are topographically flat, so no landslides or lateral spreading would occur. As noted in a-iii) above, settlement and liquefaction are unlikely to occur. Seismic shaking, as discussed in a-ii) above, would be managed with implementation of the seismic provisions of the California Building Code. The project would have no impact related to geological instability.

d) Expansive Soils.

As noted, the Willows silty clay has shrink-swell potential that could impose a constraint of building development. Expansive soils typically have high amounts of clay. A grading and drainage plan for the project has been prepared based on the recommendations of a

geotechnical report prepared by Gularte and Associates. It is expected that this geotechnical report addressed and substantial expansive soil issues and that the project will incorporate all recommendations related to expansive soils. Therefore, project impacts related to expansive soils would be less than significant.

e) Adequacy of Soils for Sewage Disposal.

The project would connect to the City of Williams sanitary sewer system. No onsite sewage disposal systems would be installed. The project would have no impact related to soil adequacy for sewage disposal.

f) Paleontological Resources.

Paleontological resources are the mineralized (fossilized) remains of prehistoric plant and animal life, exclusive of human remains or artifacts. Paleontological resources have been documented in the region; as such, there is a likelihood of encountering or damaging unidentified fossils during construction of new development (City of Williams 2011). However, as has been noted, the project site has been heavily disturbed by previous activities. As such, it is unlikely that any intact paleontological resources would be encountered on the project site during project construction. The project would have no impact on paleontological resources.

3.8 GREENHOUSE GAS EMISSIONS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☑	☐
b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☑	☐

Environmental Setting

A greenhouse gas (GHG) is a gas that absorbs and emits radiation within the thermal infrared range, trapping heat in the earth's atmosphere. There are several types of GHGs, which are both naturally occurring and generated by human activity. Increased atmospheric concentrations of GHGs are considered a primary contributor to global climate change, which is a subject of concern for the State of California.

GHG emissions in California in 2021, the most recent year for which data are available, were estimated at approximately 381.3 million metric tons carbon dioxide equivalent (CO_2e),

which is below the 2020 GHG limit of 431 million metric tons CO_2e as set by AB 52 (see below). Transportation was the largest contributor to GHG emissions in California, with 38.2% of total emissions. Other significant sources include industrial activities, with 19.4% of total emissions, and electric power generation, both in-state and imported, with 16.4% of total emissions (ARB 2023). No information on GHG emissions in Williams is available, nor has the City adopted any GHG reduction plans.

The State of California has implemented GHG emission reduction strategies through AB 32, the Global Warming Solutions Act of 2006, which requires total statewide GHG emissions to reach 1990 levels by 2020, or an approximately 29% reduction from 2004 levels. For the target year of 2020, state GHG emissions were 369.2 million metric tons CO2e, which was 61.8 million metric tons CO2e below the AB 52 target (ARB 2022a).

In 2016, Senate Bill (SB) 32 became law. SB 32 extends the GHG reduction objectives of AB 32 by mandating statewide reductions in GHG emissions to levels that are 40% below 1990 levels by the year 2030. The State has adopted an updated Scoping Plan that sets forth strategies for achieving the SB 32 target, which is 260 million metric tons CO_2e. The updated Scoping Plan continues many of the programs that were part of the previous Scoping Plans, including the cap-and-trade program, low-carbon fuel standards, renewable energy, and methane reduction strategies, along with a proposed 20% reduction in GHG emissions from refineries. It also addresses for the first time GHG emissions from the natural and working lands of California, including the agriculture and forestry sectors (ARB 2017).

In 2022, ARB adopted an update to the Scoping Plan. The 2022 Scoping Plan assesses progress towards achieving the SB 32 2030 reduction target and lays out a path to achieve carbon neutrality no later than 2045. Proposed strategies to achieve these reductions include rapid movement to zero-emission transportation, phasing out fossil fuel use for heating homes and buildings, restricting use of chemicals and refrigerants that are thousands of times more powerful at trapping heat than carbon dioxide, expanded development of renewable energy sources, increased use of natural and working lands for incorporating and storing carbon, and greater employment of carbon removal technology (ARB 2022b).

Environmental Impacts

a, b) Project GHG Emissions and Consistency with GHG Reduction Plans.

GHG emissions from project construction were estimated using the CalEEMod; results are available in Appendix A of this IS/ND. Construction GHG emissions were estimated at approximately 99.7 metric tons CO_2e, while annual operational GHG emissions were estimated at 77.9 metric tons CO_2e.

The CCAPCD has not established quantitative significance thresholds for GHG emissions. However, the nearby Sacramento Metropolitan Air Quality Management District has established a quantitative threshold of 1,100 metric tons CO_2e to determine significance of project emissions for CEQA purposes (SMAQMD 2021). This threshold applies to both construction and operational emissions. CEQA Guidelines Section 15064.7 allows for the use of significance thresholds established by other agencies. Both construction and annual

operational GHG emissions of the project are below the threshold of 1,100 metric tons CO_2e. Based on this threshold, project GHG emissions are less than significant.

