
INITIAL STUDY / MITIGATED NEGATIVE DECLARATION
FOR THE
CHICO UNIFIED SCHOOL DISTRICT
INSPIRE CHARTER SCHOOL RELOCATION PROJECT

October 2011

Prepared for:

CHICO UNIFIED SCHOOL DISTRICT
2455 Carmichael Drive
Chico, CA 95928



DRAFT INITIAL STUDY
FOR THE
CHICO UNIFIED SCHOOL DISTRICT
INSPIRE CHARTER SCHOOL RELOCATION PROJECT

October 2011

Prepared for:

CHICO UNIFIED SCHOOL DISTRICT
2455 Carmichael Drive
Chico, CA 95928

PMC


TABLE OF CONTENTS

1.0 Introduction.....	1.0-1
1.1 Introduction and Regulatory Guidance	1.0-1
1.2 Lead Agency	1.0-1
1.3 Purpose and Document Organization.....	1.0-1
1.4 Evaluation of Environmental Impacts.....	1.0-2
2.0 Project Information.....	2.0-1
2.1 Environmental Factors Potentially Affected.....	2.0-2
2.2 Determination	2.0-2
3.0 Project Description	3.0-1
3.1 Project Location	3.0-1
3.2 Project Summary	3.0-1
3.3 Project Characteristics	3.0-2
3.4 Entitlements Needed.....	3.0-2
3.5 Relationship of Project to other Plans and Projects.....	3.0-11
4.0 Environmental Checklist.....	4.0-1
4.1 Aesthetics.....	4.0-1
4.2 Agriculture Resources.....	4.0-3
4.3 Air Quality.....	4.0-5
4.4 Biological Resources	4.0-12
4.5 Cultural Resources.....	4.0-17
4.6 Geology and Soils	4.0-19
4.7 Greenhouse Gases	4.0-22
4.8 Hazards and Hazardous Materials.....	4.0-23
4.9 Hydrology and Water Quality	4.0-26
4.10 Land Use and Planning	4.0-29
4.11 Mineral Resources	4.0-30
4.12 Noise.....	4.0-31
4.13 Population and Housing	4.0-35
4.14 Public Services.....	4.0-36
4.15 Recreation	4.0-39
4.16 Transportation/Traffic.....	4.0-40
4.17 Utilities and Service Systems	4.0-43
4.18 Mandatory Findings of Significance	4.0-46
5.0 References.....	5.0-1
Figures	
Figure 3.0-1 Project Location	3.0-3
Figure 3.0-2 Existing Conditions.....	3.0-5
Figure 3.0-3 Proposed Project Site Plan	3.0-7
Figure 3.0-4 Existing Community Park Conditions.....	3.0-9

1.0 INTRODUCTION

1.1 INTRODUCTION AND REGULATORY GUIDANCE

This document is an Initial Study, which concludes that a Mitigated Negative Declaration is the appropriate CEQA document for the Inspire Charter School Relocation Project. This Mitigated Negative Declaration has been prepared in accordance with the California Environmental Quality Act (CEQA), Public Resources Code Section 21000 *et seq.*, and the State CEQA Guidelines, California Code of Regulations Section 15000 *et seq.*

An Initial Study is conducted by a Lead Agency to determine if a project may have a significant effect on the environment. In accordance with CEQA Guidelines Section 15063, an EIR must be prepared if an Initial Study indicates that the proposed project under review may have a potentially significant impact on the environment that cannot be initially avoided or mitigated to a level that is less than significant. A Negative Declaration may be prepared, if the lead agency prepares a written statement describing the reasons why the proposed project would not have a significant effect on the environment, and therefore why it does not require the preparation of an EIR (CEQA Guidelines Section 15371). According to CEQA Guidelines Section 15070, a Negative Declaration shall be prepared for a project subject to CEQA when either:

- a) *The initial study shows there is no substantial evidence, in light of the whole record before the agency, that the proposed project may have a significant effect on the environment, or*
- b) *The initial study identifies potentially significant effects, but:*
 - (1) *Revisions in the project plans or proposals made by or agreed to by the applicant before the proposed negative declaration is released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur; and*
 - (2) *There is no substantial evidence, in light of the whole record before the agency, that the proposed project as revised may have a significant effect on the environment.*

1.2 LEAD AGENCY

The lead agency is the public agency with primary responsibility over a proposed project. Where two or more public agencies will be involved with a project, CEQA Guidelines Section 15051 provides criteria for identifying the lead agency. In accordance with CEQA Guidelines Section 15051(b)(1), "The lead agency will normally be the agency with general governmental powers, such as a city or county, rather than an agency with a single or limited purpose." Based on the criteria above, the Chico Unified School District (District) is the lead agency for the proposed Inspire Charter School Relocation Project.

1.3 PURPOSE AND DOCUMENT ORGANIZATION

The purpose of this Mitigated Negative Declaration is to evaluate the potential environmental impacts of the proposed Inspire Charter School Relocation Project. This document is divided into the following sections:

- **1.0 Introduction** - This section provides an introduction and describes the purpose and organization of this document.

1.0 INTRODUCTION

- **2.0 Project Information** - This section provides general information regarding the project including the project title, lead agency and address, contact person, brief description of the project location, general plan land use designations, zoning designation, identification of surrounding land uses, and identification of other public agencies whose review, approval, and/or permits may be required. Also listed in this section is a checklist of the environmental factors that are potentially affected by the project.
- **3.0 Project Description** - This section provides a detailed description of the proposed project.
- **4.0 Environmental Checklist** - This section describes the environmental setting/overview for each of the environmental subject areas, evaluates a range of impacts classified as "no impact," "less than significant," "less than significant with mitigation incorporated," and "potentially significant" in response to the environmental checklist. Each environmental checklist question is discussed and analyzed, and mitigation measures are identified, where appropriate, to mitigate potentially significant impacts to a less than significant level.
- **5.0 References** - This section identifies documents, websites, people and other sources consulted during the preparation of this initial study.

1.4 EVALUATION OF ENVIRONMENTAL IMPACTS

Section 4.0, Evaluation of Environmental Impacts, is the analysis portion of this Initial Study. This section provides an evaluation of the potential environmental impacts of the project. There are seventeen environmental issue subsections within Section 4.0, including CEQA Mandatory Findings of Significance. The environmental issue subsections, numbered 1 through 18, consist of the following:

- | | |
|------------------------------------|---|
| 1. Aesthetics | 10. Land Use and Planning |
| 2. Agriculture and Forestry | 11. Mineral Resources |
| 3. Air Quality | 12. Noise |
| 4. Biological Resources | 13. Population, Housing and Environmental Justice |
| 5. Cultural Resources | 14. Public Services |
| 6. Geology and Soils | 15. Recreation |
| 7. Greenhouse Gases | 16. Transportation/Circulation |
| 8. Hazards and Hazardous Materials | 17. Utilities and Service Systems |
| 9. Hydrology and Water Quality | 18. Mandatory Findings of Significance |

Each environmental issue subsection is organized in the following manner:

The **Environmental Setting** summarizes the existing conditions at the regional, sub-regional and local level, as appropriate, and identifies applicable plans and technical information for the particular issue area.

The **Checklist Discussion/Analysis** provides a detailed discussion of each of the environmental issue checklist questions. The level of significance for each topic is determined by considering the predicted magnitude of the impact. Four levels of impact significance are evaluated in this initial study:

No Impact: No project-related impact to the environment would occur with project development.

Less than Significant Impact: The impact would not result in a substantial adverse change in the environment. This impact level does not require mitigation measures.

Less Than Significant With Mitigation Incorporated: An impact that may have a "substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project" (CEQA Guidelines Section 15382). However, the incorporation of mitigation measures that are specified after the analysis would reduce the project-related impact to a less than significant level.

Potentially Significant Impact: An impact that is "potentially significant" as described above, but for which mitigation measures cannot be immediately suggested or the effectiveness of potential mitigation measures cannot be determined with certainty, because more in-depth analysis of the issue and potential impact is needed. In such cases, an EIR is required.

2.0 PROJECT INFORMATION

2.0 PROJECT INFORMATION

1. **Project title:** Inspire Charter School Relocation Project
2. **Lead agency name and address:** Chico Unified School District
1163 East Seventh Street
Chico, CA 95928
3. **Contact person and phone number:** Michael Weissenborn, Director Facilities and Construction
(530) 891-3140
4. **Project location:** 1071 East 16th Street and 1900 Martin Luther King Jr. Parkway, Chico, CA 95928
Latitude 39°43'35.08"N, Longitude 121°48'48.60"W
(APN: 005-540-003)
5. **Project sponsor's name and address:** Chico Unified School District
1163 East Seventh Street
Chico, CA 95928
6. **General plan designation:** Public/Quasi-Public
(P)
7. **Zoning:** Chapman Mulberry Neighborhood Plan
(P-Q/CM)
8. **Description of project:** The Chico Unified School District proposes to relocate the campus of the Inspire Charter High School from its existing location on the Chico High School campus, located at 901 Esplanade, Chico, CA, to the Chapman Elementary School campus, located at 1071 East 16th Street, Chico, CA. This will entail relocating 21 existing portable classroom and 4 restroom buildings from other Chico Unified School District campuses to the Chapman Elementary School campus; the acquisition and installation of three additional new portable classroom buildings; and the future construction of one new permanent multiple-purpose classroom/performance structure on the School campus. The project would also entail the demolition and movement of the existing park maintenance building to a new location at the northern end of the existing Community Park site and installation of new play equipment at Chapman Elementary School. All educational buildings would be located within an existing undeveloped area of the Chapman Elementary School campus currently utilized for recreation / field space.
9. **Surrounding land uses and setting:** The Chapman Elementary School campus is located in the "Chapman-town" area at 16th Street and Cleveland Avenue and adjacent to Community Park. The school is located within an

2.0 PROJECT INFORMATION

unincorporated island surrounded by the City of Chico in Butte County, California. The campus is located adjacent to residential, commercial, and industrial development, as well as a community park.

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

- * State Water Resources Control Board – Construction General Permit
- * Chico Area Recreation and Parks District – Reciprocal Use Agreement
- * Division of the State Architect – Project Plans
- * California Department of Education

2.1 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is reduced to less than significant through the use of mitigation measures indicated by the checklist on the following pages.

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

2.2 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 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.



Signature

October 20, 2011

Date

Michael Weissenborn, Director - Facilities and Construction

Printed Name

3.0 PROJECT DESCRIPTION

3.1 PROJECT LOCATION

The project is primarily located on the Chapman Elementary School campus at 1071 East 16th Street in the City of Chico, California.¹ The project site is west of State Route (SR) 99, north of East 20th Street, and south of Community Park. However, in addition to the Chapman Elementary School campus, a portion of the project will be located with Community Park at 1900 Martin Luther King Jr. Parkway, which is adjacent to the Chapman Elementary School campus. Specifically, the project is located on Assessor Parcel Numbers (APN) 005-540-003, Section 25, Township 22N, Range 1E, Chico, CA, 7.5-minute USGS quad map (Latitude 39°43'35.08"N, Longitude 121°48'48.60"W).

The location of the project site is illustrated in **Figure 3.0-1, Project Location**.

3.2 PROJECT SUMMARY

The Chico Unified School District (CUSD) proposes to relocate the Inspire School of Arts and Sciences (Inspire Charter School) from the Chico High School campus, located at 901 Esplanade, Chico, CA, to the Chapman Elementary School campus, located at 1071 East 16th Street, Chico, CA. This will entail relocating 21 existing portable classroom and 4 restroom buildings from other Chico Unified School District campuses to the Chapman Elementary School campus; the acquisition and installation of three additional new portable classroom buildings; and the future construction of one new permanent multiple-purpose classroom/performance structure on the School campus. The project will also involve the movement of the existing Community Park maintenance building currently located in the southern portion of the park near the field house building to a new, currently vacant, location at the far northern end of the existing park site, the reconfiguration of the southern-most park parking lot and the installation of new play equipment within the existing play area at Chapman Elementary School. All educational buildings would be located within the undeveloped area of the Chapman Elementary School campus site currently utilized for recreation and field space purposes. (Please refer to **Figure 3.0-2, Proposed Site Plan**)

Along with the relocation/installation of portable buildings and the future construction of a new permanent classroom / performance space structure, the project would entail:

- Reconfiguration and expansion of the southernmost Community Park parking lot located along Martin Luther King Jr. Parkway, including construction of a new student drop-off/pick-up area and modification of the drive aisle and parking space configuration accessed via the northernmost parking lot entrance; and
- Demolition of the existing park maintenance building at its current location and construction of a new park maintenance building at the northerly end of the park. The future removal and relocation of the restroom facilities at the southern end of Community Park are not contemplated as part of this action.

The existing Inspire Charter High School campus accommodates 380 students and the School has a maximum student capacity of 399 in its approved Charter. However, plans are underway to submit an amendment to the Schools charter to expand the student capacity to 480 students. To address and accommodate the potential future expansion of the School, the new facilities will be designed to accommodate the anticipated 480 maximum student load.

