



**CITY OF YUBA CITY
PLANNING COMMISSION
STAFF REPORT**

Date: August 24, 2022
To: Chair and Members of the Planning Commission
From: Development Services Department
Presentation by: Doug Libby, Deputy Development Services Director

Subject: **Amended Development Plan (Amended DP) 17-01, Woodward Street Hotel (Springhill Suites)**

Recommendation: A. Conduct a Public Hearing; and
B. Adopt a Resolution to approve Environmental Assessment 22-08 by adopting a Mitigated Negative Declaration, subject to the Conditions of Approval and Mitigation Measures, and approve Amended DP 17-01, Woodward Street Hotel (Springhill Suites), on 3.36 acres, located along the south side of Woodward Street approximately 450 feet west of State Route 99 (Assessor's Parcel Numbers 58-041-010, 011, 017, and 018).

Applicant/Owner: Simon Gill

Project Location: The proposed project is located on 3.36 acres on the south side of Woodward Street approximately 450 feet west of State Route (SR) 99. Sole access to the site is from SR 99 onto Woodward Street. Assessor's Parcel Numbers 58-041-010, 011, 017, and 018.

General Plan: The General Plan land use designation for the property is Regional Commercial, and the project is consistent with that designation.

Specific Plan: None

Zoning: The site is within the General Commercial (C-3) and Heavy Commercial / Light Industrial (CM) Zone Districts.

Purpose:

Consideration to amend a previously approved development plan (DP 17-01) to increase the square footage and room count of the Woodward Street Hotel (Springhill Suites).

Project Description:

The proposed Amended Development Plan (Amended DP 17-01) will allow development of a

four-story hotel with ancillary uses such as food services, a bar, and a flexible conference/banquet facility. This proposal increases the originally approved hotel size from 83 rooms to 91 rooms, expands the conference/banquet facility from 6,000 square feet to 8,000 square feet, and adds additional parking. It includes 189 parking spaces with capacity for 90 additional valet parking spaces and landscaping. Access to the site will be from Woodard Street via SR 99.

The project will be located on 3.36-acres consisting of four parcels. Three parcels that comprise 2.73 acres are owned by the applicant and will contain the hotel and much of the hotel parking and landscaping. The adjoining 0.63-acre parcel, leased from Caltrans, will be utilized for additional parking and valet parking needed to serve the convention/banquet hall.

Property Description:

The 3.36-acres are relatively flat and partially vacant. Two applicant owned parcels have been added to the project since the project's original approval. Both parcels contain a residence which will be removed as part of the development. There are several trees on the site, but they do not appear to be native nor are they remarkable enough to warrant saving them. Woodward Street, which is currently the only legal access to the site, is in substandard condition and lacks curbs, gutters, and sidewalks.

Access to the original project was limited to Woodward Street, which takes direct access off SR 99. With the additional parcels added for this amended project, access from Onstott Frontage Road is also available, but not proposed to be utilized at this time. At the SR 99/Woodward Street intersection there is an existing stop sign. In addition, there is a break in the SR 99 median at this location which allows northbound SR 99 travelers and east-bound Woodward Street travelers to make left turns. This intersection is also very close to the major SR 99/20 intersection, which can have an impact to the Woodward Street/SR 99 intersection during peak periods of traffic. In the future, another street access to the hotel site will be available when Civic Center Boulevard is extended adjacent to the property, but the timing of that street extension is uncertain.

Background:

This project was originally approved by the Planning Commission on February 15, 2018 (DP 17-01) as an 83-room hotel and a 6,000 square foot conference/banquet hall. This proposal increases the hotel size from 83 rooms to 91 rooms, expands the conference/banquet facility by about 33 percent from 6,000 square feet to 8,000 square feet, and adds more parking. Parking has been expanded to include 279 spaces. The building's design has also been revised, triggering an additional design review, which is provided.

There is also a previously approved Use Permit (UP 17-08) for this project to allow additional building height. The four-story building previously received approval to increase the maximum height of occupied floors from 52 feet (maximum height allowed by the C-3 Zone District) to 55 feet. In the latest version the maximum occupied room height is 49 feet, so the Use Permit is no longer necessary.

Analysis:

Compatibility with Surrounding uses:

The site has older heavy commercial/light industrial uses on three sides as shown below in *Table 1*. To the south is the former railroad right-of-way that is planned to become the Civic Center Boulevard extension, with an existing hotel on the south side of that. Some of the properties to the north and west are owned by Caltrans with the intent to be utilized for a future 99/20-freeway interchange. For the older light industrial uses there will be new traffic brought to the area that could inconvenience some of the users that typically operate without traffic interference.

<i>Table 1: Bordering Land Uses</i>	
<i>North:</i>	Various light industrial/ heavy commercial type businesses
<i>South:</i>	Abandoned rail line (proposed to be a part of the Civic Center Boulevard extension) and a two-story hotel on the opposite side of the right-of-way
<i>East:</i>	Light industrial uses
<i>West:</i>	Metal lumber storage buildings and sheds

Due to the proximity of the project to SR 20 and SR 99, over time this hotel may encourage new investment to an area that has lacked significant investment.

A longer-term benefit of the hotel/convention hall at this location is its proximity to the existing hotel south of this project. In the future when Civic Center Boulevard is extended, there will be two hotels that can serve the convention hall which will add to the potential for hosting conventions, trade shows, etc.

Overall, this project is a benefit to this underutilized area, but due to the increased activity and traffic, it may cause inconvenience to some existing uses.

Site and Building Design/Design Review:

Site Design

This site that has been underutilized and is located in an area that has not yet reached its full potential. This previously approved four-story hotel will be a positive addition to this area, as well as the City as a whole, and could trigger additional infill growth. Overall, this is a well-designed site and building. The amount of landscaping proposed by the existing approved project and proposed revision meet or exceed City standards.

Building Design

The building is well designed with modern looking features. While this look might not be the first choice in the City's older Central City area, it is a good location for this design, and the divergent looks in different areas of the City add to the City's character.

The building's roofline is very articulated with the parapet for the occupied areas being 54 feet high (49 feet to the roof) with several tower features that are about 5 feet higher. When the amended Development Plan application was received, the tower features were approximately 63

feet high and the project was analyzed based on that information. However, the applicant recently amended the tower height to reduce it to be approximately 59 feet high.

There is also a use of varying materials including cement plastering with channeling, stone masonry, porcelain, glass, and metal, with the varying material appearing on differing planes. The base of the building is also appropriate for the height of the building. Where there is not glass, a stone base rises a full story in some places, which is appropriate for the four stories. As with the site design however, there are a few recommended conditions included:

- To add depth to the wall surfaces, the upper floor windows should be indented at least two inches or utilize a trim around the windows.
- The building will have some exterior wall lighting that will further enhance its look. There is a condition included stating the exterior wall lights should be decorative and of a size proportional to the building, not just lighting that would be on a wall of a home.
- Material utilized for the horizontal articulations should fully wrap around the building.

Parking:

The project provides a total of 279 parking spaces, including 189 regular spaces (the original project provided 107 spaces) and 90 valet spaces that can be utilized for larger events. As previously discussed, many of the parking spaces, both regular parking and valet, are located on 0.6 acres leased from Caltrans. This revised project, while it is expanded over the previously approved project, also increased the available number of standard and valet parking spaces by 60 spaces. The added parking is due to the acquisition of the two single-family residence properties which will be converted to a parking lot.

<i>Table 2: Original (2018) and Expanded Project Parking</i>				
	Building Size (sq. ft.)	Permanent Spaces	Valet Spaces	Total
New Expanded Project	73,196	189	90	279
Original Project (2018)	58,000	107	64	171
Change	+15,196	+82	+26	+108

Generally, the parking ratio remains about the same as the previously approved project. In gross numbers the room count is proposed to increase by 9 percent (8 rooms) and the convention center square footage is proposed to increase by 33 percent (2,000 sq. ft.) as did the project parking. Much of the change, however, is in valet parking.

But even with the increased parking, there remain several parking issues:

- Some of the hotel and conference/banquet hall parking will be on property leased from Caltrans, which could potentially be lost if Caltrans chooses not to renew its lease with the hotel, or that the hotel owner decides to not renew the lease.

- There is ambiguity in the Parking Section of the Zoning Regulations for banquet/conference centers.*
- There are differing assumptions as to the maximum attendance at the proposed conference center and the average vehicle occupancy.
- Use of the conference center may depend on valet parking and possibly other parking strategies, which have not previously been utilized in Yuba City.

In an attempt to determine number of parking spaces that will be needed to serve this hotel/conference center, a qualified traffic engineering firm, KD Anderson and Associates, provided an updated parking study. KD Anderson and Associates also completed a parking study for the originally approved project, and both studies are attached to this document for review.

The updated study concludes that as the project is proposed, there should be adequate parking for the hotel and conference center. The original parking study also noted that during peak events there are parking alternatives available during those periods, primarily the use of valet parking, but event organizers can also utilize shuttle services from other locations (the nearby mall for example), or the hotel operator minimizing room usage, etc.

The updated parking study concludes the parking situation for this revised project will be improved over the previously approved project. However, there are some staff recommended conditions that carry over from the original project that address ongoing concerns. There are conditions included that require the applicant to provide valet parking and to utilize other available methods as needed during those very peak periods. The conditions also provide that if parking overflow becomes an ongoing issue to the neighbors, the project shall come back to the Planning Commission for additional review.

The Caltrans leased property is ultimately intended to be utilized for a future SR 99/20 interchange. While the interchange is likely many years away, the hotel's relation to the Caltrans property should be addressed as part of this process. As such there is a condition included that if for any reason the Caltrans property becomes unavailable for parking, the hotel owner must make other provisions for parking. Under the most difficult scenario, the hall may have to be converted to rooms or other use(s) that do not generate such parking demands.

Traffic:

The roads that will be impacted by the new hotel are Woodward Street, which will directly serve the hotel, and SR 99. Currently the only access point to Woodward Street is by way of SR 99. Longer term, Civic Center Boulevard will be extended to the south side of the property, adding another access to the hotel.

Woodward Street is presently in substandard condition in that it is narrow and lacks curbs, gutters,

* The Parking standards in the Zoning Regulations provides two differing parking standards which could be applied to this project. They are:

Dance Halls and exhibition halls	... 1 parking space per 100 square feet used for assembly , skating or dancing area.
Churches, stadiums, arenas, assembly halls, clubs, and auditoriums	... 1 parking space for each 40 square feet of assembly seating area.

and sidewalks. To accommodate the additional traffic associated with the project, Woodward Street will be improved to accommodate the new traffic, however because it is only a 40-foot-wide right-of-way the street cannot be built to full City standards. There is a condition of approval that addresses this, and the road will be widened, and curbs, gutters and sidewalks will be added as right-of-way conditions permit.

Longer term, Caltrans will be constructing an interchange at SR 99 and 20, which will likely cause the closing of the Woodward Street intersection onto SR 99. When that happens the businesses in this area would be provided alternate access to the state highways. It is not known at this time what that configuration will be.

Until the SR 99/20 interchange is constructed, the greatest effect this project will have on traffic will be on the SR 99/Woodward Street intersection. Presently left turns are permitted for northbound SR 99 traffic onto Woodward Street and for eastbound traffic turning northbound on to SR 99. During peak hours northbound SR 99 traffic that is going to turn left onto SR 20 may need to drive through the Woodward Street left turn lane. Due to the lack of collision history at this location, Caltrans was not overly concerned with the project impacts. Caltrans stated that if traffic conflicts significantly increase at this intersection, they have the option of closing the median opening (eliminating left turn movements), and stated they would work with the community if this occurs.

For southbound SR 99 traffic Caltrans recommends that a right turn lane or taper be constructed along the highway to facilitate right turns onto Woodward Street. This would create overall smoother operations on the highway, and there is a condition included that requires this improvement.

Availability of City services:

All City services, including water, wastewater collection, and storm-water drainage (a combination of City and Gilsizer County Drainage District) are available to this site.

Environmental Determination:

An environmental assessment was prepared for this project in accordance with the requirements of the California Environmental Quality Act (CEQA) Guidelines. This process included the distribution of requests for comment from other responsible or affected agencies and interested organizations.

Based upon the attached environmental assessment and the list of identified mitigation measures, staff has determined that there is no evidence in the record that the project may have a significant effect on the environment and recommends adoption of a mitigated negative declaration for this project. The findings of the mitigated negative declaration is that, with the proposed mitigations for geology/soils, greenhouse gas emissions, and tribal cultural resources, the hotel and convention center/banquet hall will not create any significant impacts to the neighborhood or vicinity. As a result, the filing of a mitigated negative declaration is appropriate in accordance with the provisions of CEQA. The proposed mitigations are included with the project conditions of approval.

Recommended Action:

A. Following a public hearing, the Planning Commission makes the following findings:

Environmental Finding:

After reviewing and considering the Initial Study and proposed Mitigated Negative Declaration prepared for this project, including the proposed mitigation measures, approval of Amended DP 17-01 for a 73,196 square foot building for use as a 91-room hotel and an 8,000 square foot convention/banquet facility and related accessory uses will not generate any new significant environmental impacts.