Construction GHG emissions would be limited due to the length of time of construction activity, and these emissions would cease once work is completed. Operational emissions associated with the project would be consistent with the objectives of adopted State GHG reduction plans. Project impacts related to GHG emissions and reduction plans would be less than significant.

3.9 HAZARDS AND HAZARDOUS MATERIALS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				✓
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			✓	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				✓
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				✓
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?				✓
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				✓
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?				✓

Environmental Setting

Hazardous material sites of all statuses are recorded in the GeoTracker database, maintained by the SWRCB, and the EnviroStor database, maintained by the Department of Toxic

Substances Control. A search of both databases revealed no records for hazardous material sites on or adjacent to the project site (SWRCB 2024, DTSC 2024).

Various federal and State laws and regulations cover the transportation, storage, and disposal of hazardous materials. The Unified Hazardous Waste and Hazardous Management Regulatory Program, enacted in 1993, is a state and local effort to consolidate, coordinate, and make consistent existing programs regulating hazardous waste and managing hazardous materials. The Unified Program is implemented at the local level by a Certified Unified Program Agency. The Colusa County Environmental Health Division was approved by the State as the Certified Unified Program Agency for the County and its incorporated cities. The County Environmental Health Division has the primary responsibility to enforce most regulations regarding hazardous materials in the area.

Environmental Impacts

a) Hazardous Material Transportation, Use, and Storage.

The project would not require the substantial use or storage of any materials considered hazardous on the project site. Most of the hazardous materials that would be used would consist of cleaning products and motor oils and fluids. The project would not generate an increase in the transport of these materials. The project would have no impact on the transportation, use, or storage of hazardous materials.

b) Upset and Accident Conditions.

Construction activities on the project site may involve the use of hazardous materials typical for such activities, such as fuels and solvents, and thus create a potential for hazardous material spills. Construction and maintenance vehicles would transport and use fuels in ordinary quantities. Fuel spills, if any occur, would be minimal and would not typically have significant adverse effects. In accordance with SWPPP requirements (see Section 3.7, Geology and Soils), contractors have absorbent materials at construction sites to clean up minor spills.

As noted in a) above, no substantial amounts of hazardous materials would be used or stored at the project site once construction work is completed. Project impacts related to potential upset or accident conditions would be less than significant.

c) Release of Hazardous Materials near Schools.

The nearest school is the Woodland Community College center, which is less than one-quarter mile west of the project site. However, as noted in a) and b) above, the project would not use substantial amounts of hazardous materials. The project would not use acutely hazardous materials. The project would have no impact related to releases of hazardous materials near schools.

d) Hazardous Material Sites.

As noted, there are no records of hazardous material sites on the project site. The EnviroStor database indicated a School Investigation site in the area of the existing California Highway Patrol office, south of the project site. However, no further action was indicated for this site (DTSC 2024). The project would have no impact related to hazardous material sites.

e) Public Airports.

There are no public airports in the Williams area. Williams Airport, across Husted Road from the project site, is a small, private glider airport with a 2,300-foot paved runway. The project is not within the flight path of aircraft arriving and departing the airport; therefore, it would not be subject to hazards from airport operations. The project would have no impact related to airport operations.

f) Emergency Response and Evacuations.

Project construction would occur on the project site. It would not restrict the use of Ella Street or Husted Road. Once project construction is completed, neither of these roadways would be obstructed or reduced. The project would have no impact related to emergency response or evacuations. It should be noted that the purpose of the project is to ensure timely response of emergency fire vehicles to calls from eastern Williams.

g) Wildland Fire Hazards.

The project site is within a developed urban area. There are no wildlands on or near the project site, other than vacant land. The project would reduce existing fire hazards on the project site with project development, and it would ensure timely response to fires in eastern Williams. The project would have no impact related to wildland fire hazards. Section 3.20, Wildfire, discusses this issue in more detail.

3.10 HYDROLOGY AND WATER QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	✓	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	✓	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river runoff or through the addition of impervious surfaces, in a manner which would:				

i) Result in substantial erosion or siltation on- or off-site?				✓
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?				✓
iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?				✓
iv) Impede or redirect flood flows?				✓
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?				✓
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			✓	

Environmental Setting

Williams is primarily situated in the Freshwater Creek Basin. One of its tributaries, Salt Creek, runs through the City limits and flows into the Sacramento River, which drains in a southerly direction toward the San Francisco Bay. Spring Creek merges into Salt Creek to the southwest of the City, and Freshwater Creek merges into Salt Creek further downstream to the northeast of the City (City of Williams 2011). None of these streams flows on or near the project site.

Groundwater for Williams residents is drawn from the Colusa Groundwater Basin. In 2014, the California Legislature passed the Sustainable Groundwater Management Act, part of which requires Groundwater Sustainability Plans for critically overdrafted basins to be adopted by January 31, 2020, and from high- and medium priority basins by January 31, 2022. A plan had been submitted for the Colusa Groundwater Basin, but it was resubmitted in April 2024 after the California Department of Water Resources determined the original plan to be "incomplete."