¹ The project site is located within an unincorporated island in the City of Chico known as Chapman Town.

3.0 PROJECT DESCRIPTION

The school will operate between the hours of 8:00 am to 3:00 pm Monday through Friday during the regular school year of August through May, with occasional weekend and evening events throughout the school year. The core academic schedule is consistent with the normal school-day schedule of other CUSD High School facilities. However, Inspire students may elect to have more flexible schedules resulting in staggered school start- and end-times.

In order to allow for shared use of the southernmost Community Park parking lot by park visitors and both Inspire Charter School and Chapman Elementary students and faculty, the CUSD, Chico Area Recreation and Parks District (CARD) and Inspire Charter High School Board will enter into a three-party reciprocal use agreement. The reciprocal use agreement will allow the Inspire Charter School to utilize the parking facilities at Community Park as well as allow for both the Inspire Charter School and the Chapman Elementary School to use the park's ball fields, tennis courts, and other facilities. In exchange, CARD will be allowed to utilize the existing classroom facilities on both school sites as needed for recreation programming activities and CARD service activities.

3.3 PROJECT CHARACTERISTICS

As stated above, the relocated school would be located on what is currently a recreational field on the existing Chapman Elementary School campus. A portion of the field area would be graded and paved to accommodate the new school buildings and facilities. The existing parkland of CARD's Community Park would be used as a replacement for the recreational field area being converted to the relocated Inspire Charter School's campus as allowed under the reciprocal use agreement between CUSD, CARD and the Inspire School Board.

The proposed buildings required for the Inspire Charter School would range in size from approximately 960 to 1,920 square feet and would be utilized as classrooms, administrative offices, labs, a study / dining hall, an art sculpture room, an engineering and robotics room, four restrooms, two digital media / computer rooms, four music and dance-related rooms, and science labs. Also proposed on the project site is a permanent site-built +/- 4,500 square foot multi-purpose room to be constructed at a future date when funding is available. A chain-link fence would be installed to provide physical separation between Inspire Charter School and Chapman Elementary School. Inspire Charter School staff and student parking would be provided adjacent to the campus within Community Park, and would be accessed from Martin Luther King Jr. Parkway. No parking facilities will be shared with Chapman Elementary School.

3.4 REQUIRED PERMITS AND APPROVALS

- Construction General Permit from the State Water Resources Control Board (SWRCB)
- Reciprocal Use Agreement with the Chico Area Recreation and Parks District (CARD)
- Building Permits and Approvals (Division of the State Architect / Butte County / City of Chico)



Figure 3.0-1
Project Location



NOT TO SCALE



Figure 3-2
Existing Conditions
PMC



Source: NTD Architecture

NOT TO SCALE



Figure 3-3
Project Site Plan





NOT TO SCALE



Figure 3-4
Existing Community Park Conditions

3.5 RELATIONSHIP OF PROJECT TO OTHER PLANS AND PROJECTS

BUTTE COUNTY GENERAL PLAN

The County of Butte General Plan is the fundamental document governing land use development within the unincorporated areas of the County. The General Plan was last adopted on October 26, 2010.

The County's General Plan includes numerous goals and policies pertaining to Land Use, Agriculture, Water Resources, Circulation, Housing, Conservation and Open Space, Health and Safety, and Public Facilities and Services. The proposed project will be required to abide by all applicable goals and policies included in the County's adopted General Plan.

CHAPMAN/MULBERRY NEIGHBORHOOD PLAN

The purpose of the policies and implementation measures included in the Chapman/Mulberry Neighborhood Plan is to preserve and enhance the single family residential character of the community and promote the revitalization of the Chapman/Mulberry Neighborhood. The policies and implementation measures of this document are intended to help revitalize and stabilize the neighborhood. The proposed project will adhere to these policies and implementation measures.

CHICO UNIFIED SCHOOL DISTRICT FACILITIES MASTER PLAN

The purpose of the Chico Unified School District Facilities Master Plan (FMP) is to provide a fact-based, data-driven report for District staff and the Board to make decisions related to District educational facilities that best serve the needs of all present and future students. The FMP herein uses articulated assumptions for enrollment, school capacities, and availability of finances and funding. It will help guide the District in constructing new facilities, evaluating existing facilities and programs by site, age, and type; and integrating student enrollments in the decision making processes for current, planned and future facilities.

4.0 ENVIRONMENTAL CHECKLIST

4.0 ENVIRONMENTAL CHECKLIST

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

Overview

The project site is located in a fully urbanized area within the urban area of Chico (an unincorporated island within the City of Chico in Butte County, California). The relocation of the Inspire Charter School would occur onto an existing elementary school site and into an area of the site that is currently undeveloped and used as recreation field space. The area surrounding the project site consists of commercial development and industrial uses to the south and east and school and park lands in all other directions.

Discussion of Impacts

- a) *No Impact.* Scenic vistas include natural features such as topography, water courses, rock outcrops, natural vegetation, and man-made alterations to the landscape. The project site and surrounding vicinity is fully developed and consists of a elementary school campus, commercial buildings to the south of the site, and a community park along streetscapes. The project site does not contain unique visual features that would distinguish it from surrounding areas nor is it located within a designated scenic vista. In addition, there are no distinct or distinguishing rock features on the project site. No scenic vistas are currently visible from the project site as views of the Sierra Nevada foothills are obscured by existing adjacent development. Therefore, the project would have no impact on scenic vistas.
- b) *No Impact.* The project would be located within a developed urban area on a developed educational campus site. No scenic resources, historic buildings, or state scenic highways exist on the site or within the project vicinity. Therefore, the project would have no impact on scenic resources.
- c) *Less Than Significant Impact.* The proposed project site is an open grassy area on the eastern portion of the Chapman Elementary School campus. Although installation of 28 mobile buildings, and 1 permanent buildings would alter views of the project site, the proposed buildings would be consistent with other facilities located on the campus which are already visible. Installation of the proposed buildings would not detract from the current visual character of the site as it would be an addition to the existing school site and consist of buildings approved by the California Board of Education and Division of State Architects.

4.0 ENVIRONMENTAL CHECKLIST

Further, grading and construction activities associated with the project have the potential to cause temporary degradation of local aesthetics for park visitors, residents living close to the school site, and for Chapman Elementary School staff and students. However, such activities are temporary, and would cease with the completion of these activities. Due to the temporary nature of this impact, this impact is considered less than significant.

- d) *Less Than Significant With Mitigation Incorporated.* No new light or glare sources visible beyond the project site would be introduced during construction of the proposed project. All construction work will be performed during normal daylight construction hours, thereby eliminating any need for temporary light sources necessary for nighttime work.

The proposed project will further develop an existing school campus, which may result in a moderate increase of artificial light and glare into the existing environment. Potential sources of light and glare include external building lighting, parking lot lighting, security lighting, building windows, and reflective building materials. The introduction of new sources of light and glare may contribute to nighttime light pollution and result in impacts to nighttime views in the area. Implementation of **MM 4.1.1** would reduce potential impacts to a level that is considered less than significant.

Mitigation Measures:

- MM 4.1.1** All outside lighting installed as part of the project shall be shielded downward in order to reduce the project's potential contribution to nighttime light pollution in the area.

Timing/Implementation: Prior to occupancy of the new school facilities

Enforcement/Monitoring: Chico Unified School District

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
4.2 AGRICULTURE AND FOREST RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997), prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526 and by Government Code Section 51104(f)), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forestland or conversion of forestland to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Overview

The California Department of Conservation manages a Farmland Mapping and Monitoring Program (FMMP), which identifies and maps significant farmland. The classification of farmland as Prime Farmland, Unique Farmland and Farmland of Statewide Importance is based upon the suitability of soils for agricultural production, as determined by a soil survey conducted by the Natural Resource Conservation Service (NRCS). An FMMP map has been prepared for Butte County that includes the project area.

Discussion of Impacts

- a) *Less Than Significant Impact.* According to the NRCS, project site soils are comprised of Chico loam. This soil is classified as "prime farmland" by the California Department of Conservation. However, as illustrated on the Butte County Important Farmland 2008 map published by the California Department of Conservation, the project site is designated urban and built-up land due to the abundance of commercial and residential development surrounding the site. Therefore, the proposed project will not convert prime

4.0 ENVIRONMENTAL CHECKLIST

farmland, unique farmland, or farmland of statewide importance. This impact is considered less than significant.

- b) *No Impact.* The project site is zoned Chapman Mulberry Neighborhood Plan (P-Q/CM) under the County of Butte Zoning Ordinance. This zoning district was not intended for agricultural uses. According to the California Department of Conservation, Division of Land Resource Protection, Williamson Act Program, the project site is not subject to a Williamson Act contract. Adjacent properties are similarly zoned for urban uses and are not subject to Williamson Act contracts. Implementation of the proposed project will have no impact on zoning for agricultural use or a Williamson Act contract.
- c) *No Impact.* The project site contains no forest or timber resources, is not zoned for forest land protection or timber production, and would have no impact on any lands with such zoning.
- d) *No Impact.* The project site contains no forest or timber resources.
- e) *No Impact.* According to maps published by the Farmland Mapping and Monitoring Program, there is no farmland located adjacent to or in the immediate vicinity of the project site. Further, there are no features of the proposed project that would necessitate or result in the conversion of off-site farmland.

4.0 ENVIRONMENTAL CHECKLIST

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

Overview

The project area is located in a region identified as the Northern Sacramento Valley Air Basin (NSVAB). This larger air basin is divided into local air districts, which are charged with the responsibility of implementing air quality programs. The local air quality agency affecting the project area is the Butte County Air Quality Management District (AQMD). Within the AQMD, the primary source of air pollution is motor vehicles. In response to motor vehicle pollutants, the state legislature adopted the California Clean Air Act, which requires local air districts to develop measures to reduce emissions from mobile sources.

Air quality standards are set at both the federal and state levels of government (**Table 4.3-1**). The Federal Clean Air Act requires the Environmental Protection Agency (EPA) to establish ambient air quality standards for six criteria air pollutants: ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, lead, and particulate matter (i.e., PM_{2.5} and PM₁₀). The California Clean Air Act also sets ambient air quality standards. The state standards are more stringent than the federal standards, and they include other pollutants as well as those regulated by the federal standards. When the concentrations of pollutants are below the allowed standards within an area, that area is considered to be in attainment of the standards.

**Table 4.3-1
Federal and State Ambient Air Quality Standards**

Pollutant	Averaging Time	California Standards (a, c)	National Standards (b, c)	
			Primary (d)	Secondary (e)
Ozone (O ₃)	1-hour	0.09 ppm (180 µg/m ³)	--	Same as Primary

4.0 ENVIRONMENTAL CHECKLIST

Pollutant	Averaging Time	California Standards ^(a, c)	National Standards ^(b, c)	
			Primary ^(d)	Secondary ^(e)
Particulate Matter (PM ₁₀)	8-hour	0.07 ppm (137 µg/m³)	0.08 ppm (157 µg/m³)	
	AAM	20 µg/m³	(Revoked) ^(f)	
	24-hour	50 µg/m³	150 µg/m³	
Fine Particulate Matter (PM _{2.5})	AAM	12 µg/m³	15 µg/m³	
	24-hour	No Standard	35 µg/m³ ^(f)	
Carbon Monoxide (CO)	1-hour	20 ppm (23 mg/m³)	35 ppm (40 mg/m³)	None
	8-hour	9 ppm (10 mg/m³)	9 ppm (10 mg/m³)	
	8-hour (Lake Tahoe)	6 ppm (7 mg/m³)	—	
Nitrogen Dioxide (NO ₂)	AAM	—	0.053 ppm (100 µg/m³)	Same as Primary
	1-hour	0.25 ppm (470 µg/m³)	—	
Sulfur Dioxide (SO ₂)	AAM	—	0.03 ppm (80 µg/m³)	—
	24-hour	0.04 ppm (105 µg/m³)	0.14 ppm (365 µg/m³)	—
	3-hour	—	—	0.5 ppm (1,300 µg/m³)
	1-hour	0.25 ppm (655 µg/m³)	—	—
Lead	30-day Average	1.5 µg/m³	—	—
	Calendar Quarter	—	1.5 µg/m³	Same as Primary
Sulfates	24-hour	25 µg/m³	No Federal Standards	
Hydrogen Sulfide	1-hour	0.03 ppm (42 µg/m³)		
Vinyl Chloride	24-hour	0.01 ppm (26 µg/m³)		

Source: California Air Resources Board and United States Environmental Protection Agency

Notes: AAM = Annual Arithmetic Mean

- California standards for O₃, CO (except Lake Tahoe), sulfur dioxide (1- and 24-hour), nitrogen dioxide, PM (PM₁₀ and PM_{2.5}), and visibility-reducing particles are values that are not to be exceeded. All others are not to be equaled or exceeded.
- National standards (other than O₃, PM, and those based on annual averages or annual arithmetic means) are not to be exceeded more than once a year. The O₃ standard is attained when the fourth highest 8-hour concentration in a year, averaged over 3 years, is equal to or less than the standard. For PM₁₀, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m³ is equal to or less than one. For PM_{2.5}, the 24-hour standard is attained when 98 percent of daily concentrations, averaged over three years, are equal to or less than the standard.
- Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based on a reference temperature of 25 °C and a reference pressure of 760 tons.
- The levels of air quality necessary to protect the public health.
- The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.
- Based on revised particulate standards adopted by the EPA on September 21, 2006. Due to lack of evidence linking health problems to long-term exposure to coarse particulate pollution, the EPA has revoked the annual PM₁₀ standard.