Based on the whole record, including the initial study prepared for this project, there is no substantial evidence the project will have a significant effect on the environment and that the Mitigated Negative Declaration reflects City staff's independent judgment and analysis.

Development Plan 17-01 Findings:

Based upon analysis of the Development Plan application, and subject to the applicant's compliance with the conditions of approval, staff concludes that the following required findings of Section 8-5.7001(C) of the Municipal Code can be made.

- i. The site for the proposed use is adequate in size and shape to accommodate said use, public access, parking and loading, yards, landscaping, and other features required by this chapter.*

The 3.36-acre site meets City property development standards and is of adequate size to accommodate the project. The project provides adequate parking for the hotel and conference/banquet facility during typical operations and provisions for expanded valet parking during special events, setbacks, and landscaping.

- ii. The streets serving the site are adequate to carry the quantity of traffic generated by the proposed use.*

The traffic review conducted by the Yuba City Public Works Department and Caltrans for the project concluded that, with the Conditions of Approval recommended for the project and the payment of the City's development impact fees for roads, there would be no short-term or long-term significant impacts to traffic in the vicinity or on a citywide basis.

- iii. The site design and the size and design of the building will complement neighboring facilities.*

Based on the analysis provided in the staff report, the design of the project adequately considered the impacts on neighboring properties. The project's design provides adequate building setbacks from the property lines, and that there is adequate perimeter landscaping that also reduces the project's appearance to the neighboring uses.

- iv. The application satisfies at least one of the findings found in Title 6, Chapter 9, Article 6 of the Municipal Code.*

This project complies with this finding as the Sutter Butte Flood Control Agency (SBFCA) is the “Local Flood Management Agency” for the Sutter-Butte Basin and as such, has completed improvements to provide an urban level of flood protection in urban and urbanizing areas as required by Municipal Code Section 6-9.602 (a).

- B.** Adopt a Resolution to approve Environmental Assessment 22-08 by adopting a Mitigated Negative Declaration, subject to the Conditions of Approval and Mitigation Measures, and approve Amended DP 17-01, Woodward Street Hotel (Springhill Suites), on 3.36 acres, located along the south side of Woodward Street approximately 450 feet west of SR 99 (Assessor’s Parcel Numbers 58-041-010, 011, 017, and 018).

Attachments:

1. Planning Commission Resolution
 - Exhibit A: Proposed Amended Development Plan DP 17-01: Site Plan and Elevations
 - Exhibit B: Conditions of Approval and Mitigation Measures
2. Location Map
3. Environmental Assessment 22-08, and the Mitigation Monitoring Program
4. Parking Study Update and Original Parking Study

ATTACHMENT 1

PLANNING COMMISSION RESOLUTION NO. 22-05

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF YUBA CITY (PLANNING COMMISSION) APPROVING AN AMENDED DEVELOPMENT PLAN (AMENDED DP) 17-01, WOODWARD STREET HOTEL (SPRINGHILL SUITES), CREATING A 73,196 SQUARE FOOT 91 ROOM HOTEL WITH MEETING FACILITIES, RESTAURANT AND LOUNGE AND ANCILLARY FACILITIES ON 3.36 ACRES, LOCATED ON THE SOUTH SIDE OF WOODWARD STREET APPROXIMATELY 450 FEET WEST OF STATE ROUTE 99 (ASSESSOR'S PARCEL NUMBERS 58-041-010, 011, 017, and 018).

WHEREAS, this property is within Yuba City's city limits and the property owner wishes to develop their property to urban levels; and

WHEREAS, the City approved a Development Plan application (DP 17-01) for this property on February 15, 2018 to develop the property with an 83-room hotel and related facilities; and

WHEREAS, the property owner revised the approved development plan (Amended DP 17-01) by expanding the proposed hotel from 83 to 91 rooms, expanded the conference/banquet facility from 6,000 square feet to 8,000 square feet and expanded the parking lot to neighboring properties that were not included in the original development plan; and

WHEREAS, the Planning Commission reviewed the new Environmental Assessment 22-08 considering a Mitigated Negative Declaration (MND) prepared for the project, which provided mitigations that reduce the potential significant environmental impacts to less than significant; and

WHEREAS, a review of the General Plan and Zoning Regulations determined that the proposed Amended Development Plan (Amended DP 17-01) is consistent with the General Plan and Zoning Regulations; and

WHEREAS, on July 26, 2022, the City published a legal notice, and a public hearing notice was mailed to each property owner within at least 300 feet of the project site in compliance with State law concerning the Planning Commission's consideration on August 24, 2022; and

WHEREAS, the Planning Commission held a duly noticed public hearing on August 24, 2022, and considered all of the project and environmental information presented by staff, public testimony and all background information.

NOW, THEREFORE, BE IT RESOLVED the Planning Commission of the City of Yuba City resolves and orders as follows:

Recitals. The Planning Commission hereby specifically finds that all of the facts set forth in the recitals above are true and correct and incorporated herein.

Recommended California Environmental Quality Act Findings:

- a. The Planning Commission finds that an Environmental Assessment / Initial Study was prepared for this project in accordance with the requirements of the California Environmental Quality Act (CEQA) Guidelines. This process included the distribution of requests for comment from other responsible or affected agencies and interested

organizations. Preparation of the environmental assessment necessitated a thorough review of the proposed project and relevant environmental issues and considered previously prepared environmental and technical studies. While the proposed project could have a potentially significant effect on the environment, the Commission finds that feasible mitigation measures or alternatives have been incorporated into the project in order to avoid the effects or mitigate the effects to a point where clearly no significant effect on the environment will occur. The project-specific mitigation measures included in the project to avoid potentially significant effects are set forth in the attached Initial Study/Mitigated Negative Declaration. With the project specific mitigations imposed, there is no substantial evidence in the record that this project may have significant direct, indirect or cumulative effects on the environment.

- b. Adoption of MND and Mitigation Monitoring and Reporting Program. Based on the foregoing, the Planning Commission hereby adopts the Mitigated Negative Declaration prepare for the project, included the associated Mitigation Monitoring and Reporting Program, as the project will not result in any significant, adverse, environmental impacts with the mitigation imposed. The Yuba City Development Services Department is located at 1201 Civic Center Blvd., Yuba City, CA 95993, and is hereby designated as the custodian of the documents and other materials that constitute the record of proceedings upon which the decision is based. The Planning Commission authorizes the Director, or designee, to execute and file with the Sutter County Clerk, as appropriate, a Notice of Determination for approval of the project that complies with the CEQA Guidelines.

Development Plan Findings: The following are required findings of Section 8-5.7001(C) of the Municipal Code that must be made prior to approving the project:

- i. The site for the proposed use is adequate in size and shape to accommodate said use, public access, parking and loading, yards, landscaping, and other features required by this chapter.
- ii. The streets serving the site are adequate to carry the quantity of traffic generated by the proposed use.
- iii. The site design, design of the buildings, and the scale of the project will complement neighboring facilities.
- iv. The application satisfies at least one of the finding found in Title 6, Chapter 9, Article 6 of the Municipal Code.

Evidence:

- i. The 3.36-acre site meets City property development standards and is of adequate size to accommodate the project. The project provides adequate parking for the hotel and conference/banquet facility during typical operations and provisions for expanded valet parking during special events, setbacks, and landscaping.
- ii. The traffic review conducted by the Yuba City Public Works Department and Caltrans for the project concluded that, with the Conditions of Approval recommended for the project and the payment of the City's development impact fees for roads, there would be no short-term or long-term significant impacts to traffic in the vicinity or on a citywide basis.

- iii. Based on the analysis provided in the staff report, the design of the project adequately considered the impacts on neighboring properties. The project's design provides adequate building setbacks from the property lines, and that there is adequate perimeter landscaping that also reduces the project's appearance to the neighboring uses.
- iv. This project complies with this finding as the Sutter Butte Flood Control Agency (SBFCA) is the "Local Flood Management Agency" for the Sutter-Butte Basin and as such, has completed improvements to provide an urban level of flood protection in urban and urbanizing areas as required by Municipal Code Section 6-0.602 (a).

Effective Date of Resolution. This Resolution shall become effective immediately.

AND, BE IT FURTHER RESOLVED, that the Planning Commission, based on Environmental Assessment 22-08 and the list of identified mitigation measures, determines the project will not have a significant impact on the environment and adopts a Mitigated Negative Declaration for the project as well as the associated Mitigation Monitoring Program, and approves Amended Development Plan 17-01: Woodward Street Hotel (Springhill Suites), as shown in **Exhibit A** subject to the conditions of approval and mitigation measures as provided in **Exhibit B**.

The foregoing resolution was introduced at the regular meeting of the Planning Commission held on August 24, 2022, by Commissioner _____ who moved its adoption, which motion was seconded by Commissioner _____ and carried by the following vote:

Ayes:

Noes:

Absent:

Recused:

By order of the Planning Commission of the City of Yuba City.

Michele Blake, Planning Commission Chair

ATTEST:

Benjamin Moody, Secretary to the Planning Commission

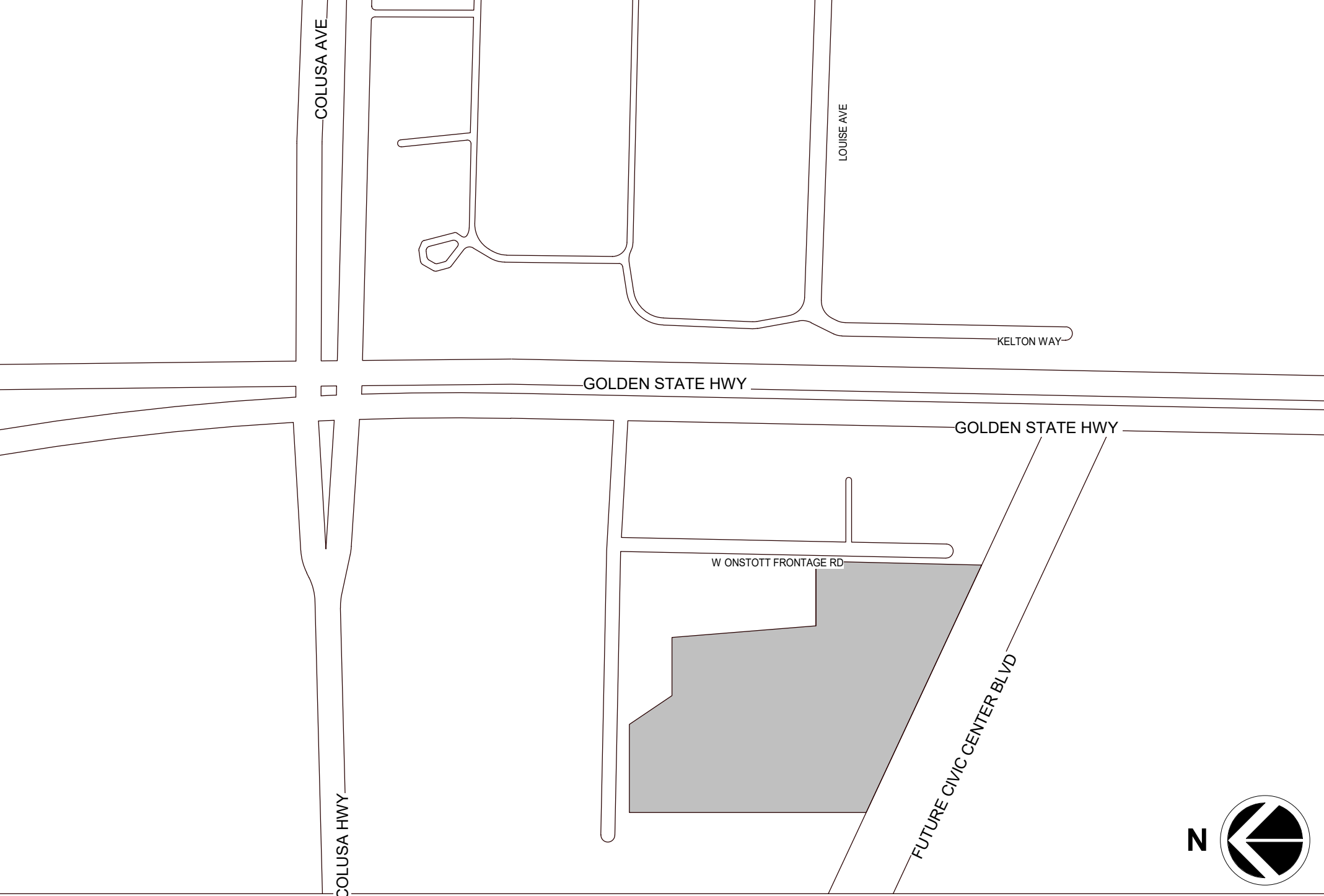
Attachments:

Exhibit A: Proposed Amended Development Plan DP 17-01: Site Plan and Elevations
Exhibit B: Conditions of Approval and Mitigation Measures

EXHIBIT A



VICINITY MAP



PROJECT DIRECTORY

OWNER:
Simon Gill
850 Colusa Ave.
Yuba City, CA 95993

ARCHITECT:
I & A ARCHITECTS, INC.
Architecture-Interiors-Planning.
855 Sansome Street
Suite 200
San Francisco, CA 94111

DESIGN MANAGER:
B DESIGN STUDIO
855 Sansome Street
Suite 200
San Francisco CA 94111

PROPOSED 91 KEYS



FOR SIMON GILL
AT YUBA CITY, CALIFORNIA

DRAWING INDEX

S-0	COVERSHEET
S-1	SITE PLAN
S-2	ELEVATIONS
S-3	ELEVATIONS
S-4	VIEWS
S-5	VIEWS
S-6	VIEWS

SHEET NOTES:

- SEE CIVIL DRAWINGS FOR SITE GRADING, DRAINAGE, UTILITY & STORM WATER CONTROL.
- SEE LANDSCAPE DRAWINGS FOR LAYOUT OF PLANTING, HARDSCAPES, & SITE FEATURES.
- SEE ELECTRICAL DRAWINGS FOR SITE LIGHTING LAYOUT & TRANSFORMER INFORMATION.
- PROVIDE ADA SITE SIGNAGE IN COMPLIANCE WITH 2013 CBC SECTION 11B-216 AND ADA SECTION 216.