Potential flooding hazards are designated on maps prepared by the Federal Emergency Management Agency (FEMA). FEMA maps focus on areas potentially subject to inundation by a 100-year flood (i.e., a flood of such magnitude that occurs on average once every 100 years). According to FEMA Map Panel 06011C0517G, the project site is not within any designated floodplain (FEMA 2024).

Environmental Impacts

a) Water Quality.

As noted above, there are no streams or other bodies of water on or near the project site. Project construction, with associated ground disturbance, could lead to the conveyance of sediments in storm water. The nearest drainage facility is a ditch along Husted Road. As

described in Section 3.7, Geology and Soils, construction that causes one acre of ground disturbance or more is required to obtain a Construction General Permit, which contains provisions designed to reduce impacts on water quality such as preparation and implementation of a SWPPP.

Once project construction is completed, storm drainage would go to an existing drainage inlet along Ella Street. Storm water discharges are subject to the provisions of Williams Municipal Code Chapter 13.05, which implements the requirements for compliance with the municipal separate storm sewer system (MS4) permit issued under the National Pollutant Discharge Elimination System (NPDES) program. Because of this, the project is not expected to contribute adversely to water quality. Project impacts on water quality would be less than significant.

b) Groundwater Supplies and Recharge.

The project would not drill a groundwater well, so it would have no direct impact on groundwater supplies. The project would connect to the City of Williams water system, which relies exclusively on groundwater. However, the project is not expected to generate additional demand on groundwater, as the number of employees is limited and project operations do not require significant water use outside of firefighting activities.

The project site currently has a concrete pad. No additional impervious surfaces would be placed, and the vicinity would remain undeveloped, so the project would not substantially change existing recharge conditions in the area. Project impacts on groundwater supplies and recharge would be less than significant.

c-i, ii) Drainage Patterns.

The project would not substantially change existing drainage patterns on the project site, as the site has a concrete pad. No additional impervious surfaces would be installed. The project would have no impact on drainage patterns.

c-iii) Runoff.

As noted, the project site currently has a concrete pad. No additional impervious surfaces would be placed, so existing runoff volumes would remain essentially unchanged. As noted, storm drainage would be routed to an existing inlet along Ella Street. The project would have no impact on runoff.

c-iv) Flooding Hazards.

As noted, no floodplains have been designated on the project site by the FEMA map for the area. The project would have no impact related to flooding hazards.

d) Release of Pollutants in Flood, Tsunami, or Seiche Zones.

As described in c-iv) above, the project site is not within a floodplain. The project is not near any large bodies of water, so it would not be subject to seiches or tsunamis. The project would have no impact related to the release of pollutants in flood, tsunami, or seiche zones.

e) Conflicts with Water Quality or Groundwater Management Plans.

As noted in a) above, the project would be subject to the City's MS4 permit program, which is designed to minimize impacts on water quality. As noted in b) above, the project would not affect groundwater resources or supplies, so the project would not affect implementation of the Groundwater Sustainability Plan for the Colusa Groundwater Basin once it is approved by the Department of Water Resources, nor hinder the attainment of its objectives. Project impacts related to water quality or groundwater management plans would be less than significant.

3.11 LAND USE AND PLANNING

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?				✓
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?			✓	

Environmental Setting

The project site is within eastern Williams, which is a developing urban area currently containing a mix of land uses and vacant land. Predominant land uses are commercial and institutional, including the Woodland Community College center, the Colusa County Department of Education office, the California Highway Patrol office, and the Williams Airport.

The project site is within the Williams city limits and the Planning Area of the Williams General Plan. The Stockton General Plan designates the project site as Business Park, along with lands in the vicinity. The City of Williams has zoned the project site as BP, Business Park, as well as adjacent lands.

The State has enacted legislation that seeks to address the adverse environmental impacts of projects that disproportionately affect minority and/or lower income communities, particularly those already burdened with environmental problems. The California Office of Environmental Health Hazard Assessment has developed the California Communities Environmental Health Screening Tool (CalEnviroScreen) to identify "environmental justice" or "disadvantaged" communities. CalEnviroScreen measures pollution and population characteristics using 20 indicators such as air and drinking water quality, waste sites, toxic emissions, asthma rates, and poverty. It applies a formula to each U.S. Census tract in California to generate a score that rates the level of cumulative impacts on each area. A census tract that scores in the top 25% is considered a disadvantaged community. According to CalEnviroScreen, the score for the census tracts within which the project site is located

has a score of 54, which is not within the top 25% (OEHHA 2024). Therefore, the project site is not within a disadvantaged community.

Environmental Impacts

a) Division of Established Community.

The project is in a developing urban area with no residential development. Therefore, there is no established community in that area. The project would have no impact on division of established communities.

b) Conflicts with Land Use Plans, Policies, and Regulations.