Data concerning air quality in the vicinity of the project area is collected at an air quality monitoring station on Manzanita Avenue in the City of Chico. **Table 4.3-2** shows the three most recent years of air quality data from the Chico-Manzanita Avenue monitoring station. The data appear to indicate that air quality in Butte County is generally fair. Further, with the exception of the state PM₁₀ and PM_{2.5} standards, and state and federal 8-hour ozone standards, Butte County is in attainment or unclassified for most criteria air pollutants.

**Table 4.3-2
Air Quality Data**

Pollutant	Year		
	2008	2009	2010
<i>Ozone (O₃)</i>			
Maximum 1-Hour Concentration (ppm)	0.111	0.080	0.077
Maximum 8-Hour Concentration (ppm)	0.097	0.073	0.071
Number of Days Exceeding State 1-Hour Standard	2	0	0
Number of Days Exceeding State 8-Hour Standard	14	2	1
Number of Days Exceeding Federal 8-Hour Standard	6	0	0
<i>Inhalable Particulates (PM₁₀)</i>			
Maximum 24-Hour Concentration (µg/m³)	143.5	48.2	40.9
Number of Days Exceeding State Standard	6	0	0
Number of Days Exceeding Federal Standard	0	0	0
<i>Ultra-Fine Particulates (PM_{2.5})</i>			
Maximum 24-Hour Concentration (µg/m³)	190.9	59.2	39.8
Estimated Days Exceeding Federal 24-Hour Standard	36.5	0	0
<i>Carbon Monoxide (CO)</i>			
Maximum 8-Hour Concentration (mg/m³)	2.74	2.35	1.80
Number of Days Exceeding State Standard	0	0	0
Number of Days Exceeding Federal Standard	0	0	0
<i>Nitrogen Dioxide (NO₂)</i>			
Maximum Hourly Concentration (µg/m³)	0.048	0.037	0.046
Number of Days Exceeding State Standard	0	0	0

Source: California Air Resources Board

Discussion of Impacts

- a) *No Impact.* As part of its enforcement responsibilities, the U.S. Environmental Protection Agency (USEPA) requires each state with nonattainment areas to prepare and submit a State Implementation Plan (SIP) that demonstrates the means to attain the federal standards. The SIP must integrate federal, state, and local plan components and regulations to identify specific measures to reduce pollution in nonattainment areas, using a combination of performance standards and market-based programs. Similarly, under state law, the California Clean Air Act requires an air quality attainment plan (AQAP) to be prepared for areas designated as nonattainment with regard to the federal and state ambient air quality standards. Air quality attainment plans outline emissions limits and control measures to achieve and maintain these standards by the earliest practical date.

The North Sacramento Valley Planning Area (NSVPA) 2009 Air Quality Attainment Plan is the most recent air quality planning document for Butte County and constitutes the region's SIP. SIPs are a compilation of new and previously submitted plans, programs (such as monitoring, modeling, permitting, etc.), district rules, state regulations, and federal controls describing how the state will attain national ambient air quality standards (NAAQS) for ozone and particulate matter. State law makes the California Air Resources Board (CARB) the lead agency for all purposes related to the SIP. Local air districts prepare SIP elements and submit them to CARB for review and approval. The NSVPA 2009 AQAP includes forecast reactive organic gases (ROG) and nitrogen oxides

4.0 ENVIRONMENTAL CHECKLIST

(NO_x) emissions (ozone precursors) for the entire NSVPA region through the year 2020. These emissions are not appropriated by county or municipality.

According to the AQMD, the consistency of the proposed project with the NSVPA 2009 Air Quality Attainment Plan, which is also the SIP for the air basin, should be determined by both (a) the project's consistency with population and vehicle use projections utilized by the AQAP and (b) the extent to which the project implements AQAP transportation control measures.

While the project would increase the intensity of the land use on the project site, the project would not represent a new type of land use on the site or a wholly new land use or air emission generation source as the project is the movement of an existing facility as opposed to the construction of a wholly new facility. No population growth would occur as a result of the project. When complete, the project would increase existing traffic within the localized project area during off-peak periods and would reduce traffic impacts in the localized Chico High School campus area. The purpose and objective of this project is to provide students at Inspire Charter School with a campus location separate from Chico High School and to enhance education opportunities as a result. As the project would not result in an increase in population or generate new traffic, no impact would occur.

- b) *Less Than Significant With Mitigation Incorporated.* Implementation of the proposed project could result in air quality impacts during project construction and operation. Construction phase air quality impacts could include emissions from construction equipment exhaust and travel, earth-moving activities, architectural coatings, and asphalt paving. However, such impacts would be temporary and cease once construction is completed. While temporary, these emissions could have an impact on air quality in the vicinity of the project. Therefore, **MM 4.3.1** is recommended and described below to reduce the impact to a level that is considered less than significant.

Operational air quality impacts could include emissions from project-generated vehicle traffic and facility operations including the use of water heaters and landscape maintenance equipment. However, these potential impacts are not substantially greater than those associated with current operations of the Inspire Charter School on the Chico High School campus. Therefore, operational air quality impacts are considered less than significant.

- c) *Less Than Significant.* As noted above, Butte County is currently in "non-attainment" for various federal and state ambient air quality standards. However, the project would not result in a cumulatively considerable increase of air pollutants because construction-related impacts would be temporary and because operational air quality impacts would be transferred from one CUSD campus to another. While operational air quality impacts are expected to increase slightly with an eventual increase in student enrollment at the charter school, impacts are still considered less than significant.
- d) *Less Than Significant With Mitigation Incorporated.* Sensitive receptors are generally defined as facilities that house or attract groups of children, the elderly, people with illnesses, or others who are especially sensitive to the effects of air pollutants. Schools, hospitals, residential areas, and convalescent facilities are examples of sensitive receptors.

Toxic Air Contaminants

There are many different types of toxic air contaminants (TACs), with varying degrees of toxicity. Sources of TACs include industrial processes such as petroleum refining and chrome plating operations, commercial operations such as gasoline stations and dry cleaners. Mobile sources of air toxics include freeways and major roadways. These roadways are sources of diesel particulate matter (DPM), which the California Air Resources Board (CARB) has listed as a toxic air contaminant.

The proposed project would not be a source of TACs. However there is a potential that the project site may be located within an area that is exposed to substantial TAC emissions. In April 2005, CARB released the Land Use and Air Quality Handbook: A Community Health Perspective (Land Use Handbook), which offers guidance on siting sensitive land uses in proximity to sources of air toxics. Sensitive land uses identified in the Handbook include residential communities, schools and school yards, day care centers, parks and playgrounds, hospitals and medical facilities. One particular source of air toxics treated in the guidance is freeways and major roadways.

The Land Use and Air Quality Handbook recommends that sensitive land uses be sited no closer than 500 feet from a freeway or major roadway. This 500 feet buffer area was developed to protect sensitive receptors from exposure to diesel PM and was based on traffic-related studies that showed a 70 percent drop in PM concentrations at a distance of 500 feet from the roadway. Presumably, acute and chronic risks as well as lifetime cancer risk due to diesel PM exposure are lowered proportionately. The project site is over 600 feet west of State Route 99. Furthermore, the project site would be buffered from State Route 99 by a row of existing trees located along State Route 99 as well as several large commercial/light industrial buildings. Therefore, the site lies beyond the CARB-recommended buffer area and is substantially buffered by existing vegetation and large-scale structures. Future receptors would not be negatively affected by toxic air contaminants generated at any of the major transportation facilities in the vicinity.

As noted in 4.3b and 4.3c above, the project itself will not be generating substantial pollutant concentrations. However, the Chapman Elementary School campus is located adjacent to the Wittmeier Collision Center and nearby to the Sierra Nevada Brewery. Both of these existing businesses are capable of generating and know emitters with the potential to impact sensitive receptors. According to the United States Environmental Protection Agency (EPA), collision centers may generate particulate matter (PM_{2.5} and PM₁₀), volatile organic compounds (VOCs), and hazardous air pollutants (HAPs). Further, brewery operations may produce pollutants such as particulate matter, nitrogen oxides (NO_x), sulfur dioxides (SO₂), VOCs, and carbon monoxide.

While both businesses are capable of producing emissions with the potential to impact sensitive receptors, these businesses operate under valid permits issued by the Butte County Air Quality Management District (AQMD) and have been operating for years adjacent to the existing Chapman Elementary School with no identified negative effects and no known permit or toxic air contaminant violations. Compliance with the permit requirements reduces potential impacts to nearby receptors to a level that is considered less than significant.

Short-Term, Construction Toxics

Though the proposed project could create a hazard to the Chapman Elementary student population and Community Park visitors through exposure to substantial pollutant

4.0 ENVIRONMENTAL CHECKLIST

concentrations such as PM_{2.5} and/or other toxic air contaminants during construction activities, these impacts are anticipated to be temporary and short term and to predominately occur outside of the school session so students would not be present throughout the majority of construction. Construction activities would involve the use of a variety of gasoline- or diesel-powered equipment that emits exhaust fumes. However, the duration of exposure would be short, and exhaust from construction equipment dissipates rapidly. Furthermore, mitigation measure **MM 4.3.1** would ensure fugitive dust (PM₁₀ and PM_{2.5}) control measures are incorporated into the project plans to reduce the emissions of fugitive dust during construction activities at the project area. Implementation of these measures would ensure workers and sensitive receptors in the vicinity of the project area would not be exposed to substantial fugitive dust emissions or heavy-duty diesel powered equipment fumes. Additionally, mitigation measure **MM 4.3.2** would ensure the control of toxic pollutants generated by heavy-duty diesel-powered equipment during construction.

- e) *No Impact.* Relocation of the Inspire Charter School to the Chapman Elementary School campus will not create any significant objectionable odors.

Mitigation Measures:

MM 4.3.1 In order to control fugitive dust during adverse weather conditions, the CUSD shall incorporate into the project, and require that contractors comply with, the following dust control measures:

1. All active unpaved construction areas shall be watered as needed to control fugitive dusts.
2. Soil stabilizers shall be applied to inactive construction areas as needed.
3. All unpaved access roads and staging areas at construction sites shall have soil stabilizers applied, or have water applied as needed.
4. Exposed stockpiles of soil and other backfill material shall be enclosed or covered, be watered as needed, or have soil binders added.
5. All trucks hauling soil and other loose material on public streets shall be covered or have at least two feet of freeboard.
6. If visible soil material is carried onto adjacent public streets, such streets shall be swept with water sweepers.
7. Dust-producing activities shall be suspended when high winds create construction-induced visible dust plumes moving beyond the project site in spite of dust control measures.

Timing/Implementation: Prior to, during, and following construction activities.

Enforcement/Monitoring: Chico Unified School District and Butte County Air Quality Management District.

MM 4.3.2 The following measures shall also be implemented in order to reduce the emissions of toxic pollutants generated by heavy-duty diesel-powered equipment during construction.

1. Keep all construction equipment in proper tune in accordance with manufacturer's specifications.

4.0 ENVIRONMENTAL CHECKLIST

2. b. Use late model heavy-duty diesel-powered equipment during construction to the extent that it is readily available in the Butte County.
3. c. Use diesel-powered equipment that has been retrofitted with after-treatment products (e.g., engine catalysts) to the extent that it is readily available in Butte County.
4. d. Use low-emission diesel fuel for all heavy-duty diesel-powered equipment operating and refueling at construction sites to the extent that it is readily available and cost effective in Butte County (this does not apply to diesel-powered trucks traveling to and from the site).
5. e. Utilize alternative fuel construction equipment (i.e., compressed natural gas, liquid petroleum gas, and unleaded gasoline) to the extent that the equipment is readily available and cost effective in Butte County.
6. Limit truck and equipment idling time to five minutes or less.
7. Rely on the electricity infrastructure surrounding the construction sites rather than electrical generators powered by internal combustion engines to the extent feasible.

Timing/Implementation: During construction activities.

Enforcement/Monitoring: Chico Unified School District.

4.0 ENVIRONMENTAL CHECKLIST

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

Overview

The project site is surrounded by existing development within the City of Chico. Due to the developed nature of the project site and surrounding area, natural vegetation communities and habitats are not found. Vegetation adjacent to the project site consists primarily of ornamental vegetation typical of residential and commercial development (e.g., lawns, shrubs, and trees of various size, density, and arrangement). A distinguishing characteristic of urban habitats is the mixture of native and exotic plant species (McBride and Reid, 1988). Plant species that occur adjacent to the project site include brome (*Bromus* spp.), wild oat (*Avena fatua*), and ryegrass (*Lolium* spp.), bristly ox-tongue (*Picris echioides*), short-pod mustard (*Hirschfeldia incana*), wild radish (*Raphanus sativus*), filaree (*Erodium* spp.), cutleaf geranium (*Geranium dissectum*), common groundsel (*Senecio vulgaris*), bluegrass (*Poa annua*), common dandelion (*Taraxacum*

officinale), clover (*Trifolium* spp.), and Bermuda grass (*Cynodon dactylon*). English ivy (*Hedera helix*), juniper (*Juniperus* sp.), jasmine (*Jasminum polyanthum*), boxwood (*Buxus* sp.), camellia (*Camellia* sp.), and other species planted as ornamentals.