KEY NOTES:

- 1 PROPERTY LINE
- 2 LINE OF BUILDING ABOVE
- 3 LINE OF CANOPY ABOVE
- 4 LINE OF AWNING ABOVE
- 5 POOL DECK
- 6 YARD
- 7 TRASH ENCLOSURE, SEE DETAIL 18/A1.12
- 8 TRANSFORMER AND TRANSFORMER PAD, SEE CIVIL DRAWINGS
- 9 MONUMENT SIGN, SEE DETAIL XX/A1.11
- 10 ONE-WAY DRIVE AISLE, SEE CIVIL DRAWINGS FOR DIRECTIONAL ARROW DETAIL
- 11 TWO-WAY DRIVE AISLE, SEE CIVIL DRAWINGS FOR DIRECTIONAL ARROW DETAIL
- 12 4" WIDE PAINT STRIPPING, SEE DEATIL X/A1.11
- 13 ACCESSIBLE PARKING STALL AND INTERNATIONAL SYMBOL OF ACCESSIBILITY, SEE CIVIL DRAWINGS
- 14 ACCESSIBILITY PARKING SIGNAGE, SEE DETAIL 14,15/A1.11
- 15 TACTILE WARNING TILES. SEE DETAIL 3/A1.11 AND CIVIL DRAWINGS
- 16 ELECTRONIC CAR CHARGING STATION, SEE ELECTRICAL DRAWINGS
- 17 2' OVERHANG
- 18 CONCRETE CURB. SEE CIVIL DRAWINGS
- 19 ENHANCED PAVING IN STAMPED CONCRETE, REFER TO LANDSCAPE DRAWINGS
- 20 CURB-CUT / SIDEWALK, SEE CIVIL DRAWINGS
- 21 SIDEWALK, SEE CIVIL DRAWINGS
- 22 LANDSCAPE / BIORETENTION AREA, REFER TO CIVIL AND LANDSCAPE DRAWINGS
- 23 COLUMN, SEE STRUCTURE DRAWINGS
- 24 LOCATION OF FIRE HYDRANT, SEE CIVIL DRAWINGS
- 25 PROVIDE A KNOX BOX. VERIFY LOCATION AND REQUIREMENTS WITH FIRE DEPARTMENT.
- 26 LOCATION OF STREET LIGHT. SEE CIVIL DRAWINGS
- 27 PATH FOR FIRE TENDER
- 28 SWIMMING POOL
- 29 POOL EQUIPMENT ROOM
- 30 BIKE RACK. SEE DETAIL XX/A1.11
- 31 BIKE LOCKER. SEE DETAIL XX/A1.11
- 32 FIRE PLACE OUTDOOR



1 SITE PLAN
1" = 30'-0"



 NORTH ELEVATION
12" = 1'-0"



 SOUTH ELEVATION
12" = 1'-0"

CLIENT
SIMON GILL
850 COLUSA AVE.
YUBA CITY, CA 95993

PROJECT
SPRINGHILL
SUITES®
BY MARRIOTT
WOODWARD STREET &
ONSTOTT FRONTAGE
YUBA CITY, CA 95993

CONSULTANT

SEAL

SHEET

ELEVATIONS

DATE:	JAN 07, 2022
SCALE:	AS INDICATED
JOB NO.:	1701
REVISIONS	

xx



 EAST ELEVATION
12" = 1'-0"



 WEST ELEVATION
12" = 1'-0"

CLIENT
SIMON GILL
850 COLUSA AVE.
YUBA CITY, CA 95993

PROJECT
**SPRINGHILL
SUITES®**
BY MARRIOTT
WOODWARD STREET &
ONSTOTT FRONTAGE
YUBA CITY, CA 95993

CONSULTANT

SEAL

SHEET

ELEVATION

DATE:	JAN 07, 2022
SCALE:	AS INDICATED
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	xx



VIEW - 01



VIEW - 02



VIEW - 03



VIEW - 04

CLIENT
SIMON GILL
850 COLUSA AVE.
YUBA CITY, CA 95993

PROJECT

**SPRINGHILL
SUITES®**
BY MARRIOTT

WOODWARD STREET &
ONSTOTT FRONTAGE
YUBA CITY, CA 95993

CONSULTANT

SEAL

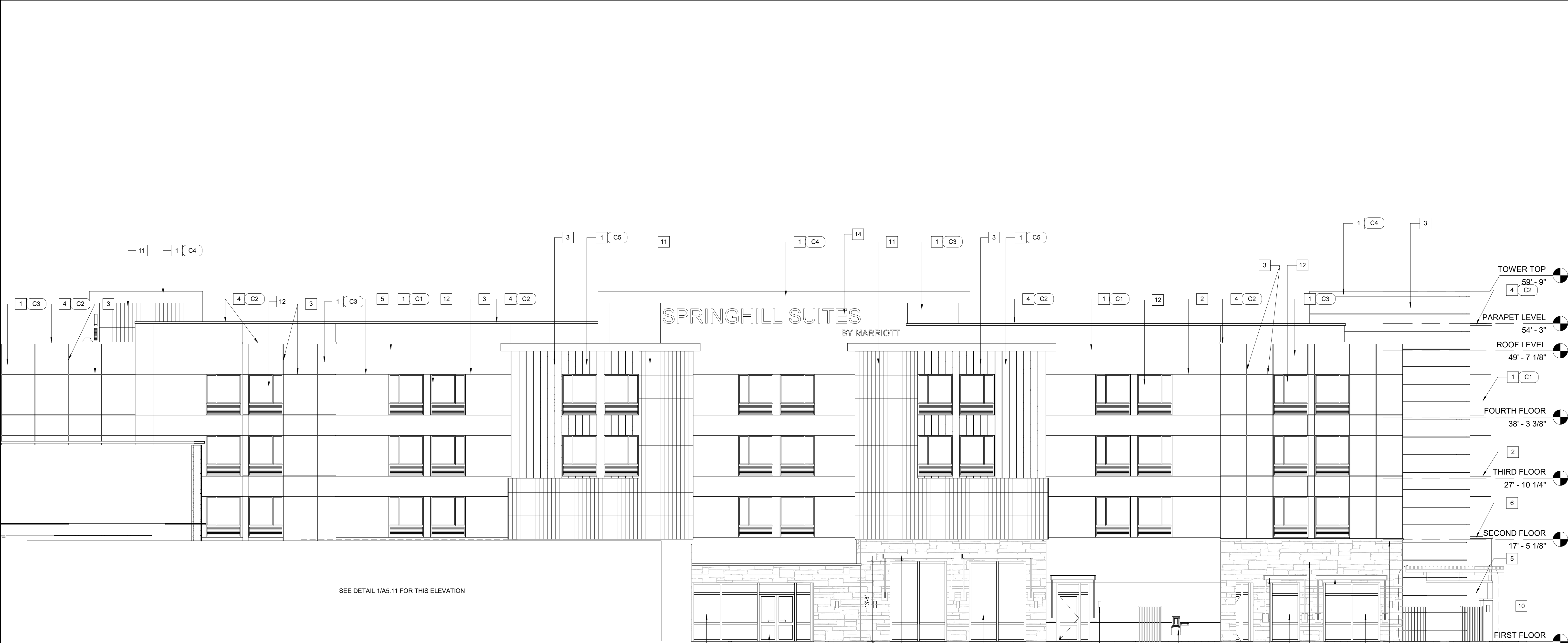
SHEET

VIEW

DATE:	JAN 07, 2022
SCALE:	AS INDICATED
JOB NO.:	1701
REVISIONS	
---/---/---	XX



VIEW - 05



1 NORTH ELEVATION
1/8" = 1'-0"



3 SOUTH ELEVATION
1/8" = 1'-0"

KEY NOTES: 00

- 1 CEMENT PLASTER, COLOR PER SCHEDULE BELOW.
- 2 CEMENT PLASTER CONTROL/ EXPANSION JOINT - PAINT TO MATCH ADJACENT PLASTER, SEE SHEET A10.12.
- 3 CEMENT PLASTER 1" ALUMINIUM CHANNEL SCREED. SEE SHEET A10.11.
- 4 TOP OF PARAPET WITH FOAM PROFILE AND METAL CAP. PAINT AS MARKED. REFER TO A10.20
- 5 STONE MASONARY - EL DORADO STONE - STACKED STONE_DAY BREAK
- 6 STONE MASONARY CAP - EL DORADO STONE
- 7 MAIN LOBBY ENTRANCE GLASS DOOR. SEE SHEET A9.20.
- 8 STOREFRONT ENTRANCE GLASS DOOR. SEE SHEET A9.20.
- 9 METAL AWNING. SEE SHEET A4.92.
- 10 POOL EQUIPMENT ROOM ENCLOSURE SEE SHEET A1.13 FOR DETAILS
- 11 RAIN SCREEN WALL SYSTEM - 48"x8" PORCELAIN PANEL DESIGN BASED ON PORCELANOSA AIA/CEU PORTRAIT IN-LINE PATTERN
- 12 ALUMINIUM WINDOW. SEE FLOOR PLAN SHEET A2.10, A2.20, A2.30 & A2.40. SEE SHEET A9.30 FOR WINDOW & STOREFRONT SCHEDULE.
- 13 ALUMINIUM STOREFRONT, SEE SHEET A9.30 & A9.31.
- 14 EXTERIOR HOTEL SIGNAGE UNDER SEPARATE PERMIT. G.C. TO COORDINATE POWER & INSTALLATION DETAILS W/ SUB.
- 15 HOSE BIB MAXIMUM 100' APART. COORDINATE WITH CIVIL AND PLUMBING DRAWINGS.
- 16 EXTERIOR WALL SCOUNCE. COORDINATE WITH ELECTRICAL DRAWING.
- 17 DRINKING FOUNTAIN
- 18 GALVANIZED HOLLOW METAL DOOR & FRAME - PAINT TO MATCH ADJACENT WALL. SEE SHEET A9.20 FOR DOOR SCHEDULE, DOOR TYPES & DOOR NOTES.
- 19 --

EXT. COLOR LEGEND: C0

NO.	MANUFACTURER	COLOR
C1	SHERWIN WILLIAMS	IBIS WHITE (SW 7000)
C2	SHERWIN WILLIAMS	ROCK CANDY (SW 6231)
C3	SHERWIN WILLIAMS	MORNING FOG (SW 6255)
C4	SHERWIN WILLIAMS	BACKDROP (SW 7025)
C5	SHERWIN WILLIAMS	ELECTRIC LIME (SW 6821)