The project would not alter existing General Plan or zoning designations of the project site or adjacent lands. As such, the project would not conflict with the Williams General Plan. As noted, the project would not occur within a disadvantaged community; therefore, it would not conflict with State legislation related to reducing impacts on such communities.

This IS/ND discusses potential impacts on the environment. No significant impacts have been identified that require mitigation measures or are significant and unavoidable. This IS/ND has identified existing land use plans, policies, and ordinances potentially applicable to the project. These plans, policies, and ordinances either do not apply to the project, or the project would comply with them, thereby eliminating potential conflict. Overall, project impacts related to land use plans, policies, and regulations adopted for the purpose of avoiding or mitigating an environmental effect would be less than significant.

3.12 MINERAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	✓
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	✓

Environmental Setting

There are no mapped mineral resources in the City of Williams General Plan area (City of Williams 2011). The project site is southwest of the Williams Gas Field, but there are no wells drilled on the project site (DOGGR 2024).

Environmental Impacts

a, b) Availability of Mineral Resources.

As described above, there are no identified mineral resources in the Williams General Plan area, and the project site is outside identified natural gas fields. Therefore, the project would not affect the availability of, or access to, any known or locally designated mineral resources. The project would have no impact on mineral resources.

3.13 NOISE

Would the project result in:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			✓	
b) Generation of excessive groundborne vibration or groundborne noise levels?				✓
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				✓

Environmental Setting

The main source of noise in the project vicinity is motor vehicle traffic on Ella Street and Husted Road and operations at the Williams Airport. Further to the west, Interstate 5 traffic is a significant noise source in the area. Williams Municipal Code Section 17.03.150 establishes the City's standards on acceptable noise levels, measured in A-weighted decibels (dBA), for land uses based on zoning. For land uses in the BP zone, the maximum acceptable noise level from 7:00 a.m. to 10:00 p.m. is 70 dBA, and it is 60 dBA from 10:00 p.m. to 7:00 a.m. It should be noted that Section 17.03.150 explicitly exempts from regulation noise from emergency warning devices and equipment operated in conjunction with emergency situations, including the routine testing of such warning devices during daytime hours.

Environmental Impacts

a) Generation of Noise Exceeding Local Standards.

Noise would be generated by construction equipment. Construction activities near land uses could generate noise at levels that exceed City noise standards for these land uses. Noise

levels from construction equipment could be as high as 90 dBA at a distance of 50 feet (FHWA 2006). However, noise from construction activities is temporary and would cease once construction work is completed. In addition, the nearest land use potentially sensitive to noise is the Woodland Community College center, which is approximately 1,000 feet away. At that distance, noise from the loudest construction equipment source would be less than the maximum 70 dBA allowed under the Municipal Code, based on a reduction of 6 decibels in noise for every doubling of distance (Harris 1991).

The main source of noise from project operations would be the use of sirens from fire protection vehicles and equipment, along with occasional testing of sirens. As noted, Williams Municipal Code Section 17.03.150 exempts from regulation noise from emergency warning devices and equipment operated in conjunction with emergency situations, including the routine testing of such warning devices during daytime hours. In addition, Williams Municipal Code Section 9.14.040 exempts from regulation the sounding of any horn, siren, bell, whistle or other similar signaling device located upon any authorized emergency vehicle as defined at California Vehicle Code Section 165 or its successor statute. It is expected that the operation of sirens or other warning devices would occur occasionally, not constantly. Therefore, project impacts on ambient noise are considered less than significant.

b) Exposure to Groundborne Vibrations.

Groundborne vibration is typically associated with transportation facilities, although it is unusual for vibrations from sources such as buses and trucks to be perceptible, even in locations close to major roads. Construction equipment is another potential source. The project may generate groundborne vibrations from construction equipment use. However, as noted, the nearest land use potentially sensitive to vibrations is 1,000 feet away. Groundborne vibrations from project construction would cease once work is completed. After construction work is completed, no groundborne vibrations are expected above those generated by current traffic in the area. The project would have no impact related to groundborne vibrations.

c) Public Airport and Private Airstrip Noise.

As noted in Section 3.9, Hazards and Hazardous Materials, the nearest airport is Williams Airport, a private airport that does not have regularly scheduled service. This facility is primarily used for the operation of gliders and their tow planes. These flights are by small, single-engine planes, and are infrequent. As a result, the existing ambient noise environment of the City of Williams is not significantly influenced by aircraft noise (City of Williams 2012). The project is not considered a sensitive land use to airport noise. The project would have no impact related to airport or airstrip noise.

3.14 POPULATION AND HOUSING

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	✓
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	✓

Environmental Setting

The 2020 U.S. Census indicates that the population of Williams is 5,544, an increase of approximately 8.2% from its 2010 U.S. Census population of 5,123. As of the 2020 U.S. Census, Williams had 1,751 housing units. Based on estimates from the California Department of Finance, single-family detached units (typical houses) accounted for approximately 72.8% of total housing units in Williams (California Department of Finance 2024).

Environmental Impacts

a) Unplanned Population Growth.