Native and introduced wildlife species that are tolerant of human activities also thrive in urban biological communities. Wildlife species that occur in these areas typically include introduced species adapted to human habitation, including rock pigeon (*Columba livia*), European starling (*Sturnus vulgaris*), house sparrow (*Passer domesticus*), house mouse (*Mus musculus*), and Norway rat (*Rattus norvegicus*) (McBride and Reid, 1988). Some native species that may occur in the urban areas include American crow (*Corvus brachyrhynchos*), common raven (*Corvus corax*), common barn owl (*Tyto alba*), red-tailed hawk (*Buteo jamaicensis*), western fence lizard (*Sceloporus occidentalis*), Brewer's blackbird (*Euphagus cyanocephalus*), and house finch (*Carpodacus mexicanus*). Animals observed within the project site include house sparrow, rock pigeon, mourning dove (*Zenaida macroura*), northern mockingbird (*Mimus polyglottos*), and western gull (*Larus occidentalis*).

Special-status Species

Special-status plant and wildlife species are those that are afforded special recognition by federal, state, or local resource agencies or organizations. Special-status species are of relatively limited distribution and generally require specialized habitat conditions. Special-status species are defined as:

- Listed, proposed, or candidate for listing under the State or Federal Endangered Species Acts; or
- Protected under other regulations (e.g., local policies, Migratory Bird Treaty Act); or
- California Department of Fish and Game's Species of Special Concern and California Fully Protected Species; or
- Listed as species of concern (List 1B, 2, or 3 plants) by California Native Plant Society; or
- Species that receive consideration during environmental review under CEQA.

The official United States Fish and Wildlife Service (USFWS) list of threatened and endangered species for the Chico, California USGS 7.5-minute quadrangles (USFWS, 2011) was reviewed. In addition, the California Department of Fish and Game's (CDFG) California Natural Diversity Database (CNDDB) Rarefind computer program and online Quickviewer were searched for previously recorded occurrences of special-status species for the quadrangle listed above (CDFG, 2011). The California Native Plant Society (CNPS) online inventory was also searched for the quad listed above for CNPS List 1B, List 2, and List 3 special-status plants that may occur within the project site (CNPS, 2011). **Table 4.4-1** includes the results of the database searches.

Table 4.4-1
Status Species with Potential to Occur in the Project Vicinity

Common Name	Specific Name	Federal Status	State Status	CDFG Status	CNPS List/Rank
Swainson's hawk	<i>Buteo swainsoni</i>	None	Threatened	—	—
Burrowing owl	<i>Athene cunicularia</i>	None	None	Special Concern	—
Tricolored blackbird	<i>Agelaius tricolor</i>	None	None	Special Concern	—
Chinook salmon - Central	<i>Oncorhynchus tshawytscha</i>	Threatened	Threatened	—	—

4.0 ENVIRONMENTAL CHECKLIST

Common Name	Specific Name	Federal Status	State Status	CDFG Status	CNPS List/Rank
Valley spring-run ESU					
Silver-haired bat	<i>Lasionycteris noctivagans</i>	None	None	–	–
Hoary bat	<i>Lasiurus cinereus</i>	None	None	–	–
Pallid bat	<i>Antrozous pallidus</i>	None	None	Special Concern	–
Western mastiff bat	<i>Eumops perotis californicus</i>	None	None	Special Concern	–
Western pond turtle	<i>Emys marmorata</i>	None	Threatened	–	–
Vernal pool tadpole shrimp	<i>Lepidurus packardii</i>	Endangered	None	–	–
Valley elderberry longhorn beetle	<i>Desmocerus californicus dimorphus</i>	Threatened	None	–	–
Butte County meadowfoam	<i>Limnanthes floccosa</i> ssp. <i>californica</i>	Endangered	Endangered	–	1B.1
Butte County checkerbloom	<i>Sidalcea robusta</i>	None	None	–	1B.2
Butte County fritillary	<i>Fritillaria eastwoodiae</i>	None	None	–	3.2
Adobe-lily	<i>Fritillaria plumiflora</i>	None	None	–	1B.2
Slender-leaved pondweed	<i>Stuckenia filiformis</i>	None	None	–	2.2

CNPS List 1B: Plants rare, threatened or endangered in California and elsewhere.

CNPS List 2: Plants rare, threatened or endangered in California, but more common elsewhere.

CNPS List 3: Plants about which we need more information.

CNPS Threat Rank 0.1: Seriously threatened in California.

CNPS Threat Rank 0.2: Fairly threatened in California

The potential for special-status species to occur within the project site or be adversely impacted by the proposed project was evaluated based on the database search results, site conditions, and the project description. Given the disturbed and urban nature of the project site, the project site does not support suitable habitat for the special-status species listed in **Table 4.4-1**; however, construction activities may adversely affect nesting migratory birds and raptors, if they are present in nearby trees and shrubs.

Raptors and Other Migratory Birds

Many bird species are migratory and fall under the jurisdiction of Migratory Bird Treaty Act (MBTA). Various migratory birds and raptor species, in addition to those identified during the site visit, have the potential to inhabit the project vicinity. Several migratory birds and raptors including eagles, hawks, owls, and other birds may occur within the vicinity of the project site. Some raptor species, such as red-tailed hawk (*Buteo jamaicensis*) and northern harrier (*Circus cyaneus*), are not considered special-status species because they are not rare or protected under the Federal Endangered Species Act (FESA) or the California Endangered Species Act (CESA); however, the nests of all raptor species are protected under the MBTA and Section 3503.5 of the California Fish and Game Code. Migratory birds forage and nest in a variety of habitats. The nests of all migratory birds are protected under the MBTA, which makes it illegal to destroy any active migratory bird nest. There are several large trees that could support nesting raptors within the vicinity of the project site. Small migratory birds may nest in trees or shrubs within and adjacent to the project site. Consequently, raptors and migratory bird species may be affected by project construction.

Discussion of Impacts

- a) *Less Than Significant With Mitigation Incorporated.* As indicated above, the project site is surrounded by existing development within the City of Chico. Further, the project site consists of a previously paved parking lot, disturbed playing field and a vacant site having no vegetation, therefore these areas do not support suitable habitat for special-status species; however, if present during construction activities, nesting migratory birds and raptors may be disturbed if they are occupying nearby trees.

Raptors in the orders Falconiformes (hawks, eagles, and falcons) and Strigiformes (owls) are protected in varying degrees under: California Fish and Game Code Section 3503.5; the Bald and Golden Eagle Protection Act; the Migratory Bird Treaty Act; and CEQA. The project site provides suitable nesting for several raptor and migratory bird species. Although the proposed project is not expected to remove a significant number of trees, shrubs, or other habitat components and will not impact any native vegetation required by both common and special-status species, construction activities will occur adjacent to trees and other vegetation which provide suitable nesting habitat. Removal of vegetation during nesting activities could result in direct mortality of birds or their young. In addition, noise, vibration, and other construction activities could disrupt nesting activities, which may inadvertently cause nest failure. Direct take of active nests, eggs, or birds is prohibited by CDFG and would be considered a potentially significant impact. Therefore, **MM 4.4.1** is provided below to reduce the potential for adverse effects on any species identified by the Migratory Bird Treaty Act to a level that is considered less than significant with mitigation incorporated.

- b) *No Impact.* The project site is located within existing developed school campus and there are no riparian habitats or natural communities that will be impacted.
- c) *No Impact.* The project would be located in an urbanized, developed area. No wetlands or other jurisdictional waters of the United States are located on the project site or within the vicinity of the project site. No surface water bodies or drainages occur on the project site. The project would have no impact on federally protected wetlands.
- d) *No Impact.* The project site is located on a developed elementary school campus. The site does not provide nursery sites for wildlife nor is it conducive to or function as a corridor for migratory wildlife. No streams or waterways are located on or immediately adjacent to the project site. The project would have no impact on the movement of wildlife.
- e) *No Impact.* There are no local policies or ordinances protecting biological resources, such as a tree preservation ordinance, that affect the project area.
- f) *No Impact.* A Habitat Conservation Plan is currently being prepared by the Butte County Association of Governments (BCAG) and is scheduled to be completed in 2011-2012. However, the site is a fully-developed urban site with no habitat value or identified environmental constraints.

Mitigation Measures:

- MM 4.4.1** The objective of this mitigation provision is to reduce the potential impacts to habitat for special status bird species and birds protected under the Migratory Bird Treaty Act to a less than significant level through avoidance and construction timing measures. The following measures shall be implemented:

4.0 ENVIRONMENTAL CHECKLIST

1. Removal of trees should be limited to the greatest extent feasible.
2. Time vegetation removal and construction activities before and/or after nesting season (March 15 – July 15) for migratory and/or special status birds.
3. If construction and/or vegetation removal is planned to occur during nesting season (March 15 – July 15) the project proponent shall hire a qualified biologist or ornithologist to conduct preconstruction field surveys in and adjacent to the project area for nesting raptors, prior to the removal of any tree on the site or prior to any construction on the project site, if such construction will take place during nesting season. Surveys shall be conducted during the season immediately preceding grading operations when birds are building and defending nests or when young birds are still in nests and dependent on the parents. If no raptor or special status bird nests are found during the surveys, grading may proceed unconstrained by conflicts with raptors and/or swallows. If raptor nests are found, construction activities within 300 feet shall be postponed until after the nesting season. The time of the bird's departure must be determined by a qualified biologist.

Timing/Implementation: Prior to and during construction activities.

Enforcement/Monitoring: Chico Unified School District, Project Contractor

4.0 ENVIRONMENTAL CHECKLIST

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

Overview

Prior to the arrival of Euroamericans in the region, California was inhabited by groups of Native Americans speaking more than 100 different languages and occupying a variety of ecological settings. The City of Chico is located within the boundaries of Konkow or Northwestern Maidu territory. Further, the City of Chico is still home to a vibrant Native American community as exemplified by the Mechoopda Tribe of the Chico Rancheria.

A records search was conducted at the Northeast Information Center of the California Historical Resources Information System at California State University, Chico, for the City of Chico in October 2007, during the most recent update of the City's General Plan. That search identified 244 known archaeological sites and isolated features/artifacts, including prehistoric and historic sites, within the City's Planning Area. The majority of the prehistoric sites were bedrock milling stations and lithic scatters (e.g., areas representing the manufacture of stone tools) that are located along creeks and streams such as Mud Creek and Big Chico Creek. These are areas of high archaeological sensitivity. Many Mechoopda villages were located along these drainages as recently as the late nineteenth century.

Historic sites in the City of Chico primarily consist of residential and commercial buildings, but several trails and other linear features (e.g., the Southern Pacific Railroad alignment, historic roads, and wagon wheel ruts) are located throughout the City's Planning Area.

Discussion of Impacts

- a) *No Impact.* The project site consists of an elementary school campus and parking lot that have previously been disturbed. There are no historic resources located within the project area.
- b) *Less Than Significant With Mitigation Incorporated.* The entire project site has been previously disturbed and no known cultural resources or significant archaeological resources have been identified within the project area. Unanticipated and accidental archaeological discoveries are possible during project implementation, especially during

4.0 ENVIRONMENTAL CHECKLIST

excavation, and have the potential to impact unique archaeological resources. Therefore, mitigation measures **MM 4.5.1** and **MM 4.5.3** have been incorporated into the project.

- c) *Less Than Significant With Mitigation Incorporated.* No known paleontological resources exist within the project area. Regardless, unanticipated and accidental paleontological discoveries are possible during project implementation, especially excavation, and have the potential to impact unique paleontological resources. Therefore, mitigation measures **MM 4.5.1** has been incorporated into the project.
- d) *Less Than Significant With Mitigation Incorporated.* There is the possibility that human remains could be encountered below the surface during construction activities. Therefore, mitigation measures **MM 4.5.2** has been incorporated into the project.

Mitigation Measures:

- MM 4.5.1** If any prehistoric and/or historic resources or other indications of cultural resources are found during future development of the site, all work in the immediate vicinity of the find must stop and the CUSD shall be immediately notified. An archaeologist meeting the Secretary of Interior's Professional Qualifications Standards in prehistoric or historical archaeology, as appropriate, shall be retained to evaluate the finds and recommend appropriate mitigation measures.