CLIENT

SIMON GILL
850 COLUSA AVE.
YUBA CITY, CA 95993

PROJECT

SPRINGHILL
SUITES®
BY MARRIOTT

WOODWARD STREET &
ONSTOTT FRONTAGE
YUBA CITY, CA 95993

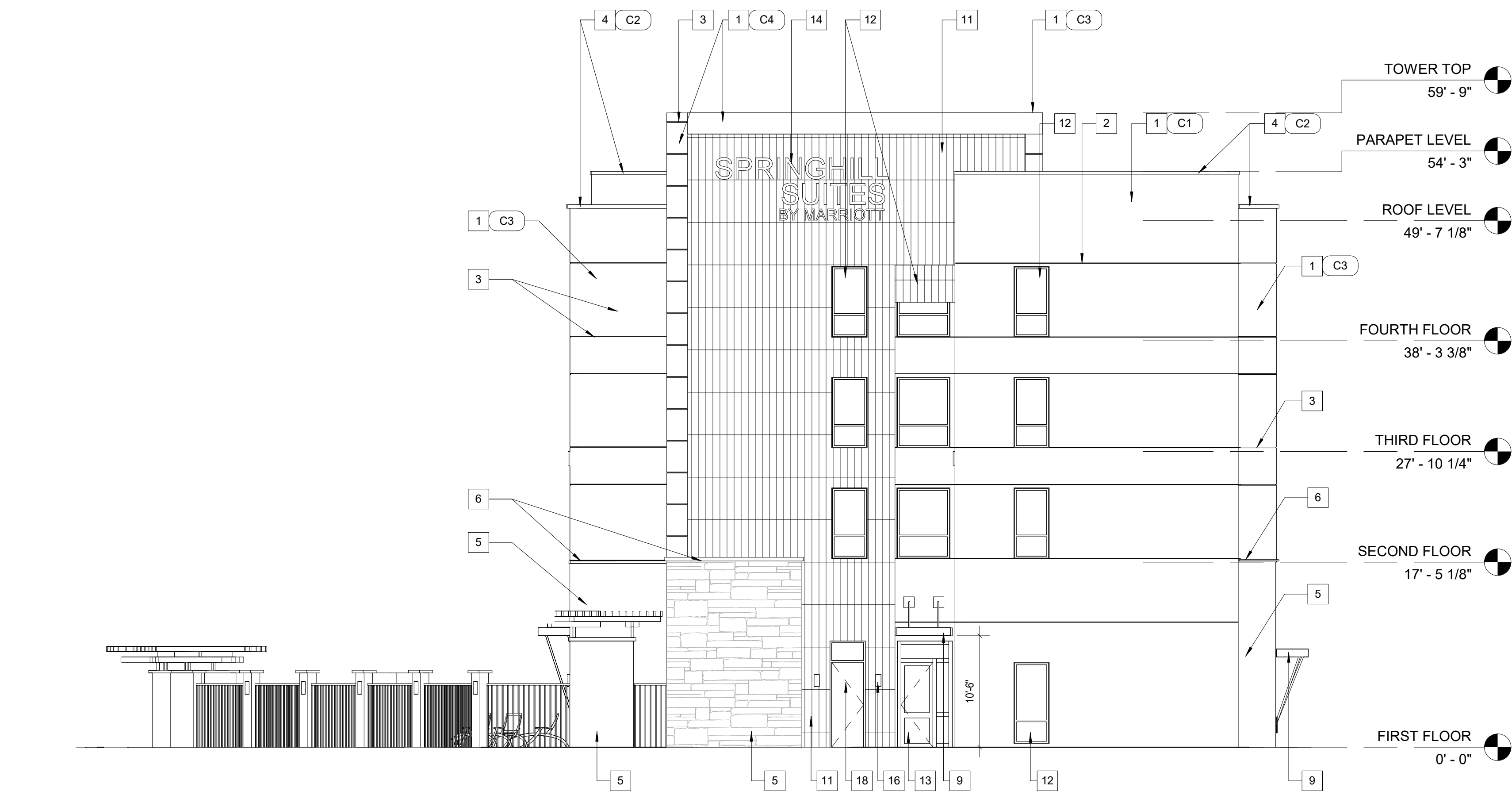
CONSULTANT

SEAL

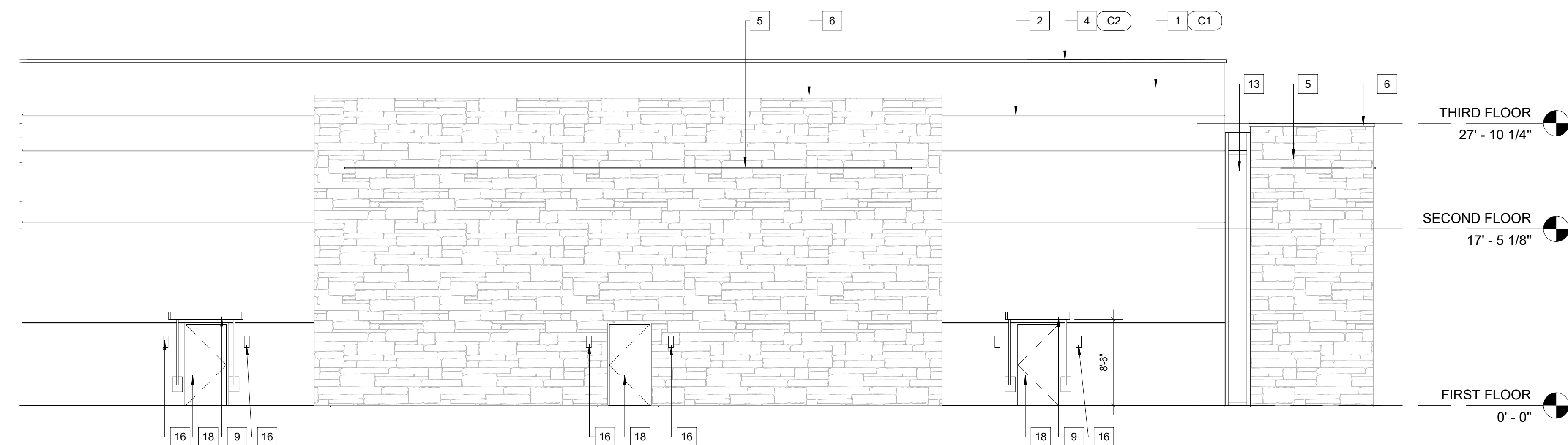
SHEET

EXTERIOR
ELEVATIONS

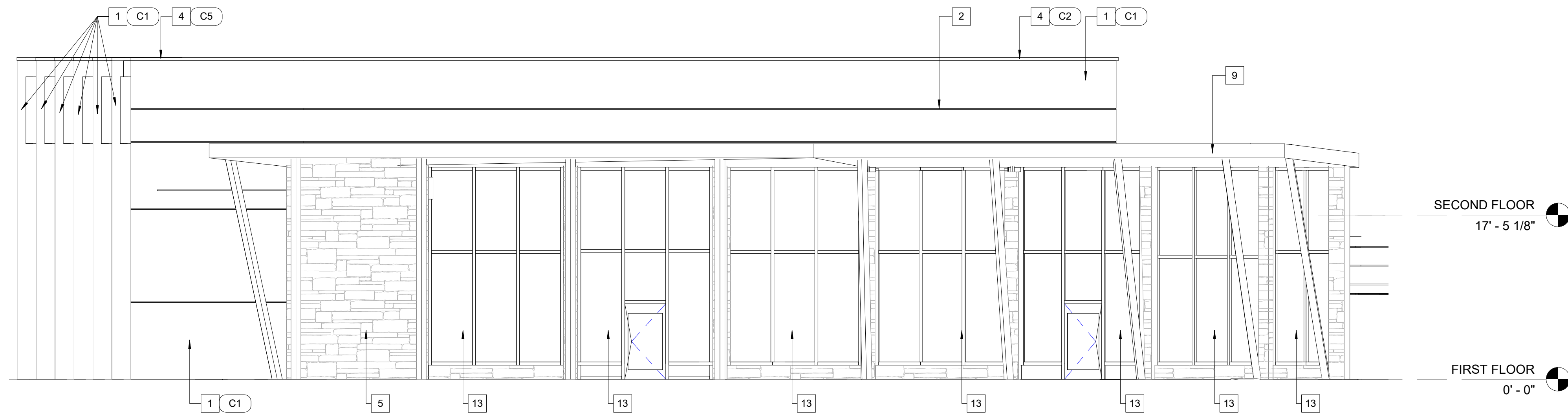
DATE: JAN 07, 2022
SCALE: AS INDICATED
JOB NO.: 1701
REVISIONS
xx



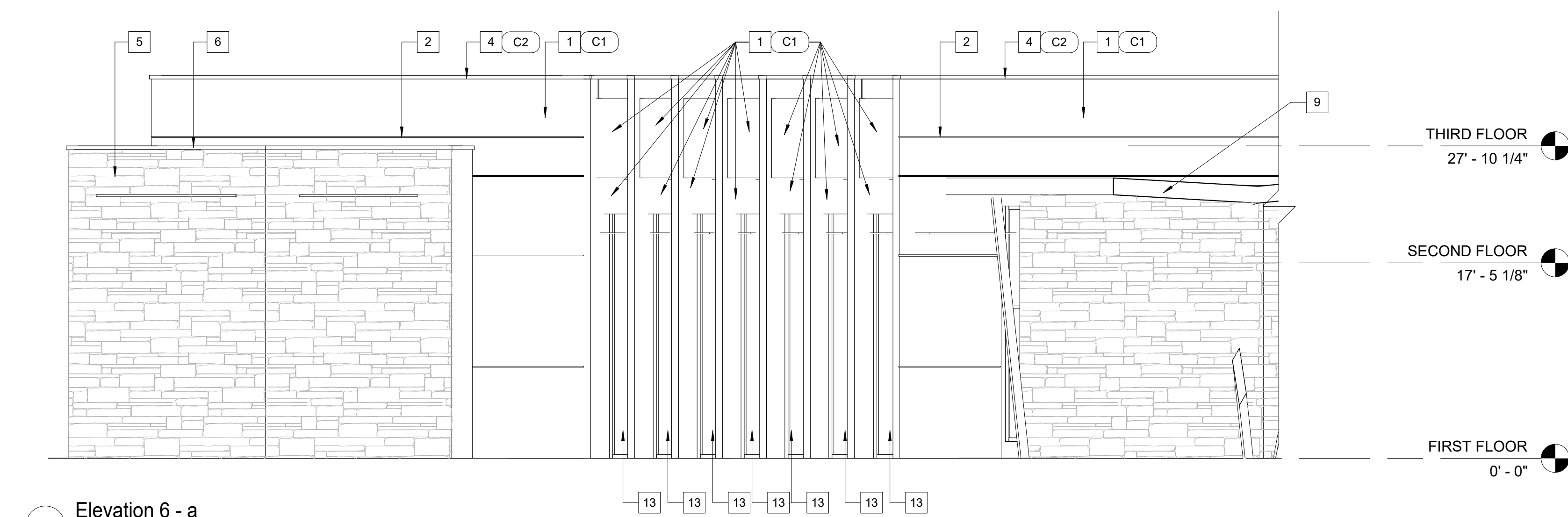
5 WEST ELEVATION
1/8" = 1'-0"



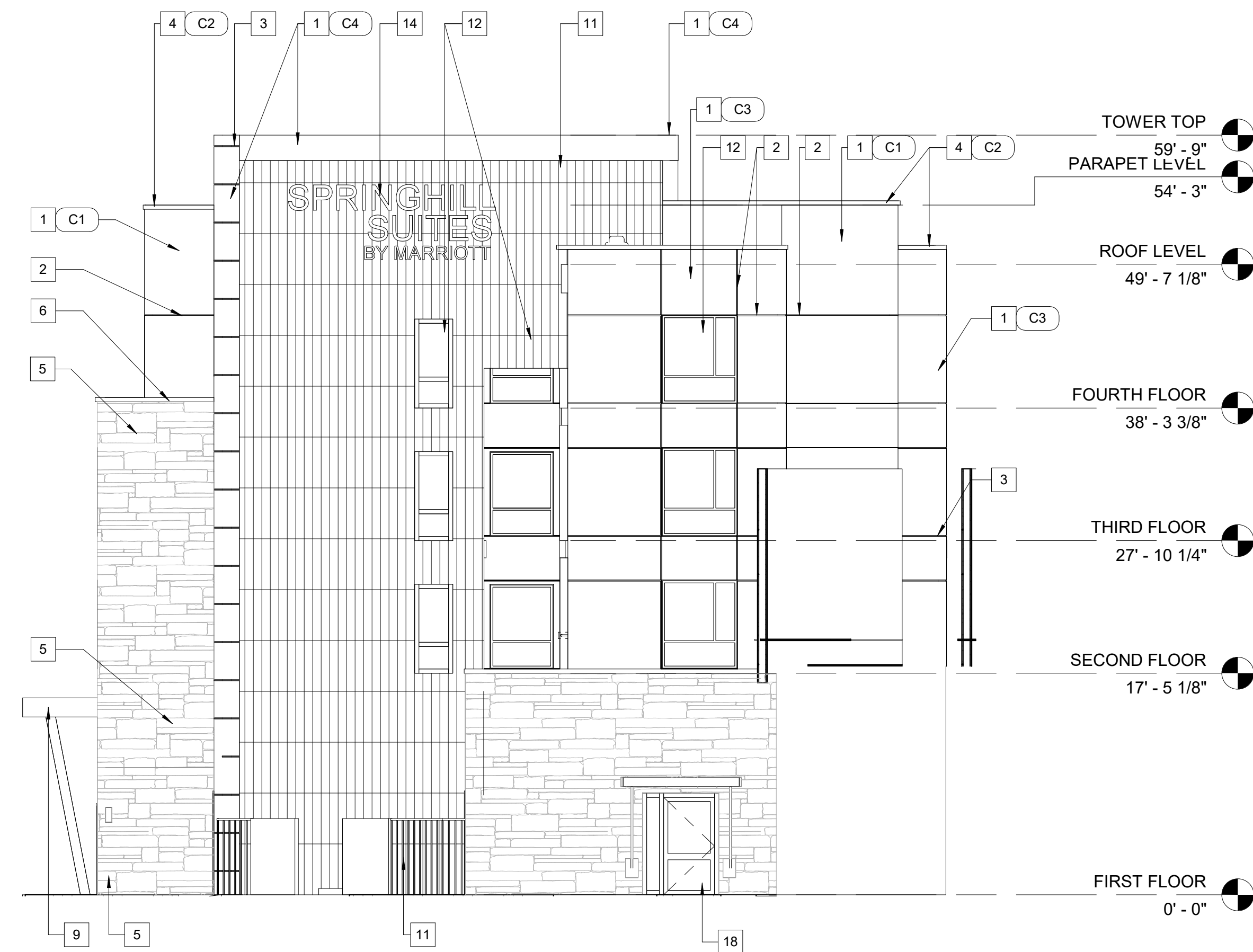
1 Elevation 5 - a
1/8" = 1'-0"