The project would not directly construct additional housing or businesses. The project is intended to serve planned development in eastern Williams, as discussed in Chapter 1.0, Introduction. The project would have no impact related to unplanned population growth.

b) Displacement of Housing or People.

The project site is vacant; as such, there is no housing or residents that would be displaced because of the project. The project would have no impact related to displacement.

3.15 PUBLIC SERVICES

Would the project:

a) Result in substantial adverse physical impacts associated with the provision of, or the need for, new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
i) Fire protection?			✓	
ii) Police protection?				✓
iii) Schools?				✓
iv) Parks?				✓
v) Other public facilities?				✓

Environmental Setting

As noted, fire protection services are provided to the project site and vicinity by the Williams Fire Protection Authority. Currently, the Fire Authority operates out of one fire station at 810 E Street.

Police protection services for the City of Williams are provided by the Williams Police Department. The project site is within the boundaries of the Williams Unified School District, which provides educational services for students from transitional kindergarten to 12th grade. Parks within the City of Williams are managed by the City's Parks and Recreation Division. Other public services include the Williams Branch Library on E Street, operated by Colusa County.

Environmental Impacts

a-i) Fire Protection.

As has been noted, the project is intended to serve existing and future development in eastern Williams. The proposed new facility has been evaluated in this IS/ND for potential environmental impacts, and it has been determined that it would not cause any potentially significant environmental impacts. Project impacts related to fire protection services would be less than significant.

a-ii) Police Protection.

As noted in Section 3.14, Population and Housing, the project would not generate a population increase, or thereby potentially create additional demand for police protection

services. No new or expanded police protection facilities that could have environmental impacts would be required. The project would have no impact on this issue.

a-iii) Schools.

As noted in Section 3.14, Population and Housing, the project would not generate a population increase, thereby potentially creating additional demand for school services. No new or expanded school facilities that could have environmental impacts would be required. The project would have no impact on this issue.

a-iv) Parks.

As noted in Section 3.14, Population and Housing, the project would not generate a population increase, thereby potentially creating additional demand for parks. No new or expanded facilities that could have environmental impacts would be required. The project would have no impact on this issue.

a-v) Other Public Facilities.

As noted in Section 3.14, Population and Housing, the project would not generate a population increase, thereby potentially creating additional demand for other public facility services, such as library service. No new or expanded facilities that could have environmental impacts would be required. The project would have no impact on this issue.

3.16 RECREATION

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?				✓
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?				✓

Environmental Setting

As noted in Section 3.15, Public Services, the City of Williams provides park and recreational services within its City limits, managed by its Parks and Recreation Division. The City owns and operates five parks and a City pool. It also operates the Sacramento Valley Museum on E Street.

Environmental Impacts

a, b) Recreational Facilities.

As noted in Section 3.14, Population and Housing, the project would not generate a population increase, thereby potentially creating additional demand for parks or recreational facilities, nor would it increase the use of existing facilities. No new or expanded facilities that could have environmental impacts would be required. The project would have no impact on this issue.

3.17 TRANSPORTATION

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?				✓
b) Conflict with or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?				✓
c) Substantially increase hazards to a geometric design feature (e g., sharp curves or dangerous intersections) or incompatible uses (e g, farm equipment)?				✓
d) Result in inadequate emergency access?				✓

Environmental Setting

The project site is served by Ella Street, a two-lane Collector street that serves adjacent development, including the Woodland Community College center. Near the project site, Ella Street intersects with Husted Road, a two-lane road classified as a Minor Arterial from State Route 20 to the southern Williams city limits. The project site is within one-half mile of Interstate 5, a freeway serving the West Coast. Access to Interstate 5 is provided through interchanges on State Route 20, E Street, and Husted Road.

The Colusa County Transit Agency provides a demand response service with fixed time routes, wherein the bus departs Colusa at a set time and travels throughout the destination service area. These services are currently provided in and between Colusa and Williams, among other communities. The agency also provides out-of-county medical transportation on an on-call basis to Chico, Davis, Lincoln, Marysville, Oroville, Roseville, Sacramento, Willows, Woodland and Yuba City.

There are currently no designated bikeways in the vicinity of the project site. However, the City proposes the future installation of Class II bicycle lanes on Ella Street and Husted Road (City of Williams 2012). There are currently no sidewalks in the project vicinity.

The State of California has recently added Section 15064.3 to the CEQA Guidelines, which is meant to incorporate SB 743 into CEQA analysis. SB 743 was enacted in 2013 with the intent to balance congestion management needs and the mitigation of the environmental impacts of traffic with statewide GHG emission reduction goals. SB 743 requires an alternative mechanism for evaluating transportation impacts and amending the CEQA guidelines to provide a transportation impact analysis framework that prioritizes reducing GHG emissions, replacing the prior focus of minimizing automobile delay. Section 15064.3(b) states that VMT is the preferred method for evaluating transportation impacts, rather than LOS. The VMT metric measures the total miles traveled by vehicles associated with a project. Unlike LOS, VMT accounts for the total environmental impacts of a project on transportation, including use of non-vehicle travel modes.