Timing/Implementation: During future grading and construction activities

Monitoring/Enforcement: Chico Unified School District, Project Contractor

- MM 4.5.2** If any paleontological resources are found during future development of the site, all work in the immediate vicinity of the find must stop and the CUSD shall be immediately notified. A qualified paleontologist (i.e. one with a graduate degree in paleontology, geology, or related field, and having demonstrated experience in the vertebrate, invertebrate, or botanical paleontology of California) shall be retained to evaluate the finds and recommend appropriate mitigation measures.

Timing/Implementation: During grading and construction activities

Monitoring/Enforcement: Chico Unified School District, Project Contractor

- MM 4.5.3** If human remains are discovered during future development of the site, all work must stop in the immediate vicinity of the find, and the County Coroner must be notified, according to Section 7050.5 of California's Health and Safety Code. If the remains are determined to be Native American, the coroner will notify the Native American Heritage Commission, and the procedures outlined in CEQA Section 15064.5(d) and (e) shall be followed.

Timing/Implementation: During future grading and construction activities

Monitoring/Enforcement: Chico Unified School District, Project Contractor

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

Overview

According to the Natural Resource Conservation Service, project site soils are comprised of Chico loam. This soil type is classified as very deep and well-drained, with very high water capacity, and negligible runoff.

Discussion of Impacts

- a)
- i) *No Impact.* The Butte County General Plan states that there are no active or potentially active faults known to occur in the vicinity of the project area. Further, the nearest fault zone mapped by the California Geologic Survey under the

4.0 ENVIRONMENTAL CHECKLIST

Alquist-Priolo Earthquake Fault Zoning Act is the Lineament Bear Mountain Fault located approximately 35 miles south of the City of Chico. The California Geologic Survey does not identify the City of Chico as a city affected by this fault or any other Alquist-Priolo Earthquake Fault Zone. There is no impact.

ii) *Less Than Significant Impact.* Although it is impossible to predict the intensity of future seismic activity, the proposed project site is located in one of the least active seismic regions in California. Further, all project-related development will be required to comply with requirements of the California Building Code that relate to development within seismically active areas.

iii) *Less Than Significant Impact.* Liquefaction occurs when loose sand and silt that is saturated with water behaves like a liquid when shaken by an earthquake. Liquefaction can result in the following types of seismic-related ground failure:

- Loss of bearing strength – soils liquefy and lose the ability to support structures
- Lateral spreading – soils slide down gentle slopes or toward stream banks
- Flow failures – soils move down steep slopes with large displacement
- Ground oscillation – surface soils, riding on a buried liquefied layer, are thrown back and forth by shaking
- Flotation – floating of light buried structures to the surface
- Settlement – settling of ground surface as soils reconsolidate
- Subsidence – compaction of soil and sediment

Three factors are required for liquefaction to occur: (1) loose, granular sediment; (2) saturation of the sediment by groundwater; and (3) strong shaking. Project site soils are Chico loam. According to the Natural Resources Conservation Service, this soil series consists of relatively high percentages of sand and silt (37.2 percent and 36.6 percent, respectively). The soil is well-drained with a depth to groundwater in some areas of approximately 6 to 6 ½ feet. As described in Response 4.6(a)(ii) above, the project area has moderate potential for ground shaking. These characteristics indicate a less than significant risk of liquefaction on the project site.

iv) *No Impact.* The project site has nearly flat topography, indicating a very low potential for landslides.

b) *Less Than Significant Impact.* Construction activities during project site development, such as grading, excavation, and soil hauling, would disturb soils and potentially expose them to wind and water erosion. According to the NRCS, Chico loam has a moderate to high susceptibility to erosion. However, the project proponent will be required to prepare a stormwater pollution prevention plan (SWPPP) in order to comply with the RWQCB's General Construction Storm Water Permit. The SWPPP will identify best management practices (BMPs) to be implemented on the project site to minimize soil erosion and protect local waterways and existing drainage systems. Compliance with the State's General Construction Storm Water Permit would minimize soil erosion and loss of topsoil from project implementation and would reduce this impact to a level of less than significant.

4.0 ENVIRONMENTAL CHECKLIST

- c) *Less Than Significant Impact.* The potential for landslides on the project site was addressed under Response 4.6(a)(iv) and was determined to have no impact. The potential for lateral spreading, liquefaction, subsidence, and other types of ground failure or collapse was addressed under Response 4.6(a)(iii) above and was determined to be a less than significant impact.
- d) *Less Than Significant Impact.* Expansive or shrink-swell soils are soils that swell when subjected to moisture and shrink when dry. Expansive soils typically contain clay minerals that attract and absorb water, greatly increasing the volume of the soil. This increase in volume can cause damage to foundations, structures, and roadways. The project site contains Chico loam soils. According to the NRCS, this soil type has a clay content of 26.2 percent and a resulting moderate shrink swell potential. Therefore, prior to construction a site specific soils analysis will be conducted to ensure that future development is not impacted by potentially expansive soils.
- e) *No Impact.* As proposed, the project will connect to the City of Chico's existing wastewater conveyance and treatment system. No septic tanks or alternative wastewater disposal systems will be installed on site.

4.0 ENVIRONMENTAL CHECKLIST

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

Overview

No air district or other regulatory agency in California has identified a significance threshold for greenhouse gas (GHG) emissions generated by a proposed project, or a methodology for analyzing impacts related to GHG emissions or global climate change. By the adoption AB 32 and SB 97 however, the State of California established GHG reduction targets and has determined that GHG emissions as they relate to global climate change are a source of adverse environmental impacts in California. AB 32, California Climate Solutions Act of 2006 (See Statutes 2006, Chapter 488, enacting Health & Safety Code, Sections 18500-38599), establishes regulatory, reporting, and market mechanisms to achieve quantifiable reductions in GHG emissions and a cap on statewide GHG emissions.

The impact that GHG emissions have on global climate change does not depend on whether the emissions were generated by stationary, mobile, or area sources, or whether they were generated in one region or another. Thus, consistency with the state's requirements for GHG emissions reductions is the best metric for determining whether the proposed project would contribute to global warming. In the case of the proposed project, if the project substantially impairs the state's ability to conform to the mandate to reduce GHG emissions to 1990 levels by the year 2020, then the impact of the project would be considered significant.

Discussion of Impacts

- a) *Less Than Significant.* All GHG-related impacts associated with operations at the Chapman Elementary School campus would be consistent with current operations at the Chico High School campus. Therefore, the proposed project would result in only minor greenhouse gas emission impacts associated with temporary construction activities. All emissions of greenhouse gases associated with construction activities would be short-term and negligible. Once construction activities are complete, potential air quality impacts would cease. There would be no direct or indirect long-term impacts associated with GHG emissions due to relocating the Charter School from one school campus to another.
- b) *No impact.* The project would not conflict with any adopted plans, policies or regulations adopted for the purpose of reducing greenhouse gas emissions.

4.0 ENVIRONMENTAL CHECKLIST

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

Overview

A material is considered hazardous if it appears on a list of hazardous materials prepared by a federal, state, or local agency, or if it has characteristics defined as hazardous by such an agency. A hazardous material is defined by the California Health and Safety Code, Section 25501 as follows:

4.0 ENVIRONMENTAL CHECKLIST

"Hazardous material" means any material that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. "Hazardous materials" include, but are not limited to, hazardous substances, hazardous waste, and any material that a handler or the administering agency has a reasonable basis for believing that it would be injurious to the health and safety of persons or harmful to the environment if released into the workplace or the environment (California Health and Safety Code, Section 25501).

A hazardous material is defined in Title 22 of the California Code of Regulations (CCR) as follows:

"A substance or combination of substances which, because of its quantity, concentration, or physical, chemical or infectious characteristics, may either (1) cause, or significantly contribute to, an increase in mortality or an increase in serious irreversible, or incapacitating reversible, illness; or (2) pose a substantial present or potential hazard to human health or environment when improperly treated, stored, transported or disposed of or otherwise managed." (California Code of Regulations, Title 22, Section 662601.10)

The release of hazardous materials into the environment could potentially contaminate soils, surface water, and groundwater supplies.

Most hazardous materials regulation and enforcement in Butte County is managed by the Butte County Environmental Health Department, which refers large cases of hazardous materials contamination or violations to the Central Valley Regional Water Quality Control Board (RWQCB) and the State Department of Toxic Substances Control (DTSC). It is not at all uncommon for other agencies to become involved when issues of hazardous materials arise such as the AQMD, and both the federal and state Occupational Safety and Health Administrations (OSHA).

Under Government Code Section 65962.5, both the Department of Toxic Substances Control and the State Water Resources Control Board (SWRCB) are required to maintain lists of sites known to have hazardous substances present in the environment. Both agencies maintain up-to-date lists on their websites. A search of the DTSC and SWRCB lists identified no hazardous waste violations in the project area; however, there was a violation adjacent to the project area in 2002. That violation involved the accidental release of pesticides and the possible contamination of area groundwater. As a result, area groundwater has received ongoing monitoring since that time.

Discussion of Impacts

- a) *Less Than Significant Impact.* Project construction is scheduled to begin in the spring of 2012 with construction finalizing by the end of summer 2012. Because of this timeframe, the project will require construction during the regular school session, with many aspects of its construction occurring during regular school hours.

In order to ensure the safety of students, staff and campus visitors is maintained throughout the construction process, various safety measures are required to be incorporated or utilized as part of the project. The construction specifications and requirements (which are part of the overall 'project') contain several sections which deal with site safety and the selected contractor's obligation to secure and manage the project site. The safety requirements include but are not limited to the barricading/fencing of the construction site to make sure that students, staff and campus visitors are not able to get into the construction site, vehicular access control,

creation and use of materials storage and handling guidelines, weekly safety meetings and pre-construction safety instruction for on-site personnel, background checks for on-site workers, the identification of delivery routes and the identification and securing of on-site materials storage areas

Access routes, delivery access and parking areas for the contractor's employees will be separated from student traffic. Through implementation of these and all other State, Federal, and school standards, there would be less than significant impact to safety on or around the project site.

- b) *Less Than Significant Impact.* Hazardous materials, such as pesticides, cleaning agents, and fertilizers, may be stored and used on the project site, which has slight to moderate potential for ground shaking and ground failure. Compliance with the California Building Code and the fact that the materials will be stored away from students and the public ensure that the materials will not create a significant hazard to the public as a result of upset or accident.
- c) *Less Than Significant Impact.* The project site is located in an urban setting on an existing elementary school campus. However, as described in Response 4.8(a) above, the use and storage of hazardous materials on site however is considered less than significant.
- d) *Less Than Significant Impact.* On August 4, 2011, the DTSC Envirostor database and the SWRCB Geotracker Database were reviewed. Neither database identified any hazardous materials violations on the project site.
- e) *No Impact.* The project site is located approximately 5.0 miles southeast of the Chico Municipal Airport and 3.1 miles east of the Ranchoero Airport. According to the airport land use compatibility plans prepared for these airports, the project site is located well outside of the respective airport influence areas.
- f) *No Impact.* The project site is not located within two miles of a private airstrip.
- g) *Less Than Significant.* The City of Chico has prepared various documents addressing emergency response preparedness in the City. Development of the project site would not obstruct evacuation routes or access to critical emergency facilities. However, relocation of the portable buildings may temporarily hinder the flow of traffic through evacuation routes. The City's emergency service personnel have standard operating procedures that address construction impacts and notification of any road closures that may occur during site development. This impact is less than significant.
- h) *No Impact.* The project is located within a developed urban area and is not located near a wildland fire hazard area. The site is served by the City of Chico Fire Department and hydrants and an urban water system on and adjacent to the campus. Therefore, there would be no impact regarding wildland fire hazards as a result of the project.

4.0 ENVIRONMENTAL CHECKLIST

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

Overview:

The Federal Emergency Management Agency (FEMA) has prepared a Flood Insurance Rate Map (FIRM) depicting flood hazard areas in the City of Chico. According to FEMA, no portion of the project area is located within the 100-year floodplain (Flood Map 06007C0502E).

The project area is within the jurisdictional boundaries of the Central Valley Regional Water Quality Control Board (RWQCB), one of nine regional boards in the state. The Central Valley RWQCB, with an office in Redding, develops and enforces water quality objectives and implementation plans that safeguard the quality of water resources in its region. Specifically, the RWQCB identifies potential water quality problems, confirms and characterizes water quality problems through assessments, remedies problems through imposing or enforcing appropriate measures, and monitors problem areas to assess effectiveness of remedial measures. Remedies for problems include prevention and cleanup. Common means of prevention are the issuance of National Pollution Discharge Elimination System (NPDES) permits, waste discharge requirements (WDRs), and discharge prohibitions and restrictions. Cleanup is implemented through enforcement measures such as Cease and Desist Orders and Cleanup and Abatement Orders.

One of the duties of the RWQCB is the development of "basin plans" for the hydrologic area over which it has jurisdiction. In 1998, the Central Valley RWQCB issued the fourth edition of its Water Quality Control Plan for the Central Valley Region, also known as the Basin Plan. The Basin Plan covers both the Sacramento River Basin and the San Joaquin River Basin. It sets forth water quality objectives for both surface and ground waters for the region, and it describes implementation programs to achieve these objectives. The Basin Plan provides the foundation for the regulations and enforcement actions of the Central Valley RWQCB.