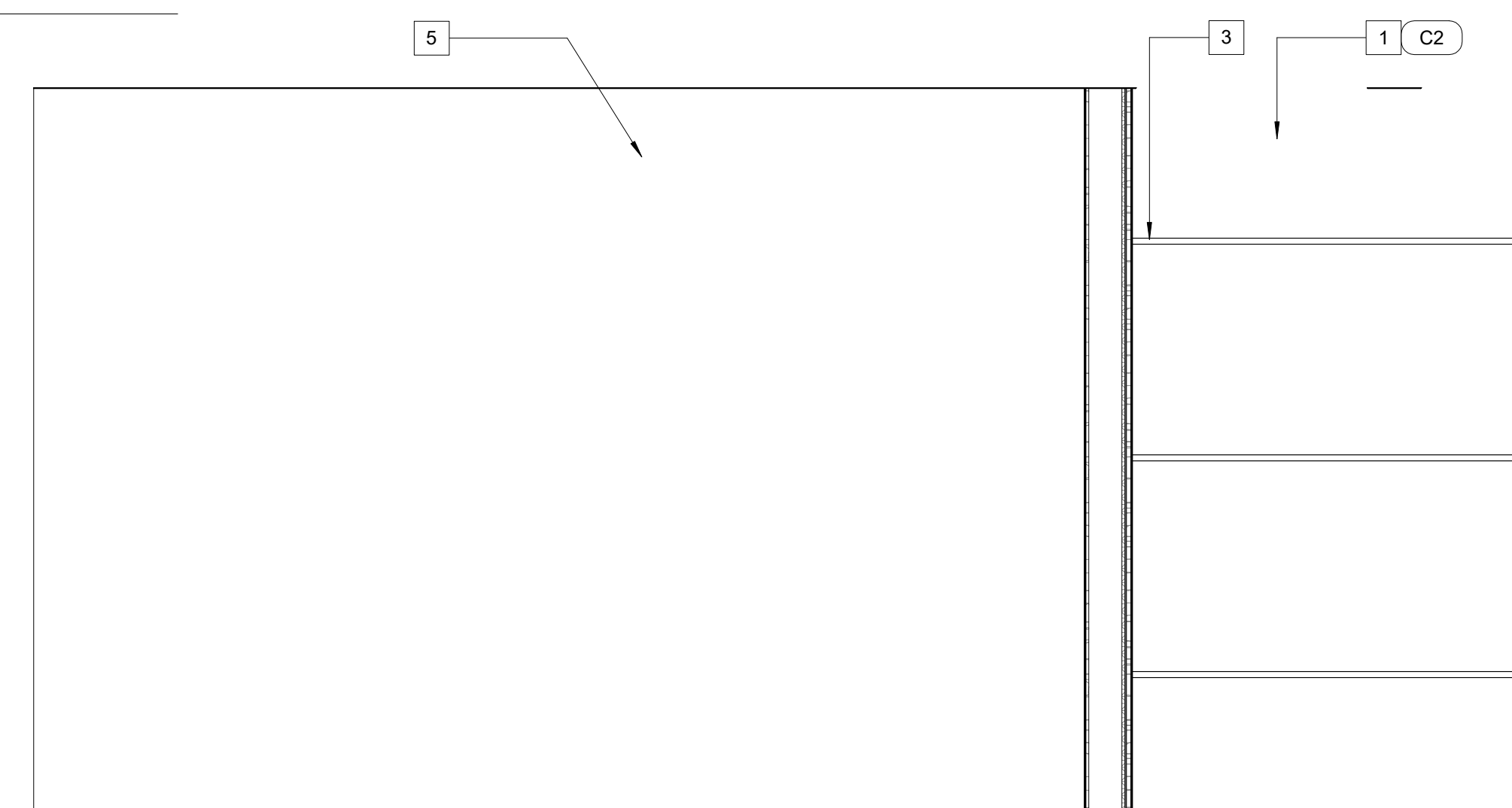
3 Elevation 7 - a
1/8" = 1'-0"



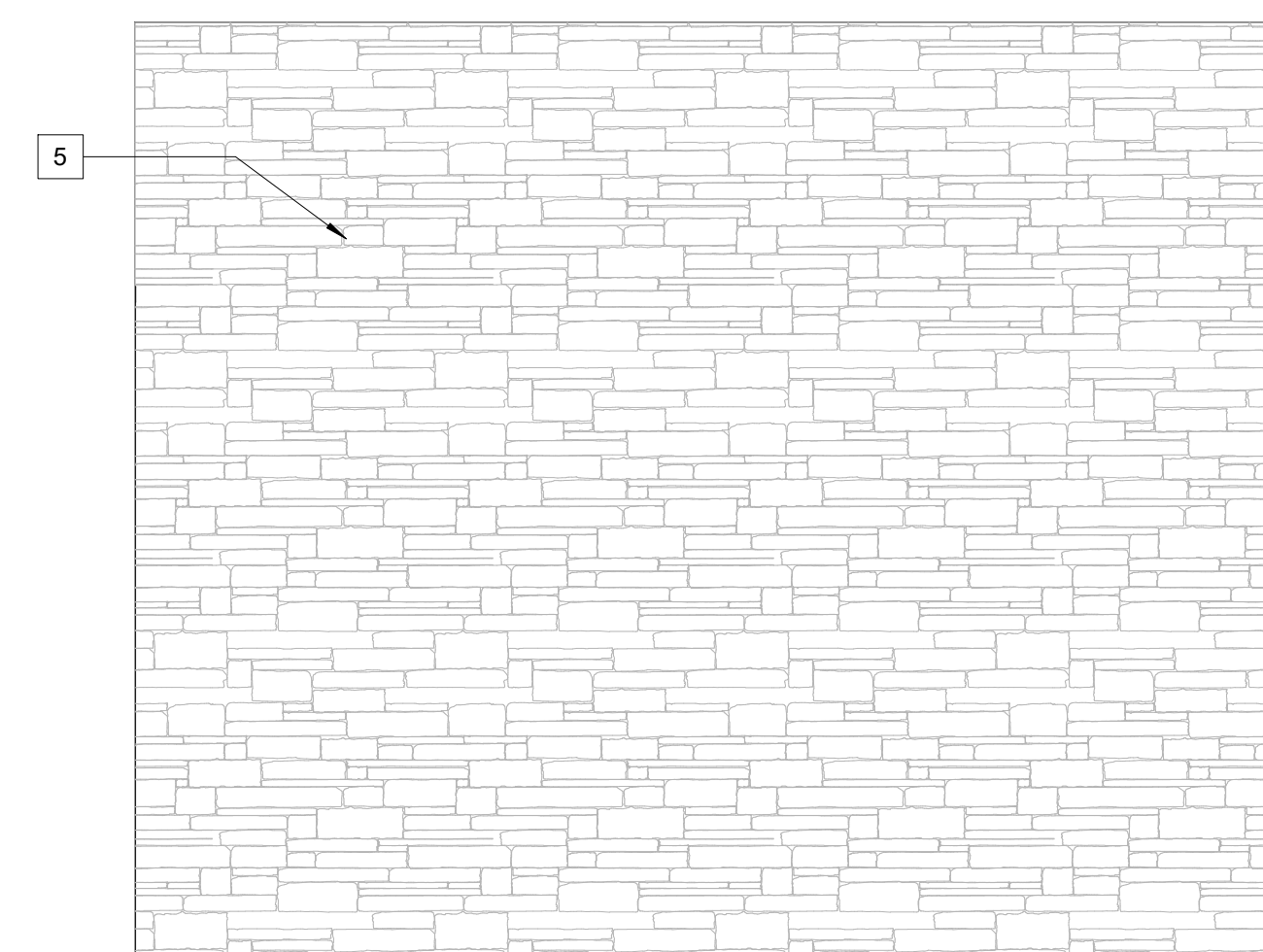
2 Elevation 6 - a
1/8" = 1'-0"



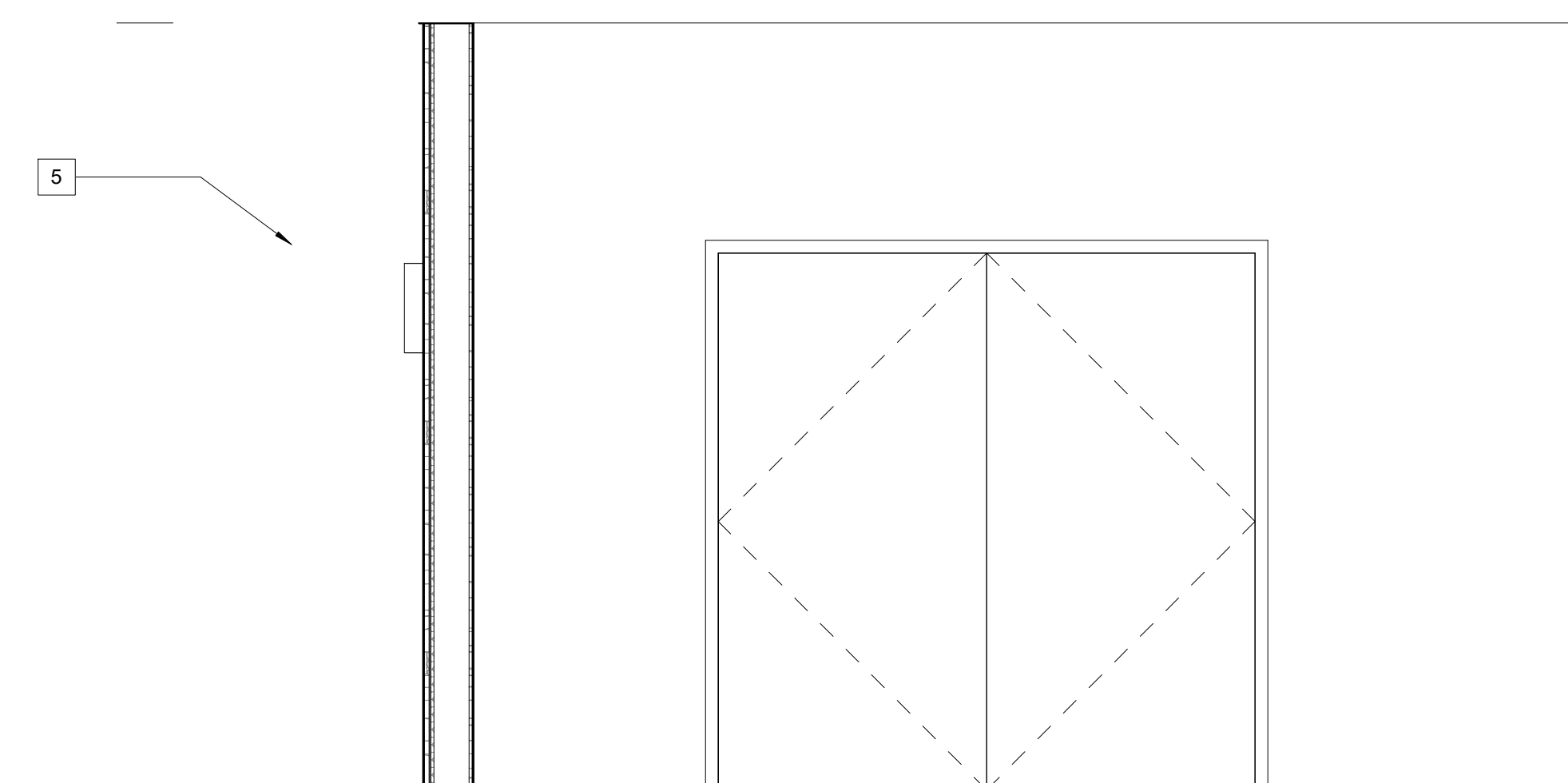
4 EAST ELEVATION
1/8" = 1'-0"



A COURTYARD - ELEVATION
1/2" = 1'-0"



D COURTYARD - ELEVATION
1/2" = 1'-0"



C COURTYARD - ELEVATION
1/2" = 1'-0"

KEY NOTES:

- 1 CEMENT PLASTER, COLOR PER SCHEDULE BELOW.
- 2 CEMENT PLASTER CONTROL/ EXPANSION JOINT - PAINT TO MATCH ADJACENT PLASTER, SEE SHEET A10.12.
- 3 CEMENT PLASTER 1" ALUMINIUM CHANNEL SCREED. SEE SHEET A10.11.
- 4 TOP OF PARAPET WITH FOAM PROFILE AND METAL CAP. PAINT AS MARKED. REFER TO A10.20.
- 5 STONE MASONRY - EL DORADO STONE - STACKED STONE_DAY BREAK
- 6 STONE MASONRY CAP - EL DORADO STONE
- 7 MAIN LOBBY ENTRANCE GLASS DOOR. SEE SHEET A9.20.
- 8 STOREFRONT ENTRANCE GLASS DOOR. SEE SHEET A9.20.
- 9 METAL AWNING. SEE SHEET A4.92.
- 10 POOL EQUIPMENT ROOM ENCLOSURE SEE SHEET A1.13 FOR DETAILS
- 11 RAIN SCREEN WALL SYSTEM - 48"x8" PORCELAIN PANEL DESIGN BASED ON PORCELANOSA AIA/CEU PORTRAIT IN-LINE PATTERN
- 12 ALUMINIUM WINDOW, SEE FLOOR PLAN SHEET A2.10, A2.20, A2.30 & A2.40. SEE SHEET A9.30 FOR WINDOW & STOREFRONT SCHEDULE.
- 13 ALUMINIUM STOREFRONT, SEE SHEET A9.30 & A9.31.
- 14 EXTERIOR HOTEL SIGNAGE UNDER SEPARATE PERMIT. G.C. TO COORDINATE POWER & INSTALLATION DETAILS W/ SUB.
- 15 HOSE BIB MAXIMUM 100' APART. COORDINATE WITH CIVIL AND PLUMBING DRAWINGS.
- 16 EXTERIOR WALL SCOUNCE. COORDINATE WITH ELECTRICAL DRAWING.
- 17 DRINKING FOUNTAIN
- 18 GALVANIZED HOLLOW METAL DOOR & FRAME - PAINT TO MATCH ADJACENT WALL. SEE SHEET A9.20 FOR DOOR SCHEDULE, DOOR TYPES & DOOR NOTES.
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A. S. IYER BUILDING
855 SANSOME STREET
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M: 415 628 4937
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SEAL

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EXTERIOR
ELEVATIONS

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xx

EXHIBIT B

**CITY OF YUBA CITY
CONDITIONS OF APPROVAL
AMENDED DEVELOPMENT PLAN 17-01
August 24, 2022**

**WOODWARD STREET HOTEL (SPRINGHILL SUITES)
APN: 58-041-010, 58-041-011, 58-041-017, and 58-041-018.**

NOTICE TO PROJECT APPLICANT

In accordance with the provisions of Government Code Section 66020(d)(1), the imposition of fees, dedication, reservations or exactions for this project are subject to protest by the project applicant at the time of approval or conditional approval of the development or within ninety (90) calendar days after the date of imposition of fees, dedications, reservation, or exactions imposed on the development project. This notice does not apply to those fees, dedications, reservations, or exactions which were previously imposed and duly noticed; or, where no notice was previously required under the provisions of Government Code Section 66020(d)(1) in effect before January 1, 1997.

IMPORTANT: PLEASE READ CAREFULLY

Please note that this project is subject to a variety of discretionary conditions of approval. These include conditions based on adopted City plans and policies, those determined through the development plan review and environmental assessment essential to mitigate adverse effects on the environment including the health, safety, and welfare of the community, and recommended conditions for development that are not essential to health, safety, and welfare, but would on the whole enhance the project and its relationship to the neighborhood and environment.

Discretionary conditions of approval may be appealed. All code requirements, however, are mandatory and may only be modified by variance, provided the findings can be made.

All discretionary conditions of approval will ultimately be deemed mandatory unless appealed by the applicant to the City Council within 10 days after the decision by the Planning Commission. In the event you wish to appeal the Planning Commission's decision or discretionary conditions of approval, you may do so by filing a written appeal with the City Clerk. The appeal shall state the grounds for the appeal and wherein the Commission failed to conform to the requirements of the zoning ordinance. This should include identification of the decision or action appealed and specific reasons why you believe the decision or action appealed should not be upheld.

Approval of this development plan shall be considered null and void in the event of failure by the applicant and/or the authorized representative, architect, engineer, or designer to disclose and delineate all facts and information relating to the subject property and the proposed development.

Approval of this development plan may become null and void in the event that development is not completed in accordance with all the conditions and requirements imposed on this development plan, the zoning ordinance, and all City standards and specifications. This development plan is granted, and the conditions imposed, based upon the application submittal provided by the applicant, including any operational statement. The application is material to the issuance of this development plan. Unless the conditions of approval

specifically require operation inconsistent with the application, a new or revised development plan is required if the operation of this establishment changes or becomes inconsistent with the application. Failure to operate in accordance with the conditions and requirements imposed may result in revocation of the development plan or any other enforcement remedy available under the law. The City shall not assume responsibility for any deletions or omissions resulting from the development plan review process or for additions or alterations to any construction or building plans not specifically submitted and reviewed and approved pursuant to this development plan or subsequent amendments or revisions. These conditions are conditions imposed solely upon the development plan, and are not conditions imposed on the City or any third party. Likewise, imposition of conditions to ensure compliance with federal, state, or local laws and regulations does not preclude any other type of compliance enforcement.

These conditions are applicable to any person or entity making use of this development plan, and references to “developer” or “applicant” herein also include any applicant, property owner, owner, leasee, operator, or any other person or entity making use of this development plan.

CONDITIONS OF APPROVAL

1. To the furthest extent allowed by law, applicant/property owner shall indemnify, hold harmless and defend City and each of its officers, officials, employees, consultants, agents and volunteers from any and all loss, liability, fines, penalties, forfeitures, damages and costs (including attorney's fees, litigation expenses and administrative record preparation costs) arising from, resulting from, or in connection with any Third-Party Action (as hereinafter defined). The term “Third Party Action” collectively means any legal action or other proceeding instituted by (i) a third party or parties, or (ii) a governmental body, agency or official other than the City, that: (a) challenges or contests any or all of these Conditions of Approval or any approval associated with entitlements associated with the project (collectively “Approvals”); or (b) claims or alleges a violation of CEQA or another law in connection with the Approvals by the City, or the grant, issuance or approval by the City of any or all Approvals. Applicant's/property owner's obligations under this paragraph shall apply regardless of whether City or any of its officers, officials, employees, consultants, agents or volunteers are actively or passively negligent, but shall not apply to any loss, liability, fines, penalties forfeitures, costs or damages caused solely by the active negligence or willful misconduct of the City or any of its officers, officials, employees, agents or volunteers. The provisions of this section shall survive any termination, revocation, overturn, or expiration of an approval.

Nothing in this section shall obligate the City to defend any claim and the City shall not be required to pay or perform any settlement arising from any such claim not defended by the City, unless the City approves the settlement in writing. Nor shall the City be prohibited from independently defending any claim, and if the City does decide to independently defend a claim, the applicant/property owner shall be responsible for City's attorneys' fees, expenses of litigation, and costs for that independent defense, including the costs of preparing any required administrative record. Applicant/property owner shall submit all documents filed in the Third-Party Action for review and approval of the City Attorney prior to filing of said documents on behalf of the City.

The City may, at any time, require the applicant to reimburse the City for costs that have been, or which the City reasonably anticipates will be, incurred by the City

during the course of processing or defending any Third-Party Actions. The City shall provide applicant/property owner with an invoice detailing all reasonable costs incurred. Applicant/property owner shall tender to the City payment-in-full of all reasonable and necessary costs within thirty (30) days from the date upon the invoice. Applicant/property owner shall contact the City within a reasonable time to arrange any extension of the thirty (30) day time period for payment-in-full of the invoiced amount. Applicant/property owner further acknowledges and agrees, failure to timely tender payment-in-full to the City shall be considered a breach and non-compliance with the conditions of approval for the project. Applicant/property owner shall also be required, upon request of the City, to deposit two month's estimated costs anticipated by the City to be incurred, which may be used by the City as a draw down account to maintain a positive balance pending tender of payment by Applicant/property owner as noted herein.

2. The approval of Amended Development Plan 17-01 is for a 73,196 square foot, 91 room hotel, dining area and lounge, an 8,000 square foot conference/banquet hall, 279 total parking spaces (of which 90 spaces are for valet) and other hotel related facilities. These conditions supersede the conditions applied to the original DP 17-01. The hotel and facilities shall be constructed per the plans approved by the Planning Commission, except as provided in the conditions below. Previous approval of Use Permit 17-08 regarding building height is not affected by this revised development plan.
3. Approval of this development plan may become null and void if development is not completed in accordance with all the conditions and requirements imposed on this permit, the Zoning Ordinance, and all Public Works Standards and Specifications. The City shall not assume responsibility for any deletions or omissions resulting from the permit review process or for additions or alterations to construction plan not specifically submitted and reviewed and approved pursuant to this special permit or subsequent amendments or revisions.
4. The applicant/property owner agrees to defend, indemnify, and hold harmless the City, its officers, agents and employees, from any and all claims, damages, liability or actions arising out of or connected with this permit, except to the extent such liabilities are caused by actions of the City.
5. Approval of Amended Development Plan 17-01 shall be null and void without further action if either the project has not been substantially commenced within two years of the approval date of the Development Plan or that a request for an extension of time, pursuant to Section 8-5.7106 of the Yuba City Municipal Code (YCMC) has been submitted to the City prior to the expiration of the permit.
6. As indicated on the approved site plan, a minimum of 279 total parking spaces shall be installed on the combined hotel property and the State of California Department of Transportation (Caltrans) property. If the hotel owner loses the right to utilize the Caltrans property and loses those parking spaces, and another parking location is not found that is of adequate size, shape, and that meets the requirements of the Zoning Regulations for distance from the use, the convention/banquet hall shall cease to be used as such. The applicant shall convert the space to rooms or other permitted use(s) that meet the parking standards, as approved by the Development Services Director, for the parking discussed above.

7. During peak use periods of the convention/banquet hall in which needed parking will exceed the available on-site parking, the facility operator shall utilize valet parking, closing hotel rooms or other alternative parking methods or locations, to the extent that guests are not forced to park on neighboring properties without the neighboring property owner's permission. If parking issues become a concern, the project shall be returned to the Planning Commission for further review and consideration.
8. Should Woodward St./SR 99 intersection be altered, the applicant shall hold harmless the City, its officers, agents and employees, from any and all claims, damages, liability or actions arising out of or connected with any alternation.
9. The landscaping strips along Woodward Street, West Onstott Frontage Road, and the right-of-way for the future Civic Center Boulevard shall be a minimum of 10 feet in width, or as approved by the Development Services Director. City approved shade trees shall be planted in those strips at an average of 30 feet on-center.
10. The refuse enclosure shall have a decorative roof (upper wall area can be open), to screen the view from the hotel upper floors into the garbage bin. The exterior wall finish of the refuse enclosure shall be compatible with the main building finishes, as approved by the Development Services Director.
11. To add depth to the hotel's exterior finish, the upper floor windows shall be indented a minimum of three inches to provide shadow and depth or other window treatment shall be provided that accomplishes the same intent, to the satisfaction of the Development Services Director.
12. The material utilized for the articulated areas shall fully wrap around the articulated area. For example, the stone masonry utilized on portions of the building shall wrap around the entire area, not just the front.
13. Each door/opening shall provide a decorative cover to provide refuge from inclement weather.
14. All building lighting shall be a decorative style, as approved by the Development Services Director. No wall packs.
15. Utility and mechanical equipment (e.g. electric and gas meters, electrical panels, transformers and cable and telephone junction boxes, HVAC units), whether on the roof or ground, shall be screened from public view with landscaping and/or construction that is compatible with the building design.
16. Utility meters and equipment should be placed in locations that are not exposed to view from the street or should be suitably screened. All screening devices are to be compatible with the architecture and color of the adjacent structures.
17. A lot line adjustment merging the three privately owned parcels shall be completed prior to issuance of any building permit for the project.

Public Works

18. To help contain fugitive dust, construction sites shall be watered down during the construction phase of the project or as directed by the Public Works Department.

19. Paved streets shall be swept frequently (water sweeper with reclaimed water recommended; wet broom) if soil material has been carried onto adjacent paved, public thoroughfares from the project site.
20. The Developer, at their expense, shall be solely responsible for all quality control associated with the project. The quality control shall include, but is not limited to, the following: survey work, potholing existing utilities, all geotechnical testing, soil reports, concrete testing, asphalt testing, and any other required special testing/inspections. The City will only perform necessary testing to insure compliance.
21. Storage of construction material is not allowed in the travel way.

PRIOR TO ISSUANCE OF A GRADING PERMIT

22. The improvement plans for the development of the subject property shall include all measures required to ensure that no drainage runoff resulting from the development of the property flow onto the adjacent lands or that the development impede the drainage from those properties. If retaining walls are required they shall be constructed of concrete or masonry block.