Environmental Impacts

a) Conflicts with Transportation Programs and Plans.

The project would not conflict with the policies of the Circulation Element of the Williams General Plan, which proposes improvements in the project vicinity, including at the intersections of Husted Road with State Route 20 and with E Street. The project also would not interfere with the proposed installation of bike lanes along Ella Street. In accordance with the City's design standards and specifications, sidewalk is expected to be installed along the Ella Street frontage of the project site. The project would have no impact related to transportation programs and plans.

b) Conflict with CEQA Guidelines Section 15064.3(b).

Section 15064.3(b) states that VMT is the preferred method for evaluating transportation impacts, rather than the commonly used LOS. Section 15064.3(b) sets forth the criteria for analyzing transportation impacts using the preferred VMT metric. Among these criteria are that projects that generate or attract fewer than 110 trips per day generally may be assumed to cause a less-than-significant transportation impact (OPR 2018). As the project is a fire station, it is expected to generate fewer than 110 daily vehicle trips. Therefore, the project would not conflict with the intent of CEQA Guidelines Section 15064.3(b). The project would have no impact on this issue.

c) Traffic Hazards.

The project would not alter the existing configuration of Ella Street or Husted Road, so it would not introduce any feature that could become a traffic hazard. The project would add emergency fire protection vehicles to the existing traffic mix in the area. However, this would not lead to any substantial changes in traffic flow, nor would it increase potential hazards to traffic. The project would have no impact related to traffic hazards.

d) Emergency Access.

The project is the construction of a fire station. The fire station would have adequate access for emergency vehicles that would be stationed there. As noted in c) above, the project would not introduce any features that may present a traffic hazard. The project would have no impact on emergency access.

3.18 TRIBAL CULTURAL RESOURCES

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	☐	☑	☐	☐
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☑	☐	☐

Environmental Setting

The project site is located within the territory of the Ko'ru or Colusa people. This territory extended from south of Princeton on the Sacramento River to Meridian and Sycamore. The northern boundary was estimated as the boundary between Colusa and Glenn counties. From east to west, the Colusa people occupied the low-lying valley country from east of Williams to the Marysville Buttes (City of Williams 2011).

Prehistoric and historic Native American habitation sites are most often found along creeks and near other water sources. However, dry camp sites used during seasonal gathering and hunting activities away from water sources also occurred. Even though no Native American archeological sites have been documented within the planning area surrounding Williams, the most likely areas of sensitivity for such sites would be the original watershed areas of Salt Creek and Old Cortina Creek (City of Williams 2012).

In 2014, the California Legislature enacted AB 52. AB 52 modifies CEQA procedures regarding consultation with Native American tribes on cultural resource issues. AB 52 established a category called "tribal cultural resources," which not only includes physical resources but also site features, places, cultural landscapes, and sacred places and objects of value to a tribe, and which are on or eligible for a State or local historic register. AB 52 establishes notification requirements and consultation procedures between a CEQA lead agency and a tribe when a request for notification has been received from the tribe.

Environmental Impacts

a, b) Tribal Cultural Resources.

As noted, no Native American archeological sites have been documented within the planning area surrounding Williams. No Native American cultural resources were reported by the Native American Heritage Commission or by the tribes consulted within the City of Williams General Plan Update area. Neither were any Native American archaeological resources reported by the Northwest Information Center, California Historical Resources Information System (City of Williams 2011). No tribes have requested AB 52 notification from the Fire Authority (Gilbert, pers. comm.).

The project site has been heavily disturbed by agricultural and development activities, and there is no recorded evidence of known cultural resources on the project site. Although, as noted in Section 3.5, Cultural Resources, there is a potential for unknown resources to be encountered during project construction, including those associated with Native American tribes. Implementation of Mitigation Measure CULT-1, described in Section 3.5, would reduce impacts on encountered tribal cultural resources to a level that would be less than significant.

Mitigation Measure: Implementation of Mitigation Measure CULT-1.

3.19 UTILITIES AND SERVICE SYSTEMS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			✓	
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?				✓
c) Result in a determination by the wastewater treatment provider that would serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				✓
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?				✓

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?				✓

Environmental Setting

The City of Williams provides water, sanitary sewer (wastewater), and storm drainage services and facilities to City residents and businesses. As noted, water for the City is supplied by groundwater wells, of which the City operates two active wells. The water quality is good; no contamination levels have been violated. The wastewater treatment plant, located at 701 B Street, has a flow capacity of 0.5 million gallons per day; average daily flow is 0.45 million gallons per day (City of Williams 2011).

Solid waste collection service to City residents and businesses is provided by Recology, and collected solid waste is transported to the Ostrom Road Landfill in Yuba County. Energy services, including electricity and natural gas, are provided by Pacific Gas and Electric Company (PG&E).

Environmental Impacts

a) Relocation or Construction of Utility Facilities.