Discussion of Impacts

- a) *Less Than Significant Impact.* There is potential for the proposed project to result in degradation of water quality during both construction and operational phases. Polluted runoff from the project site during construction and operation could include sediment from soil disturbances; oil and grease from construction equipment; and pesticides and fertilizers from landscaped areas. This degradation could result in violation of water quality standards. However, the CUSD or its contractor will be required to prepare a Storm Water Pollution Prevention Plan (SWPPP) pursuant to Regional Water Quality Control Board standards and subject to RWQCB review for each phase of the project. The SWPPP will include measures designed to reduce or eliminate erosion and runoff into waterways. Best management practices include wattles, covering of stockpiles, silt fences and other physical means of slowing stormwater flow from the graded areas to allow sediment to settle before entering stormwater channels. The method used will be described in the SWPPP and may vary depending on the circumstances of construction. Additionally, the project will not violate any waste discharge requirements. Because of these standard procedures and the need to prepare a SWPPP, project impacts to water quality are considered to be less than significant.
- b) *Less Than Significant Impact.* See Item a)(iii) of Section 4.6 above. The project site contains soils of the Chico loam series. According to the NRCS, these soils are well-drained with moderate permeability. These characteristics suggest that there is potential for groundwater recharge on the project site. However, as stated in the City of Chico General Plan EIR (City of Chico 2010, p. 4.12-51) the groundwater system underlying Chico is largely sustained by recharge in the foothills located in the eastern portion of the

4.0 ENVIRONMENTAL CHECKLIST

City. Therefore, the project is not located in an area contributing to substantial groundwater recharge and this impact would be less than significant.

- c) *Less Than Significant Impact.* See Item b) of Section 4.6 above. The project site is primarily developed and does not contain any surface water features. Implementation of the proposed project would alter the existing drainage patterns on the site by adding hardscapes to approximately 3 acres of currently "undeveloped" land. However, compliance with existing regulations developed to minimize erosion and siltation would reduce this impact to a less than significant level.
- d) *Less Than Significant Impact.* See Item b) of Section 4.6 above. The project site is primarily developed and does not contain any surface water features. Implementation of the proposed project would alter the existing drainage patterns on the site by adding hardscapes to approximately 3 acres of currently "undeveloped" land. However, compliance with existing regulations developed to minimize flooding would reduce this impact to a less than significant level.
- e) *Less Than Significant Impact.* See responses to questions a) and c) of Section 4.6 above. Implementation of the proposed project would alter the existing drainage patterns on the site by paving a parking area. The drainage system design will be reviewed by the City to ensure adequate capacity and compliance with City standards. Polluted runoff from the project site during construction and operation could include sediment from soil disturbances; oil and grease from construction equipment, roadways, and parking lots; pesticides and fertilizers from landscaped areas; metals from paints; and gross pollutants such as trash and debris. Compliance with existing regulations developed to minimize the release of polluted runoff from construction sites would reduce this impact to a less than significant level.
- f) *Less Than Significant Impact.* See discussion in Items a), c), d) and e) of the Hydrology and Water Quality section and Item b) of the Geology and Soils section. The proposed project would have a less than significant impact on substantial degradation of water quality.
- g) *No Impact.* According to Federal Emergency Management Agency (FEMA) flood hazard maps, the project site is not located within a flood zone. Further, the project does not propose the development of housing. Therefore, implementation of the proposed project will not have an impact related to flooding.
- h) *No Impact.* Please refer to the response to question g) of Section 4.6 above.
- i) *No Impact.* According to the Butte County General Plan Safety Element, the project site is not located within an inundation area.
- j) *No Impact.* The project site is not located near an ocean or large body of water with potential for seiche or tsunami. Additionally, the topography of the project site is essentially flat and not at risk of mudflows. Implementation of the proposed project will not result in any impacts related to seiche, tsunami, or mudflow.

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

Overview:

The proposed Inspire Charter School Relocation Project would install/construct 29 school buildings on an existing school campus and alter an existing community park parking lot. All improvements would be located within an unincorporated island inside the City of Chico in Butte County, California. The primary land use plan concerning the project area is the Butte County General Plan, which was last updated in October 2010. The land use designation for the project area is Public/Quasi-Public (P) and the site is zoned Chapman Mulberry Neighborhood Plan (P-Q/CM). The proposed project would result in the relocation of the Inspire Charter School from the Chico High School campus to the Chapman Elementary School campus. No changes are proposed in current land use designations or zoning.

Discussion of Impacts

- a) *No Impact.* The project would not divide an established residential community as the project would occur entirely on an existing school campus.
- b) *No Impact.* All activities associated with the project would occur on the Chapman Elementary School campus with the exception of existing relocation of the existing maintenance facility. The General Plan designation for the site is Chapman Mulberry Neighborhood Plan (P-Q/CM), and installation/construction of the proposed school buildings is consistent with this land use designation. Additionally, the zoning is (P-Q/CM), and this project is consistent with this zoning.
- c) *No Impact.* See Response 4.4(f). As noted earlier, the Butte Regional Conservation Plan has not yet been adopted by the Butte County Association of Governments (BCAG). Furthermore, the project would not interfere with implementation of the plan once adopted.

4.0 ENVIRONMENTAL CHECKLIST

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

Overview:

There are no active mines within the Chico area. Historically, several areas along Butte Creek were mined for gold, sand, and gravel. The majority of the closest mining operations are located to the southeast of the Chico urban area. There are no known areas with mineral resource on the project site.

Discussion of Impacts

- a) *No Impact.* No mineral resource recovery sites are located on or in the immediate vicinity of the project site. Implementation of the proposed project would not result in the loss of availability of a known mineral resource or resource recovery site.
- b) *No Impact.* Please refer to response 4.11(a) above.

4.0 ENVIRONMENTAL CHECKLIST

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

Overview:

There are several sources of noise that could affect the project site. These sources include noise generated from stationary activities (e.g., commercial and industrial uses), and traffic on major roadways and highways in the vicinity (e.g., East 20th Street and State Route 99).

NOISE FUNDAMENTALS

Noise is generally defined as sound that is loud, disagreeable, or unexpected. The selection of a proper noise descriptor for a specific source is dependent upon the spatial and temporal distribution, duration, and fluctuation of the noise. The noise descriptors most often encountered when dealing with traffic, community, and environmental noise include the average-hourly noise level (in Leq) and the average-daily noise levels (in Ldn/CNEL).

Noise can be generated by a number of sources, including mobile sources, such as automobiles, trucks and airplanes, and stationary sources, such as construction sites, machinery, and industrial operations. The rate depends on the ground surface and the number or type of objects between the noise source and the receiver. Mobile transportation sources, such as highways, and hard and flat surfaces, such as concrete or asphalt, have an attenuation rate of 3.0 dBA per doubling of distance. Soft surfaces, such as uneven or vegetated terrain, have an

4.0 ENVIRONMENTAL CHECKLIST

attenuation rate of about 4.5 dBA per doubling of distance from the source. Noise generated by stationary sources typically attenuates at a rate of approximately 6.0 to 7.5 dBA per doubling of distance from the source (US EPA, 1971).

Sound levels can be reduced by placing barriers between the noise source and the receiver. In general, barriers contribute to decreasing noise levels only when the structure breaks the "line of sight" between the source and the receiver. Buildings, concrete walls, and berms can all act as effective noise barriers. Wooden fences or broad areas of dense foliage can also reduce noise, but are less effective than solid barriers.

Discussion of Impacts

a) *Less Than Significant With Mitigation Incorporated.*

Short-Term. Short-term noise levels related to construction of the proposed project would temporarily increase noise levels in the vicinity of the project site. Construction is performed in discrete steps, each of which has its own mix of equipment and, consequently, its own noise characteristics. Typical construction noise levels vary up to a maximum of 91 dBA at 50 feet from the construction site during the noisiest construction phases. The site preparation phase, which includes excavation and grading of the site, tends to generate the highest noise levels because the noisiest construction equipment is earthmoving equipment. Earthmoving equipment includes excavating machinery such as backhoes, bulldozers, draglines, and front loaders and earthmoving and compacting equipment, which includes compactors, scrapers, and graders. Typical operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings.

Construction of the proposed project is expected to require the use of earthmovers such as bulldozers and scrapers, loaders and graders, water trucks, and dump trucks. The maximum noise level generated by each earthmover on the proposed project site is calculated to be 88 dBA at 50 feet from the operating piece of equipment based on the noise distance divergence formula for point sources of noise. The maximum noise level generated by a paver is approximately 87 dBA at 50 feet from this equipment (See **Table 4.12-1**).

Table 4.12-1
Typical Construction Noise Levels

Equipment	Noise Levels at 50 ft
Front-End Loader	85 dBA
Bulldozer	85 dBA
Backhoe	80 dBA
Water Truck (or other heavy truck)	88 dBA
Generator	81 dBA
Concrete Mixer	85 dBA
Tamper/Roller	75 dBA
Paver	87 dBA

Source: FTA, *Transit Noise and Vibration Impact Assessment* (1995); EPA, *Noise from Construction Equipment Operations, Building Equipment and Home Appliances* (1971).

During the construction phase of the project, exterior noise levels resulting from construction could affect the nearest existing sensitive receivers in the vicinity of the project site. These include the existing classrooms at Chapman Elementary School at approximately 200 feet to the west at the closest and the nearest residential properties over 800 feet to the west of the project development footprint.

The following standard construction noise control measures would be required at the project construction site in order to minimize construction noise impacts, as mandated by Butte County General Plan Policy HS-P1.9:

1. Equip all internal combustion engine driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.
2. Locate stationary noise-generating equipment as far as possible from sensitive receptors when sensitive receptors adjoin or are near a construction project area.
3. Utilize quiet air compressors and other stationary noise-generating equipment where appropriate technology exists and is feasible.

In addition, mitigation measure **MM 4.12.1** shall be required. Implementation of **MM 4.12.1** would reduce the amount of construction noise reaching nearby residences by limiting hours of activities and by muffling and moving equipment away. Impacts after mitigation resulting from short-term construction noises would be less than significant.

Long-Term. Long-term noise-related impacts associated with the proposed project would be similar to existing conditions. The project would be located within a developed urban area on a developed educational campus site. Since the project itself proposes the relocation and operation of an educational campus within an existing educational campus, operation of the proposed project is not expected to result in any substantial changes in the noise environment. Therefore, the proposed project would not result in substantial permanent long-term operational increases in noise levels and this would be considered a less than significant impact.

- b) *Less Than Significant With Mitigation Incorporated.* Sources of earth-borne vibrations include natural phenomena (earthquakes, volcanic eruptions, sea waves, landslides, etc.), or manmade causes (explosions, machinery, traffic, trains, construction equipment, etc.). Vibration sources may be continuous such as factory machinery, and transient, such as explosions. As is the case with airborne sound, earth-borne vibrations may be described by amplitude and frequency. Increases in groundborne vibration levels attributable to the proposed project would be primarily associated with short-term construction-related activities. No permanent noise sources that would expose persons to excessive ground-borne vibration or noise levels would be located within the project site. Therefore, implementation of the proposed project would not permanently expose persons within or around the project site to excessive ground borne vibration or noise.

Construction activities associated with implementation of the proposed project could temporarily expose persons in the vicinity of the project site to excessive ground borne vibration or ground borne noise levels. However, with implementation of **MM 4.12.1** this impact would be reduced to a less than significant level.

- c) *Less Than Significant Impact.* The installation/construction of up to 30 educational-related buildings and establishment of a charter high school would not result in the creation of significant, permanent noise levels. Project-related traffic would have a less than

4.0 ENVIRONMENTAL CHECKLIST

significant discernable impact on existing noise levels as such traffic would be primarily associated with 20th Street, which is a corridor already conditioned to high levels of traffic due to the substantial amount of commercial and industrial services along it.

- d) *Less Than Significant With Mitigation Incorporated.* Noise impacts from the project could result from construction-related activities. The construction activities would temporarily increase project area noise levels, with construction equipment and activities anticipated to generate noise levels generally ranging from 75 dBA to 87 dBA at a distance of 50 feet from the center of construction activities. As stated under Item a), adherence to Butte County General Plan Policy HS-p1.9 and implementation of **MM 4.12.1** would reduce the amount of construction noise reaching nearby residences by limiting hours of activities and by muffling and moving equipment away. Impacts after mitigation resulting from short-term construction noises would be less than significant.
- e) *No Impact.* The project site is not within two miles of a public airport. The nearest public airport, the Chico Municipal Airport, is located 5 miles northwest of the project site and is well outside of the airport influence area.
- f) *No Impact.* The project site is not within the vicinity of a private airstrip. Therefore, there is no impact.