PRIOR TO APPROVAL OF THE IMPROVEMENT PLANS

23. Obtain all necessary approvals from City, State, and Federal agencies, utilities and other effected parties that are required for the project including, but not limited to, the preparation of drawings, studies, reports and permit applications, and payment of fees. Prior to City approval of improvement plans the Developer shall provide evidence, to the satisfaction of the Public Works Department, that all such obligations have been met.
24. An encroachment permit from Caltrans will be required for all work to be done within any State Highway right-of-way. Encroachment Permit staff can be reached at (530) 741-4403.
25. In the future, at Caltrans' discretion, access to Woodward Street, from State Route 99, may be limited to right-in / right-out.
26. Woodward Street shall be constructed within the existing 40.0-foot-wide right-of-way in the following manner:
 - a. Along the development frontage, construction shall include a 26.0-foot (measured from the existing lip on the north side of Woodward Street) paved road section; and on the south side a 2.5-foot curb & gutter, and a 4.0-foot attached sidewalk, or as determined by the Public Works Director.
 - b. From the east property line of the proposed development to the northerly prolongation of the west right-of-way line of West Onstott Frontage Road construction shall include a 24.0-foot (measured from the existing lip on the north side of Woodward Street) paved road section; and on the south side a 2.5-foot curb & gutter, or as determined by the Public Works Director.
 - c. From the northerly prolongation of the west right-of-way line of West Onstott Frontage Road to SR 99 construction shall include a 24.0-foot paved road section. The re-pavement of this portion of Woodward shall be per Caltrans specifications, or as determined by the Public Works Director.

27. Sidewalks and driveways, along the proposed development frontages, shall be constructed in accordance with City Standards, or as determined by the Public Works Director.
28. West Onstott Frontage Road shall have a continuous twenty (20) foot wide, two (2) inch thick asphaltic concrete overlay installed at locations determined by the Public Works Director.
29. A street light shall be installed on Woodward Street to the satisfaction of the Public Works Director.
30. Development shall comply with Yuba City's stormwater requirements and Post-Construction Standards Plan. The Post Construction information can be found here: https://www.yubacity.net/city_hall/departments/public_works/engineering/stormwater_management
31. All development shall be designed to local, state, and federal flood standards.
32. The structural section of all road improvements shall be designed using the Caltrans empirical R-value method. A geotechnical investigation shall determine the R-value of the existing soil in accordance with the Caltrans Highway Design Manual. The structural section for Woodward Street shall be designed to the following standards:
 - a. Use 3" minimum of 'Type A' asphaltic concrete over Class 2 aggregate base (the thickness of the base shall be designed to the R-value of the soil).
 - b. Use a traffic index of 6 for residential streets
 - c. A copy of the geotechnical investigation, including R-value determination, test locations and structural section calculations, shall also be submitted with the first improvement plan check.
33. The improvement plans for the development of the subject property shall include all measures required to ensure that no increased storm drainage runoff resulting from the development of the property flow onto adjacent lands, including right of way (R/W) and Caltrans drainage facilities. Further, the developer must maintain, or improve existing drainage patterns and/or facilities affected by the proposed project to the satisfaction of Caltrans. This may be accomplished through the implementation of stormwater management Best Management Practices (BMPs) (i.e. detention/retention ponds or basins, sub-surface galleries, on-site storage and/or infiltration ditches, etc.) as applicable. Once installed, the property owner must properly maintain these systems.
34. Striping, pavement markings and traffic signage shall be provided on all streets as necessary and as required by the Public Works Department. Signage restricting parking and red painted curbing shall be installed where appropriate.
35. The street landscape planters, the street trees, and street lighting are public improvements which shall meet the Parks Division Planting Standards and Yuba City Standard Details and be included in the improvement plans and specifications when the improvement plans are submitted for the first improvement plan check.
36. The street trees proposed by the Developer shall be a minimum of 15 gallon in size with a one-inch dbh (diameter at breast height). The tree species shall be a shade type approved by the City Arborist and the Public Works Department.
37. Required Improvement Plan Notes:

- a. "Any excess materials shall be considered the property of the contractor/owner and shall be disposed of away from the job site in accordance with applicable local, state and federal regulations."
- b. "During construction, the Contractor shall be responsible for controlling noise, odors, dust and debris to minimize impacts on surrounding properties and roadways. The Contractor shall be responsible that all construction equipment is equipped with manufacturers approved muffler baffles. Failure to do so may result in the issuance of an order to stop work."
- c. "If any hazardous waste is encountered during the construction of this project, all work shall be immediately stopped and the Sutter County Environmental Health Department, the Fire Department, the Police Department, and the City Inspector shall be notified immediately. Work shall not proceed until clearance has been issued by all of these agencies."
- d. "The Contractor(s) shall be required to maintain traffic flow on affected roadways during non-working hours, and to minimize traffic restriction during construction. The Contractor shall be required to follow traffic safety measures in accordance with the Caltrans "Manual of Traffic Safety Controls for Construction and Maintenance Work Zones." The City of Yuba City emergency service providers shall be notified, at least two working days in advance, of proposed construction scheduled by the contractor(s)."
- e. "Soil shall not be treated with lime or other cementitious material without prior express permission by the Public Works Department."
- f. "Where an excavation for a trench and/or structure is five (5) feet deep or more, the contractor shall conform to O.S.H.A. requirements. The contractor shall provide a copy of the approved O.S.H.A. permit, and shoring details and calculations prepared by California licensed structural engineer to the Public Works Department, prior to beginning construction."

PRIOR TO ACCEPTANCE OF THE PUBLIC IMPROVEMENTS

- 38. The property shall provide the funds in the form of cash or enter into a deferred improvement agreement for future improvements associated with the future Civic Center Blvd. adjacent to the proposed development. The improvements shall include, but not be limited to: 24.0-foot-wide roadway (centerline of Civic Center Blvd to lip of gutter). 2.5-foot-wide curb and gutter, 5.0-foot-wide detached sidewalk, fair share of costs of water main, fire hydrants, sewer main, storm drainage facilities, street lights, 6.0-foot-wide landscaped parkway strip, 2.5-foot-wide landscaped strip behind back of sidewalk, street trees, roadway striping, and roadway signage. Should the property owner enter into a deferred improvement agreement, the terms of the agreement can be satisfied by entering into a future financing mechanism, (such as a Community Facilities District, Zone of Benefit, and/or an Assessment District), acceptable to the City, to finance their proportional costs for the construction of the future Civic Center Blvd.
- 39. The existing power poles along the property frontage shall be placed underground, or addressed in accordance with the City's Overhead Utility Policy adopted March 17, 2020. The total lineal foot length of overhead lines is determined to be 281 lineal feet or as otherwise determined by the Public Works Director.
- 40. Prior to paving, the Developer shall vacuum test all manholes to ensure no leakage will occur.
- 41. Prior to paving, the Developer shall hydroflush, and televise, all storm drain mains and all sewer mains. In addition, prior to the City's acceptance of the improvements,

and at the Public Works Department's discretion, the storm sewer and sewer mains shall be re-hydroflushed.

42. The contractor shall maintain record drawings of the improvements in the City's right of way and keep them on site at all times. When the project is complete, the contractor shall deliver a marked set of plans to the Engineer of Record. The Engineer of Record shall update the improvement plans with the record information. Once the changes have been added to the plans, the Engineer of Record shall submit both an electronic copy (Civil 3D version 2017 or newer) and a hard copy to the City.
43. The property shall petition for formation of a Zone of Benefit of the Yuba City landscaping and Lighting Maintenance District for the purpose of maintaining street trees which are to be planted along all streets, maintain the street lights, and maintaining the masonry walls. The Engineering Division shall be reimbursed actual costs associated with the formation of the district.
44. All street lighting shall be dedicated to the City of Yuba City.
45. A 10.0-foot public utility easement shall be provided along the hotel property on Woodward St., West Onstott Frontage Road, and future Civic Center Blvd. Should the hotel site purchase the Caltrans property, immediately to the west of the subject site, a 10.0-foot public utility easement shall be dedicated along Woodward St. and future Civic Center Blvd.

PRIOR TO THE ISSUANCE OF A CERTIFICATE OF OCCUPANCY

46. The curb, gutter, sidewalk, and lot drainage shall be inspected and approved by the City. Any curb, gutter and sidewalk, which is not in accord with City standards or is damaged before or during construction, shall be replaced. All sidewalks along the City right-of-way shall be free of any non-control joint cracking. In addition, any concrete with cracks, chips, blemishes, and spalling greater than an inch in diameter shall be replaced from control joint to control joint.

MITIGATION MEASURES

Impact	Mitigation Measure	Responsible Party	Timing
3.7 Geology and Soils	<p>Paleontological Mitigation Measure 1: Mitigation Measure 1 shall be placed as a note on the Demolition and Grading Plans. If paleontological resources are found, the construction manager shall halt all activity and immediately contact the Development Services Department at 530-822-4700.</p> <p>Mitigation shall be conducted as follows:</p> <ol style="list-style-type: none"> 1. Identify and evaluate paleontological resources by intense field survey where impacts are considered high; 2. Assess effects on identified sites; 	Developer, Public Works Dept., Development Services Dept.	During construction phase

	<p>3. Consult with the institutional/academic paleontologists conducting research investigations within the geological formations that are slated to be impacted;</p> <p>4. Obtain comments from the researchers;</p> <p>5. Comply with researchers' recommendations to address any significant adverse effects where determined by the City to be feasible. In considering any suggested mitigation proposed by the consulting paleontologist, the City's Community Development Department Staff shall determine whether avoidance is necessary and feasible in light of factors such as the nature of the find, project design, costs, Specific or General Plan policies and land use assumptions, and other considerations. If avoidance is unnecessary or infeasible, other appropriate measures (e.g., data recovery) shall be instituted. Work may proceed on other parts of the project site while mitigation for paleontological resources is carried out.</p>		
3.8. Greenhouse Gases	Greenhouse Gas Mitigation 1: The site grading and construction of the self-storage facility shall comply with the GHG Reduction Measures provided in the adopted Yuba City Resource Efficiency Plan.	Development Services Dept.	Prior to issuance of building permits.
3.18. Tribal Cultural Resources	Tribal Cultural Resources Mitigation 1: Post Ground Disturbance A minimum of seven days prior to beginning earthwork, clearing, and grubbing, or other soil disturbing activities, the applicant shall notify lead agency of the proposed earthwork start-date. The lead agency shall contact the United Auburn Indian Community (UAIC) with the proposed earthwork start-date and a UAIC Tribal Representative or Tribal Monitor shall be invited to inspect the project site, including any soil piles, trenches, or other disturbed areas, within the first five days of groundbreaking activity, or as appropriate for the type and size of	Developer, Public Works Dept., Development Services Dept.	During construction phase

	<p>the project. During this inspection, a UAIC Tribal Representative or Tribal Monitor may provide an on-site meeting for construction personnel information on TCRs and workers awareness brochure.</p> <p>If any TCRs are encountered during this initial inspection, or during any subsequent construction activities, work shall be suspended within 100 feet of the find and measures included in the Unanticipated Discoveries Mitigation Measure 2 shall be implemented. Preservation in place is the preferred alternative under CEQA and UAIC protocols, and every effort must be made to preserve the resources in place, including through project redesign.</p> <p>The contractor shall implement any measures deemed by CEQA lead agency to be necessary and feasible to preserve in place, avoid, or minimize significant effects to the resources, including the use of paid Native American Monitor during ground disturbing activities.</p> <p>Tribal Cultural Resources Mitigation 2: Unanticipated Discoveries: If any suspected TCRs are discovered during ground disturbing construction activities, all work shall cease within 100 feet of the find, or an agreed upon distance based on the project area and nature of the find. A Tribal Representative from a California Native American Tribe that is traditionally and culturally affiliated with a geographic area shall be immediately notified and shall determine if the find is a TCR (PRC 21074). The Tribal Representative will make recommendations for further evaluation and treatment as necessary.</p> <p>Preservation in place is the preferred alternative under CEQA and UAIC protocols, and every effort must be made to preserve the resources in place, including through project</p>		
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	<p>redesign. Culturally appropriate treatment may be, but is not limited to, processing materials for reburial, minimizing handling of cultural objects, leaving objects in place within the landscape, returning objects to a location within the project area where they will not be subject to future impacts. The Tribe does not consider curation of TCR's to be appropriate or respectful and request that materials not be permanently curated, unless approved by the Tribe.</p> <p>The contractor shall implement any measures deemed by the CEQA lead agency to be necessary and feasible to preserve in place, avoid, or minimize impacts to the resource, including but limited to, facilitating the appropriate tribal treatment of the find, as necessary. Treatment that preserves or restores the cultural character and integrity of a Tribal Cultural Resource may include Tribal monitoring, culturally appropriate recovery of cultural objects, and reburial of cultural objects or cultural soil.</p> <p>Work at the discovery location cannot resume until all necessary investigation and evaluation of the discovery under the requirements of CEQA, including AB 523 has been satisfied.</p>		
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ATTACHMENT 2

Woodward St Hotel, Amended DP 17-01

Location Map



ATTACHMENT 3



**Environmental Assessment 22-08
For Woodward Street Hotel (Springhill Suites) Yuba City
Initial Study and Mitigated Negative Declaration for
Amended Development Plan 17-01**

Prepared for:

City of Yuba City
1201 Civic Center Blvd.
Yuba City, CA 95993

Prepared By:

Denis Cook
Land Use Planning Consultant

and

City of Yuba City
Development Services Department
Planning Division

July 25, 2022

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CITY OF YUBA CITY

Development Services Department
Planning Division

1201 Civic Center Blvd. Yuba City, CA 95993 Phone (530) 822-4700

1. Introduction

1.1. Introduction

This Initial Study/Mitigated Negative Declaration (IS/MND) has been prepared to identify any potential environmental impacts in the City of Yuba City, California (City) from the proposed Woodward Street Hotel (Springhill Suites). This is an amended Development Plan 17-01 (Amended DP 17-01) for the Woodward Street Hotel (Springhill Suites): a four-story, 73,196 square foot building that will accommodate a 91-room hotel, 8,000 square foot conference/banquet room and related restaurant and lounge. Also provided are 189 parking spaces and 90 valet parking spaces for use during special events. The project will be located on 3.36 acres consisting of four parcels. Three parcels that comprise 2.73 acres is owned by the applicant. It will contain the hotel and much of the hotel parking, and landscaping. The adjoining 0.6-acre parcel, owned by Caltrans, will be utilized for additional parking and valet parking needed to serve the convention/banquet hall.