The project has access to existing utility lines. No new or enlarged lines that would have any environmental impacts would be required. Project impacts related to relocation or construction of utility facilities would be less than significant.

b) Water Supplies.

As indicated in Section 3.8, Hydrology and Water Quality, the project would not place substantial demands on the water supply of the City, other than for firefighting purposes. No new water supplies would need to be obtained. The project would have no impact on water supplies.

c) Wastewater Treatment Capacity.

The project would generate only a limited amount wastewater; therefore, it would not place substantial demands on the City's wastewater treatment capacity that require expansion of such capacity. The project would have no impact on this issue.

d, e) Solid Waste Services.

The project is expected to generate only a limited amount of solid waste. The Williams General Plan EIR states that the additional solid waste generated by the additional population will not create a significant increase that would exceed the permitted capacity of the Ostrom Road Landfill (City of Williams 2011). Given this and the limited amount of solid waste it would generate, the project would not place demands on the capacity of landfills where the City's solid waste is disposed. The project would have no impact on solid waste services or regulations pertaining to solid waste.

3.20 WILDFIRE

If located in or near State Responsibility Areas or lands classified as Very High Fire Hazard Severity Zones, would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?				✓
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?				✓
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?				✓
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?				✓

Environmental Setting

The City is at low risk for wildland fires. Areas further west in the foothills and mountains of Colusa County have an increased potential for fire hazard, but these areas are located outside of the Williams Sphere of Influence (City of Williams 2011). The California Department of Forestry and Fire Protection (Cal Fire) has a Fire and Resource Assessment Program that identifies fire threat based on a combination of two factors: 1) fire frequency, or the likelihood of a given area burning, and 2) potential fire behavior. These two factors are combined in determining the following Fire Hazard Severity Zones: Moderate, High, Very High. These zones apply to areas designated as State Responsibility Areas – areas in which the State has primary firefighting responsibility. The project site is not within a State Responsibility Area and therefore has not been placed in a Fire Hazard Severity Zone. The area surrounding the project site is likewise not in any designated fire hazard zone (Cal Fire 2022).

Environmental Impacts

a) Emergency Response Plans and Emergency Evacuation Plans.

As discussed in Section 3.9, Hazards and Hazardous Materials, the project would not interfere with emergency vehicle access or evacuations. The project would have no impact related to wildfire emergency response plans or emergency evacuation plans.

b) Exposure of Project Occupants to Wildfire Hazards.

The project site is not within a State Responsibility Area. The project is the construction of a fire station. As noted, in Section 3.9, the project would remove a potential fire area with the construction on vacant land. The project occupants would provide fire protection services to eastern Williams. The project would have no impact related to exposure of project occupants to wildfire hazards.

c) Installation and Maintenance of Infrastructure.

As noted in Section 3.19, Utilities and Service Systems, the project would utilize existing infrastructure in the area; the project would not install new utility lines and facilities. As noted, the project site is in an urban area with no heightened risk of wildfire. The project would have no impact related to infrastructural exacerbation of wildfire hazards.

d) Risks from Runoff, Post-Fire Slope Instability, or Drainage Changes.

The project site is in a topographically flat area at the bottom of the San Joaquin Valley. There are no streams or other channels that cross the site. As such, it is not expected that people or structures would be exposed to significant risks from changes resulting from fires in steeper areas, including downslope or downstream flooding or landslides. The project would have no impact related to risks from runoff, post-fire slope instability, or drainage changes.

3.21 MANDATORY FINDINGS OF SIGNIFICANCE

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

a) Findings on Biological and Cultural Resources.

The biological resource impacts of the revised project were described in Section 3.4, Biological Resources, and were found to be less than significant. Cultural resource impacts were described in Section 3.5, Cultural Resources, and Section 3.18, Tribal Cultural Resources. Impacts on these issues were considered less than significant with implementation of Mitigation Measure CULT-1, which applies to unknown resources encountered during project construction.

b) Findings on Cumulatively Considerable Impacts.

A cumulative impact is an environmental impact that may result from the combination of two or more environmental impacts associated with the proposed project with each other, or the combination of one or more project impacts with related environmental impacts caused by other projects. As described in this IS/ND, the project would have no impact on environmental issues, or would have impacts that are less than significant. Therefore, the project would not make a considerable contribution to potential cumulative impacts.

c) Findings on Adverse Effects on Human Beings.

Potential adverse project effects on human beings were discussed in Section 3.3, Air Quality; Section 3.7, Geology and Soils (seismic hazards); Section 3.9, Hazards and Hazardous Materials; Section 3.10, Hydrology and Water Quality (flooding); Section 3.17, Transportation (traffic hazards); and Section 3.20, Wildfire. Potential adverse effects identified in those sections either would have no impact or would be less than significant.

4.0 REFERENCES

4.1 DOCUMENT PREPARERS

This IS/ND was prepared by BaseCamp Environmental, Inc. for use by and under the supervision of the City of Stockton Public Works Department. The following persons were involved in preparation of the IS/ND:

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4.3 PERSONS CONSULTED

Jeff Gilbert. Fire Chief, Williams Fire Protection Authority.