Mitigation Measures:

MM 4.12.1 The project shall comply with the following noise reduction measures:

1. General construction activities shall be limited to 7:00 a.m. to 7:00 p.m., Monday through Saturday, and 8:00 a.m. to 5:00 p.m. on Sundays, for any on-site or off-site work within 500 feet of an occupied residence.
2. Operation of construction machinery for earthwork, trenching, concrete or paving on the site project shall be restricted to the hours of 7:00 a.m. and 6:00 p.m. on weekdays, to 9:00 a.m. to 5:00 p.m. on Saturdays, and prohibited on Sundays and holidays with the exception that water trucks for the purpose of dust control may operate from 9:00 a.m. to 5:00 p.m. if needed.
3. All heavy construction equipment used on the project site shall be maintained in good operating condition, with all internal combustion, engine-driven equipment equipped with intake and exhaust mufflers that are in good condition.
4. All stationary noise-generating equipment shall be located as far away as possible from neighboring property lines, especially residential uses.

Timing/Implementation: Upon start of construction activities, throughout construction.

Enforcement/Monitoring: Chico Unified School District.

4.0 ENVIRONMENTAL CHECKLIST

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

Overview:

The project site is located in a fully urbanized area within the urban area of Chico (an unincorporated island within the City of Chico in Butte County, California). The relocation for the Inspire Charter School would be located on an existing elementary school site that is currently used as a recreation field. The surrounding area for the project site consists of commercial development to the south and southeast and school and park lands in all other directions. There are no residences proposed as part of the project.

Discussion of Impacts

- a) *No Impact.* The proposed Inspire Charter School Relocation Project would install/construct 29 school buildings on an existing school campus and alter an existing community park parking lot. The project site is located within an established educational campus and no new roads or extensions of existing roads are proposed. The project does not include the construction of any new homes or businesses. Therefore, direct or indirect increases in population growth are not expected as a result of the proposed project.
- b) *No impact.* No residences would be displaced or removed as a result of the proposed project, and the project would have no impact on existing housing.
- c) *No Impact.* As discussed under Item b) above, the project would not involve the removal or relocation of any housing and would therefore not displace any people or necessitate the construction of any replacement housing.

4.0 ENVIRONMENTAL CHECKLIST

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

Overview:

FIRE PROTECTION

The Chico Fire Department (CFD), along with the Butte County / Calfire, provide fire protection and emergency medical services to the project site. CFD services include fire suppression, emergency medical service, rescue service, hazardous material emergencies service, public assists (post-fire/accident cleanup, water removal, flooding assistance, assistance to the Police Department), fire prevention and life safety, and emergency preparedness including operation of the Emergency Operations Center (EOC) at the Fire Training Center. The CFD has mutual aid agreements with the California Department of Forestry and Fire Protection (Cal-Fire) and the Butte County Fire Department. The CFD is also signatory to the Chico Urban Area Fire and Rescue Agreement (CUAFRA). The CFD currently operates six fire stations. The fire station nearest the project site is Station #4, which is located at Notre Dame Boulevard and Forest Avenue. Equipment at this station includes two fire engines, two patrol vehicles, and one foam trailer. (City of Chico, 2010).

POLICE PROTECTION

The Chico Police Department (CPD) provides law enforcement services to the project site. If requested by the Butte County Sheriff's Office or the California Highway Patrol, the CPD may provide assistance on a case-by-case basis. As of January 2010, the CPD is authorized for 149 employees, 97 of which are sworn police officers. CPD personnel are organized into two divisions: Operations and Support. Each of the divisions is headed by a police captain. The Operations Division comprises the Patrol Section, Special Operations Section, and Animal Control Unit. The Support Division comprises the Communications Section, Records Section, Property Section, Detective Bureau, Juvenile Bureau, Crime Analysis Unit, Training Unit, and Tech Services Unit. Business Services for the CPD and the Public Information Unit are managed out of the Office of the Chief of Police. (City of Chico, 2010).

The CPD vehicle fleet consists of 51 marked/unmarked sedans, eight vans/SUVs, six pick-up trucks, two animal transports, two DUI trailers, one traffic speed trailer, one holding stock trailer, one equipment trailer, one prisoner transport, one armored vehicle, three generators, and five motorcycles. (City of Chico, 2010).

While the CPD service area comprises the Chico city limits, the department provides law enforcement services to the unincorporated parts of the Chico urban area on a daily basis. (City of Chico, 2010).

SCHOOLS

The Chico Unified School District (CUSD) was formed in 1965 and now serves a 322 square mile area that includes the entire City of Chico as well as the surrounding unincorporated areas of Butte County. The CUSD operates eleven kindergarten through 6th grade (K–6) elementary schools, one kindergarten through 8th grade (K–8) open structure classroom school, three junior high schools, two comprehensive high schools, one continuation high school, one independent study program, and one community day school. (City of Chico, 2010).

Charter schools, like the Inspire Charter School, are public schools that are created or organized by a group of teachers, parents, community leaders, or a community-based organization. Charter schools may provide instruction in any grades K–12 and are generally approved by a local public school board or county board of education. Specific goals and operating procedures for the charter school are detailed in an agreement (or "charter") between the sponsoring board and charter organizers. Public charter schools may not charge tuition and may not discriminate against any pupil on the basis of ethnicity, national origin, gender, or disability.

PARKS

Park, recreation, and open space resources, facilities and services have historically been provided by both the City of Chico Park Division and the Chico Area Recreation and Park District (CARD). In the past, the city had primary responsibility for Bidwell Park and neighborhood parks and CARD had primary responsibility for recreation programming and community parks. In 2010, the City of Chico and CARD entered into a Memorandum of Understanding (MOU) of Intergovernmental Cooperation, Coordination and Understanding that streamlines the provision of parks and recreational services to the city and surrounding community through a realignment of the roles and responsibilities of each agency. Through this arrangement, the city will retain ownership and maintenance responsibility for Bidwell Park, creekside greenways, and City-owned preserves, while CARD will assume ownership and operation of the various other developed parks and recreation systems in the city (e.g. Community Park adjacent to the project site).

Discussion of Impacts

- a) *Less Than Significant Impact.* The proposed project would not require any additional Chico Fire Department facilities, equipment and/or staff and is not anticipated to create an additional burden upon the Chico Fire Department. All classroom buildings within the school campus will utilize sprinklers for fire suppression support and the campus meets all requirements for fire access, fire lanes and hydrant spacing.

The Fire Department requires emergency vehicle access to all portions of the proposed site buildings. In addition, water for fire suppression must be available to the proposed buildings. The project site provides fire lanes and fire hydrants to the campus buildings and water pressures on the site exceed the minimum required for fire suppression support. Compliance with these requirements would ensure that this impact is less than significant.

4.0 ENVIRONMENTAL CHECKLIST

- b) *Less Than Significant Impact.* The proposed project would not result in a significant increase in demand for police services because the proposed increase in student capacity is marginal, school buildings would be equipped with an active alarm system, and the school would utilize exterior lighting for improved visibility and security to the facilities.
- c) *Less Than Significant Impact.* When complete, the new school facilities will be designed to accommodate approximately 480 students. This is an approximate increase of 75 percent over the 280 students enrolled during the 2010/2011 school year and a 21 percent increase over the 380 students projected to be enrolled during the 2011/2012 school year. However, the project is designed to accommodate this increase in student enrollment without adversely affecting school facilities.

The proposed project may result in adverse physical impacts associated with the provision of new public school facilities on the Chapman Elementary campus. These potential physical impacts are addressed throughout this Initial Study and have been determined to be mitigable to less than significant levels.

- d) *Less Than Significant Impact.* The proposed project site is directly adjacent to Community Park. Increased students on what is currently the existing Chapman Elementary School campus could generate increased activity at Community Park. However, this increase in use would be minor in comparison to 40 acres of multiple park-amenities offered at Community Park. Therefore, the proposed project would not require additional staffing at Community Park. Additionally, significant deterioration or accelerated deterioration at parks and recreation-oriented public facilities from possible increased usage is not expected and the proposed project would have a less than significant impact on parks and other public facilities.
- e) *No Impact.* The project is not anticipated to have significant impacts on other public facilities.

4.0 ENVIRONMENTAL CHECKLIST

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
4.15 RECREATION.				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project include recreational facilities, or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Overview:

The City of Chico currently includes a total of 4,317 acres of park, recreation, and open space areas, including Bidwell Park (City of Chico 2010, p. 4.12-91). The Community Park is adjacent to the project site.

The CARD Park and Recreation Master Plan identifies detailed level of service standards for each parkland classification. CARD standards consist of 1.5 acres per 1,000 residents for neighborhood parks and 2.5 acres per 1,000 residents for community parks. Through this standard, it is the intention of CARD that most residents would be within a convenient walking distance of a neighborhood or community park and have access to open space and greenways.

Discussion of Impacts

- a) *Less Than Significant Impact.* The proposed project will be developed on an undeveloped field used for recreation purposes on the Chapman Elementary School campus. The field would be graded and developed to accommodate the school buildings and facilities. The existing adjacent parkland of CARD's Community Park would be used as a replacement for the recreational field being converted to the relocated Inspire Charter School's campus. Permission to use the Community Park space is being formalized through the use of a joint-use / reciprocal use agreement between the CUSD and the Inspire Charter School Board and CARD to utilize the existing recreational facilities located at the Community Park. The adjacent Park space is not intended to replace the on-site field and recreation space at the campus site and is intended only as a supplemental space that will be used on a limited and structured basis. Therefore, the project would not substantially deteriorate any public parks or other recreational facilities.
- b) *Less Than Significant Impact.* The proposed project includes the installation of new playground equipment and structures on the existing play area of the Chapman Elementary school site. New play equipment would include modern play structures and features meeting current State and District safety standards. The new equipment would replace existing grandfathered play equipment on the existing developed school site that does not conform to existing safety requirements for new play structures. Therefore, this impact is considered to be less than significant.

4.0 ENVIRONMENTAL CHECKLIST

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

Overview:

The project site is located in the City of Chico urban area. The Chapman Elementary School site is bounded by Community Park to the north, 16th Street and residential development to the west, and existing commercial and light industrial uses to the south and east. The project site is located in the southeast corner of the Chapman Elementary School site.

The major roadway in the vicinity is 20th Street, a designated Arterial roadway located to the south of the project site beyond the mentioned commercial and industrial uses. The main line roadway of State Route 99 is located approximately 0.25 miles to the east of the project site. Primary access to the site would be provided by a dead-end extension of Dr. Martin Luther King Jr. Parkway extending northward from the intersection of 20th Street. The extension of Dr. MLK Jr. Parkway currently provides the primary access to Community Park and additionally serves one mini-storage warehouse and three commercial / light industrial land uses adjacent to it. The street is a fully developed Collector roadway with curb, gutter and sidewalk improvements along its full course. A cul-de-sac turn-bulb is provided at its northern terminus which meets the

requirements of the City of Chico. The intersection of Dr. MLK Jr. Parkway and 20th Street is a fully signalized intersection having a dedicated east-bound turn-lane and signal phase. No new roadways or roadway connections are contemplated by the proposed project.

The primary and only point of public access to the project site would be taken from the northerly extension of Dr. Martin Luther King, Jr. Parkway north its intersection with 20th Street. No public connection will be provided to 16th Street or to the west and no Inspire Charter School parking will occur in the existing parking area of Chapman Elementary School. The existing southern parking area of Community Park will be reconfigured to facilitate a new drop-off / pick-up zone for the school using the existing roadway access points from Dr. MLK, Jr. Parkway. The reconfiguration of the parking area will provide for enhanced access and circulation and will result in a net loss of four existing parking spaces within the existing southern parking area.

The student enrollment profile of the Inspire Charter School campus includes students and faculty providing instruction for grades 9-12. The use of this grade structure results in the potential for student trips from only those students in the 11th and 12th grades due to driving age requirements. The proposed Inspire Charter School charter establishes a maximum per grade level student cap of 120 students per grade level. Using a student driving factor of 80% for those in the 12th grade and 50% for those in the 11th grade, this would result in the potential for approximately 155 student drivers. This is combined with an additional approximately 30-35 faculty and staff daily drivers for a potential of approximately 185-190 average daily drivers having the need for approximately 150 on-site parking spaces. The Community Park site currently contains over 250 total parking spaces and the segment of Dr. MLK Jr. Parkway extending north of the 20th Street intersection functions well below its maximum Level of Service threshold of "C" during non-peak hour and non-special event periods. No bus service will be provided to or from the campus site and public transit connections are available on 20th Street south of the campus site.

Access to the relocated Community Park maintenance facility building will be provided via the extension of a new service road from the current terminus of Ohio Street. Ohio Street currently terminates at its intersection with Guill Street and extends as a gravel, unimproved parking/access way to the Community Park boundary. A new paved service road will be provided extending from Guill Street within existing street right-of-way and extending in an northerly direction to the relocated facility.

Discussion of Impacts

- a) *Less Than Significant Impact.* Utilizing a maximum student enrollment figure of 480 that would result from an expanded Charter capacity for the future proposed size, the Inspire charter school campus has the potential to generate approximately 820 daily trips to the surrounding roadways (based on standard trip rates derived from the Institute of Transportation Engineers Trip Generation Manual, 8th Edition). These trips would be more or less divided evenly between A.M. and P.M. trips.