5.0 NOTES RELATED TO EVALUATION OF ENVIRONMENTAL IMPACTS

1) A brief explanation is required for all answers, except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Less Than Significant with Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).

5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration [CEQA Guidelines Section 15063(c)(3)(D)]. In this case, a brief discussion should identify the following:

    a) Earlier Analyses Used: Identify and state where they are available for review.

    b) Impacts Adequately Addressed: Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

    c) Mitigation Measures: For effects that are "Less than Significant with Mitigation Incorporated," describe the mitigation measures, which were

incorporated or refined from the earlier document, and the extent to which they address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8) The checklist in CEQA Guidelines Appendix G is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9) The explanation of each issue should identify:

   a) the significance criteria or threshold, if any, used to evaluate each question; and

   b) the mitigation measure identified, if any, to reduce the impact to less than significance.

APPENDIX A
AIR QUALITY MODELING RESULTS

Williams Fire Station Summary Report

Table of Contents

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Williams Fire Station
Construction Start Date	5/1/2025
Operational Year	2026
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	3.40
Precipitation (days)	1.20
Location	39.16311861983607, -122.13408132424897
County	Colusa
City	Williams
Air District	Colusa County APCD
Air Basin	Sacramento Valley
TAZ	230
EDFZ	4
Electric Utility	Pacific Gas & Electric Company
Gas Utility	Pacific Gas & Electric
App Version	2022.1.1.25

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description

Industrial Park	11.2	1000sqft	1.00	11,167	100	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Construction	C-2*	Limit Heavy-Duty Diesel Vehicle Idling
Energy	E-1	Buildings Exceed 2019 Title 24 Building Envelope Energy Efficiency Standards
Water	W-7	Adopt a Water Conservation Strategy
Waste	S-1/S-2	Implement Waste Reduction Plan

* Qualitative or supporting measure. Emission reductions not included in the mitigated emissions results.

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Unmit.	26.0	10.1	10.6	0.02	0.46	2.15	2.61	0.43	1.02	1.45	1,810
Mit.	26.0	10.1	10.6	0.02	0.46	2.15	2.61	0.43	1.02	1.45	1,810
% Reduced	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Unmit.	26.0	5.25	7.21	0.01	0.22	0.18	0.36	0.20	0.04	0.22	1,424
Mit.	26.0	5.25	7.21	0.01	0.22	0.18	0.36	0.20	0.04	0.22	1,424
% Reduced	—	—	—	—	—	—	—	—	—	—	—
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—

Unmit.	0.80	2.26	3.07	0.01	0.09	0.05	0.15	0.09	0.02	0.11	602
Mit.	0.80	2.26	3.07	0.01	0.09	0.05	0.15	0.09	0.02	0.11	602
% Reduced	—	—	—	—	—	—	—	—	—	—	—
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.15	0.41	0.56	< 0.005	0.02	0.01	0.03	0.02	< 0.005	0.02	99.7
Mit.	0.15	0.41	0.56	< 0.005	0.02	0.01	0.03	0.02	< 0.005	0.02	99.7
% Reduced	—	—	—	—	—	—	—	—	—	—	—

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.55	0.21	1.54	< 0.005	0.01	0.17	0.18	0.01	0.04	0.05	512
Mit.	0.55	0.21	1.54	< 0.005	0.01	0.17	0.18	0.01	0.04	0.05	481
% Reduced	—	1%	< 0.5%	—	—	—	—	—	—	—	6%
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.45	0.22	0.94	< 0.005	0.01	0.17	0.18	0.01	0.04	0.05	491
Mit.	0.45	0.22	0.94	< 0.005	0.01	0.17	0.18	0.01	0.04	0.05	460
% Reduced	—	1%	< 0.5%	—	—	—	—	—	—	—	6%
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.47	0.20	1.05	< 0.005	0.01	0.15	0.16	0.01	0.04	0.05	471
Mit.	0.47	0.20	1.04	< 0.005	0.01	0.15	0.16	0.01	0.04	0.05	440
% Reduced	—	1%	< 0.5%	—	—	—	—	—	—	—	7%
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.09	0.04	0.19	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	77.9

Mit.	0.09	0.04	0.19	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	72.8
% Reduced	< 0.5%	1%	< 0.5%	1%	3%	—	< 0.5%	3%	—	< 0.5%	7%

6. Climate Risk Detailed Report

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	3	0	0	N/A
Extreme Precipitation	1	0	0	N/A
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	1	0	0	N/A
Flooding	0	0	0	N/A
Drought	0	0	0	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	0	0	0	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	3	1	1	3
Extreme Precipitation	1	1	1	2
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	1	1	1	2
Flooding	1	1	1	2

Drought	1	1	1	2
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	1	1	1	2

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

7. Health and Equity Details

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	54.0
Healthy Places Index Score for Project Location (b)	44.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	No
Project Located in a Low-Income Community (Assembly Bill 1550)	No
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.
b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.