Intersection and roadway functioning is often described by its Level of Service (LOS). LOS "A" constitutes light traffic conditions with no interruptions in service or delays at intersections. While LOS "F" represents congested and unstable conditions with slow moving traffic accompanied with significant delays at many intersections. The Chico General Plan establishes a citywide goal for intersection performance during peak traffic periods at Level of Service "D" or better for facilities in the project vicinity. The City of Chico standards are important to note here as it is Chico traffic facilities that would be impacted by the proposed project.

4.0 ENVIRONMENTAL CHECKLIST

As identified in the Chico General Plan EIR (City of Chico 2010, p. 4.5-48 – 4.5-53), the currently most impacted traffic facilities in the vicinity of the proposed project are the segment of 20th Street just to the south of the project site spanning from Sierra Nevada Court to Martin Luther King Jr. Parkway as well as the intersection of 20th Street and Martin Luther King Jr. Parkway. According to the General Plan EIR, these facilities operate at their least efficient LOS in the P.M. Peak Hour (LOS C and D, respectively, from 4:00 P.M. – 6:00 P.M.), yet fairly well in the A.M. Peak Hour (LOS B from 7:00 A.M. – 9:00 A.M.). As the future students at the Inspire Charter School campus would finish with school at 3:00 P.M. consistent with the balance of High Schools in the CUSD, it is not anticipated that the increase of traffic in the area associated with the project would substantially effect P.M. Peak Hour traffic efficiency to a level below LOS D at the facilities described.

In addition, it is important to note that the students of Inspire Charter School practice a 'flex' schedule which means that students arrive and leave in disbursed numbers as opposed to all at one time as typically done at traditional high schools. This dispersal of trips results in a more even distribution of P.M. trips from the site and eliminates traditional short-duration peak events on local streets and intersections.

At the current time, CARD staffs the maintenance of the park with three full-time employees and as-needed additional staff (seasonal/temporary). With the construction of the relocated maintenance facility, no new employees will be added nor will any new maintenance operations parameters on the site change. CARD maintenance staff would access the relocated building via Ohio Street and the new access road.

Based upon the fact that the project will not result in a change to adopted LOS standards nor will the project worsen an existing non-conforming LOS situation, this impact is less than significant.

- b) *Less Than Significant Impact.* See discussion in Item a) above. The proposed project would have a less than significant impact on established LOS standards during both A.M. and P.M. peak hour periods for all site access roads. The project impact would be less than significant.
- c) *No Impact.* The project would not affect air traffic volumes. The project is located outside the airport land use influence area of the Chico Municipal Airport; therefore, it would not affect flight patterns or interfere with airport operations. There is no impact.
- d) *No Impact.* Access to the project site would be provided by existing access points located along Martin Luther King Jr. Parkway. This access point would not create hazards due to design features or incompatible uses. There is no impact.
- e) *No Impact.* Emergency vehicles would access the site from Martin Luther King Jr. Parkway. This driveway location is already utilized for access to the existing Community Park facilities and would continue to accommodate through movements of emergency vehicles. Secondary emergency access would also be available from the west via the extension of Cleveland Avenue into Community Park and along the northern boundary of the existing Chapman Elementary School campus where emergency access gates are located. There is no impact from the proposed project.
- f) *No Impact.* The proposed project involves the relocation of an existing charter school from the Chico High School campus to the Chapman Elementary School campus. The Chapman Elementary School campus is already served by alternate transportation methods including bus routes and bike/pedestrian paths. The proposed project will not

conflict with adopted plans for alternative transportation and will not have an impact on alternative transportation.

4.0 ENVIRONMENTAL CHECKLIST

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

Overview:

The City of Chico provides wastewater services for the Chico High School and Chapman Elementary School campuses, while water is provided to both campuses by the California Water Service Company. The City of Chico also maintains public storm drainage improvements. Other utilities including electricity and solid waste disposal are provided to the community by private companies.

New water and wastewater lines will be installed to facilitate the implementation of the project. The new utility lines will be connect to existing service lines located in the northerly extension of Dr. MLK, Jr. Parkway to the east and will cross the existing southern-most parking lot of Community Park. New water and wastewater utility lines will be extended to the relocated CARD maintenance building. The new lines will be extended from their current terminus in Ohio Street adjacent to Community Park and extended in a northerly direction to the site of the relocated maintenance building.

Discussion of Impacts

- a) *Less Than Significant Impact.* The project would be connected to the City of Chico's existing wastewater treatment system and plant. The plant is currently in compliance with all wastewater standards and has additional capacity to support the project. Additionally, relocation of an existing charter school from one CUSD campus to another would not generate a significant increase in wastewater from what is currently generated by normal school operations. In other words, potential impacts are not substantially greater than those associated with current operations of the Inspire Charter School on the Chico High School campus. Additionally, no new service demands will be created from the relocation of the existing Park maintenance building as there will be no appreciable increase in the size of the relocated building or increases in employees servicing the site.
- b) *No Impact.* With the proposed increase in student capacity and a potential for increased student enrollment, there would be a corresponding increase in demand for water from the California Water Service Company as well as increased wastewater flows entering the City of Chico's wastewater treatment plant. However, these increases would be marginal and well within the capacities of existing infrastructure. Furthermore, potential impacts are not substantially greater than those associated with current operations of the Inspire Charter School on the Chico High School campus. New water and wastewater connections and infrastructure will be installed connecting the proposed campus site to existing collection lines located in Dr. MLK, Jr. Parkway having adequate capacity for wastewater collection and disposal and water service. New "wet" utility lines would be located under the existing southern parking area of Community Park. A cross-access agreement between CUSD, the Inspire Charter School Board and CARD will be required and is currently under formal consideration by all parties. The project would not result in the construction of new water or wastewater facilities that would result in a physical impact to the environment. As such, the project will have no impact on water and wastewater facilities. Additionally, no new service demands will be created from the relocation of the existing Park maintenance building as there will be no appreciable increase in the size of the relocated building or increases in employees servicing the site.
- c) *No Impact.* Implementation of the proposed project would increase the amount of impervious surfaces on the project site, resulting in greater stormwater runoff. However, existing on-site drainage retention facilities on the Chapman Elementary School campus and on the proposed project site are sufficient to accommodate this increase in storm water runoff. Storm water is currently, and will continue to be, accommodated in on-site retention basins and percolation trenches whereby water is temporarily retained and allowed to percolate back into the ground following large storm events. Development of the project site will not result in the elimination of an amount of storm drainage area resulting in a capacity deficit for the Chapman Elementary School.

Existing developed sub-surface storm drainage infrastructure exists along the southern property line of the existing campus however tests have indicated that due to age and sediment build-up conditions, this system does not currently function in a capacity to address on-site storm water runoff. However, the proposed new infiltration trenches and surface basins will be adequate to accommodate the proposed project requirements without the need for external connections of off-site storm water basins or infrastructure. As such, the project will have no impact on storm water facilities.

4.0 ENVIRONMENTAL CHECKLIST

The existing site of the relocated maintenance facility building is currently utilized for green waste storage. The placement of the new maintenance building at the location will not impact any existing drainage facilities nor will the relocation on the facility modify an area used for park related storm drainage. Drainage from the site will continue to be accommodated via natural percolation in to the surrounding play field space.

- d) *Less Than Significant Impact.* Both the Chico High School and Chapman Elementary School campuses are provided domestic water service by the California Water Service Company (Calwater). With the potential increase in student capacity and enrollment, the project is expected to result in a slight increase in demand for water service. However, increases would not be substantially greater than the demand for water service than that associated with current operations of the Inspire Charter School on the Chico High School campus. Additionally, Calwater has indicated the sufficient capacity exists within the existing water service line in Dr. MLK, Jr. Parkway to provide service to the site and the overall Calwater water delivery system can accommodate the demand for water at the project site, inclusive of the relocated maintenance facility building. This impact is considered less than significant.
- e) *Less Than Significant Impact.* The proposed project will be provided sanitary sewer service by the City of Chico through its wastewater collection and treatment system. The City of Chico currently generates and treats approximately 7.2 million gallons of wastewater each day (City of Chico 2010, p. 4.12-61). Capacity at the City of Chico Wastewater Treatment Plant is 9 – 12 million gallons per day (depending on the weather). The proposed school campus relocation would not result in substantially greater wastewater collection demand than those associated with current operations of the Inspire Charter School on the Chico High School campus. The City of Chico has indicated that sufficient capacity exists within the existing waste disposal collection line located in Dr. MLK, Jr. Parkway to provide service to the site and the overall City of Chico waste water collection and treatment system can accommodate the demand for water at the project site, inclusive of the relocated maintenance facility building. This impact is less than significant.
- f) *Less Than Significant Impact.* The proposed project would not significantly increase the amount of solid waste already generated by the Inspire Charter School during an average day. Further, the Butte County Landfill has adequate capacity at current disposal rate until the year 2018, and is currently seeking approval from the State for an expansion of the landfill that would accommodate solid waste disposals to the year 2034. Solid Waste collection and disposal service is available to the project site via private hauler service and regular collection service is required by both the City of Chico and the CUSD at the site. Additionally, the CARD maintenance facility building and the Community Park site is provided with regular solid waste disposal service. The relocation of the maintenance facility building will not change the current solid waste pick-up program at the park. Solid waste, including green waste, from the relocated facility will be picked-up via a new service road extending to the relocated facility from the current terminus of Ohio Street. This impact is less than significant.
- g) *Less Than Significant Impact.* The proposed project will comply with all state and federal statutes regarding solid waste. This impact is considered less than significant.

4.0 ENVIRONMENTAL CHECKLIST

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
4.18 MANDATORY FINDINGS OF SIGNIFICANCE				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wild-life population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of rare or endangered plants or animals, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) 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.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion of Impacts

- a) *Less Than Significant With Mitigation Incorporated.* Several Initial Study sections have identified the potential for significant environmental impacts, including Sections 4.4, Biological Resources, and 4.5, Cultural Resources, above. However, with implementation of mitigation measures proposed within the relevant sections of this Initial Study, these potential impacts would be reduced to a level that is considered less than significant.
- b) *Less Than Significant With Mitigation Incorporated.* Implementation of the proposed project, in conjunction with other approved or pending projects in the region, has the potential to result in cumulatively considerable impacts to the physical environment. However, with implementation of mitigation measures proposed within the relevant sections of this Initial Study, these potential impacts would be reduced to a level that is considered less than significant.
- c) *Less Than Significant With Mitigation Incorporated.* With implementation of proposed mitigation measures, relocation of the Inspire Charter School from the Chico High School campus to the Chapman Elementary School campus will not result in adverse impacts on human beings.

5.0 REFERENCES

5.1 DOCUMENTS REFERENCED IN INITIAL STUDY AND/OR INCORPORATED BY REFERENCE

The following documents were used to determine the potential for impact from the proposed project. Compliance with federal, state, and local laws is assumed in all projects.

Butte County Air Quality Management District. <http://www.bcaqmd.org/page/files/Attainment-status.pdf>. Accessed July 2011.

California Air Resources Board. Air Quality Trend Summaries. <http://www.arb.ca.gov/adam/trends/trends1.php>. Accessed August 2011.

California Department of Conservation, California Geological Survey. <http://www.consrv.ca.gov/cgs/rahm/ap/Pages/affected.aspx>. Accessed July 2011

California Department of Conservation, Division of Land Resource Protection Farmland Mapping and Monitoring Program. Butte County Important Farmland, 2008. <ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2006/sha06.pdf>. Accessed July 2011.

California Department of Conservation, California Geological Survey. Alquist-Priolo Earthquake Fault Zones. http://www.consrv.ca.gov/cgs/rahm/ap/Map_index/Pages/index.aspx. Accessed August 2011.

California Department of Finance. Table E-5. <http://www.dof.ca.gov/research/demographic/reports/estimates/e-5/2001-10/>. Accessed August 2011.

California Department of Fish and Game. California Natural Diversity Database. <http://www.dfg.ca.gov/biogeodata/cnddb/mapsanddata.asp>. Accessed August 2011.

California Department of Toxic Substances Control. Envirostor database. <http://www.envirostor.dtsc.ca.gov/public/>. Accessed August 2011.

California Native Plant Society. Inventory of Rare and Endangered Plants, V7. <http://cnps.site.aplus.net/cgi-bin/inv/inventory.cgi>. Accessed August 2011.

California State Water Resources Control Board. http://www.swrcb.ca.gov/water_issues/programs/stormwater/. Accessed August 2011.

Chico, City of. 2010. *City of Chico General Plan Environmental Impact Report (EIR)*. 2010.

County of Butte. Butte County General Plan 2030. October 2010.

Federal Emergency Management Agency. 2011. Flood Insurance Rate Map, Panel No. 06007C0502E, January, 2011.

Federal Transit Administration (FTA), 1995. *Transit Noise and Vibration Impact Assessment*. April, 1995.

United States Environmental Protection Agency (U.S. EPA). 1971. *Noise From Construction Equipment and Operations, Building Equipment, and Home Appliances*. December 31, 1971.

United States Fish & Wildlife Service, Endangered Species Program. http://www.fws.gov/sacramento/es/spp_list.htm. Accessed August 2011.