There are also two existing single-family residences on the property that will be demolished as part of this project.

The property is located on the south side of Woodward Street approximately 450 feet west of SR 99 (See Figure 1). Assessor's Parcel Numbers 58-041-010, -011, -017, and -018.

This development plan is considered a project under the California Environmental Quality Act (CEQA), as the City has discretionary authority over the project. The Project necessitates discretionary review by the City of Yuba City Planning Commission.

This IS/MND has been prepared in conformance with CEQA Guidelines Section 15070. The purpose of the IS/MND is to determine the potential significant impacts associated with the proposed project and provide an environmental assessment for consideration by the Planning Commission. In addition, this document is intended to provide the basis for input from public agencies, organizations, and interested members of the public.

1.2. Regulatory Information

An Initial Study (IS) is an environmental assessment document prepared by a lead agency to determine if a project may have a significant effect on the environment. In accordance with the California Code of Regulations Title 14 (Chapter 3, §15000 et seq.), commonly referred to as the CEQA Guidelines - Section 15064(a)(1) states an environmental impact report (EIR) must be prepared if there is substantial evidence in light of the whole record that the proposed project under review may have a significant effect on the environment and should be further analyzed to determine mitigation measures or project alternatives that might avoid or reduce project impacts to less than significant. A negative declaration may be prepared instead; if the lead agency finds that there is no substantial evidence, in light of the whole record that the project may have a significant effect on the environment. A negative declaration is a written statement describing the reasons why a proposed project, not exempt from CEQA pursuant to §15300 et seq. of

Article 19 of the Guidelines, would not have a significant effect on the environment and, therefore, why it would 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 IS 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 IS identified potentially significant effects, but:
 - a. Revisions in the project plans or proposals made by or agreed to by the applicant before the proposed negative declaration and initial study is released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur is prepared, and
 - b. 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. If revisions are adopted by the Lead Agency into the proposed project in accordance with the CEQA Guidelines Section 15070(b), a Mitigated Negative Declaration (MND) is prepared.

1.3. Document Format

This IS/MND contains four chapters, and one technical appendix. Chapter 1, Introduction, provides an overview of the proposed Project and the CEQA environmental documentation process. Chapter 2, Project Description, provides a detailed description of proposed Project objectives and components. Chapter 3, Impact Analysis, presents the CEQA checklist and environmental analysis for all impact areas, mandatory findings of significance, and feasible measures. If the proposed Project does not have the potential to significantly impact a given issue area, the relevant section provides a brief discussion of the reasons why no impacts are expected. If the proposed Project could have a potentially significant impact on a resource, the issue area discussion provides a description of potential impacts, and appropriate mitigation measures and/or permit requirements that would reduce those impacts to a less than significant level. Chapter 4, List of Preparers, provides a list of key personnel involved in the preparation of the IS/MND.

1.4. Purpose of Document

The proposed Project will undergo a public review process by the Planning Commission that, if approved, will result in the construction of a four-story, 91 room hotel, conference/banquet center and related facilities. The Planning Commission's review is needed to assure that the project will be compatible with existing or expected neighboring uses and that adequate public facilities are available to serve the project.

This document has been prepared to satisfy the California Environmental Quality Act (CEQA) (Pub. Res. Code, Section 21000 et seq.) and the State CEQA Guidelines (Title 14 CCR §15000 et seq.). CEQA requires that all state and local government agencies consider the environmental consequences of projects over which they have discretionary authority before acting on those projects.

The initial study is a public document used by the decision-making lead agency to determine whether a project may have a significant effect on the environment. If the lead agency finds substantial evidence that any aspect of the project, either individually or cumulatively, may have a significant effect on the environment, regardless of whether the overall effect of the project is adverse or beneficial, the lead agency is required to use a previously prepared EIR and supplement that EIR, or prepare a subsequent EIR to analyze at hand. If the agency finds no substantial evidence that the project or any of its aspects may

cause a significant effect on the environment, a negative declaration shall be prepared. If during the analysis, it is recognized that the project may have a significant impact on the environment, but that with specific recommended mitigation measures incorporated into the project, these impacts shall be reduced to less than significant, a mitigated negative declaration shall be prepared.

In reviewing all the available information for the above referenced project, the City of Yuba City Planning Division has analyzed the potential environmental impacts created by this project and a mitigated negative declaration has been prepared for this project.

1.5. Intended Uses of this Document

In accordance with CEQA, a good-faith effort has been made during preparation of this IS/MND to contact affected public agencies, organizations, and persons who may have an interest in the proposed project. In reviewing the Draft IS/MND, affected and interested parties should focus on the sufficiency of the document in identifying and analyzing the possible impacts on the environment and ways in which the effects of the proposed project would be avoided or mitigated.

The Draft IS/ND and associated appendices will be available for review on the City of Yuba City website at www.yubacity.net/environmental. The Draft IS/MND and associated appendixes also will be available for review during regular business hours at the City of Yuba City Development Services Department (1201 Civic Center Boulevard, Yuba City, California 95993). The 30-day review period will commence on July 25, 2022 and end on August 24, 2022 at the conclusion of the Planning Commission hearing.

Written comments on the Draft IS/MND should be sent to the following address:

City of Yuba City
Attn: Doug Libby, Deputy Development Services Director
Development Services Department
1201 Civic Center Boulevard
Yuba City, CA 95993

e-mail: developmentservices@yubacity.net
Phone: (530) 822-3231

2. Project Description

2.1. Project Title

Amended Development Plan 17-01 (Amended DP 17-01): Woodward Street Hotel (Springhill Suites)

2.2. Lead Agency Name and Address

City of Yuba City
Development Services Department, Planning Division
1201 Civic Center Blvd.
Yuba City, CA 95993

2.3. Contact Person and Phone Number

Doug Libby
(530) 822-3231
developmentservices@yubacity.net

2.4. Project Location

The property is located on the south side of Woodward Street approximately 450 feet west of SR 99 (See Figure 1). Sole access to the site is off SR 99 onto Woodward Street. Assessor's Parcel Numbers 58-041-010, -011, -017, and -018.

2.5. Project Applicant

Simon Gill
1714 Domain Way
Yuba City, Ca 95993

2.6. Property Owner

Simon Gill
1714 Domain Way
Yuba City, CA 95993

2.7. General Plan Designation

The property is designated by the General Plan as Regional Commercial (RC). The project is consistent with that commercial designation.

2.8. Zoning

The site is within the General Commercial (C-3) Zone District. In this zone district hotels are a permitted use. The Planning Commission review is required due to the size of the project.

Figure 1: Location Map

Amended Development Plan 17-01: Springhill Suites Yuba City

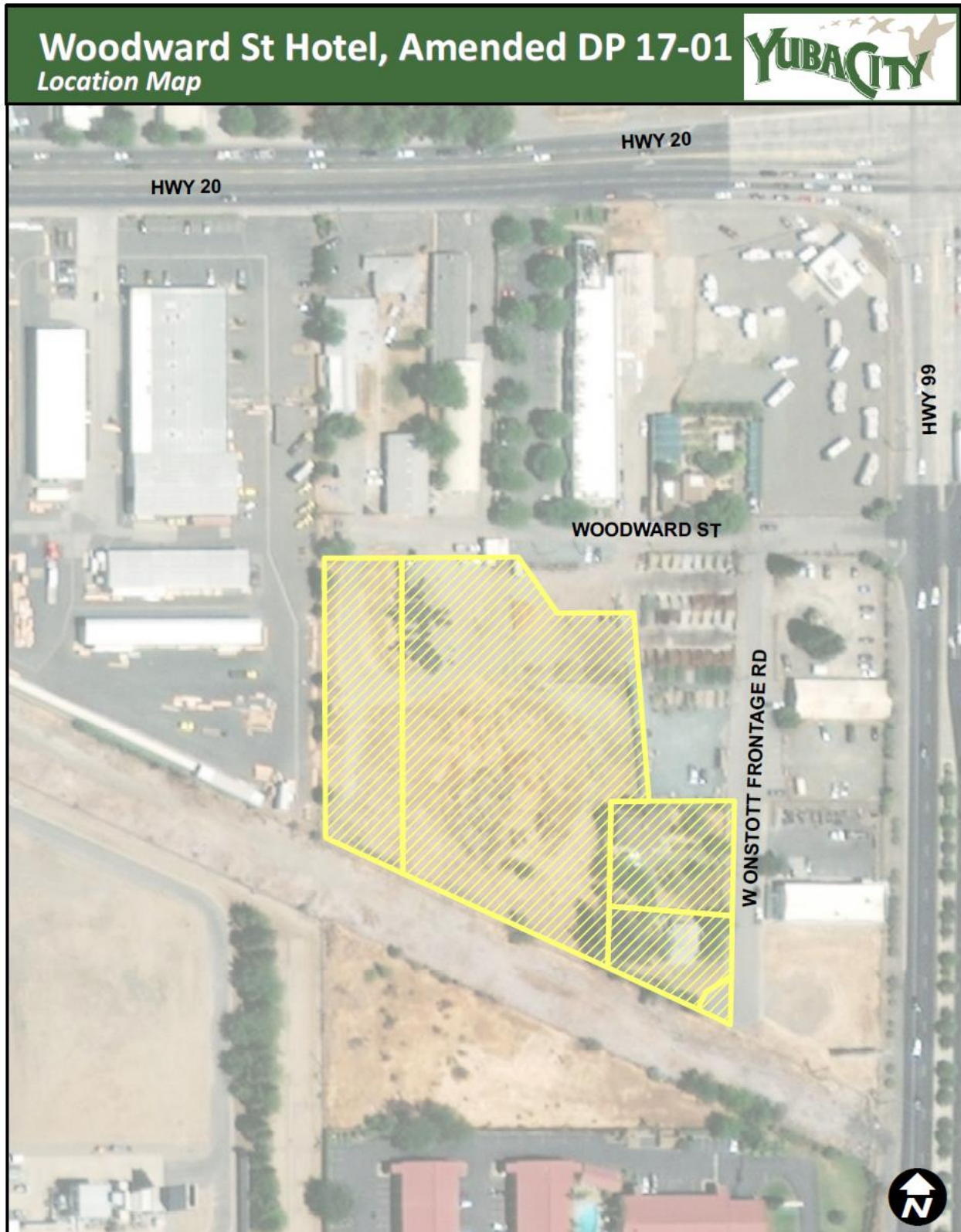


Figure 2: Site Plan

Amended Development Plan 17-01: Springhill Suites Yuba City



2.9. Project Description

Amended DP 17-01: Springhill Suites Hotel: a proposed four-story, 73,196 square foot building that will accommodate a 91-room hotel, 8,000 square foot conference/banquet room and related restaurant and lounge. Also provided are 189 parking spaces and 90 valet parking spaces for use during special events. The project will be located on 3.36 acres consisting of four parcels. Three parcels that comprise 2.73 acres is owned by the applicant. It will contain the hotel and much of the hotel parking, and landscaping. The adjoining 0.6-acre parcel, owned by Caltrans, will be utilized for additional parking and valet parking needed to serve the convention/banquet hall.

There are also two existing single-family residences on the property that will be demolished as part of this project.

2.10. Surrounding Land Uses and Setting

Setting: The project is located in west Yuba City in a light industrial/commercial area.

Table 1: Bordering Uses

North:	Various light industrial type businesses.
South:	Abandoned rail line (proposed to be a part of the Civic Center Boulevard extension) and a two-story hotel on the opposite side of the right-of-way.
East:	Outdoor landscape materials storage and light industrial uses.
West:	Building material/lumber sales.

2.11. Other Public Agencies Whose Approval May be Required

- Feather River Air Quality Management District, Dust Control Plan, Indirect Source Review.
- Central Valley Regional Water Quality Control Board.

2.12. Environmental Factors Potentially Affected:

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

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

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 the 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.

Doug Libby

Signature

July 25, 2022

Date

Doug Libby, Deputy Director of Development Services

Printed Name/Position

2.13. Evaluation of Environmental Impacts:

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

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

Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation,

or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.

“Negative Declaration: Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures and briefly explain how they reduce the effect to a less than significant level (mitigation measures from “Earlier Analysis,” as described below, may be cross referenced). A Mitigated Negative Declaration also requires preparation and adoption of a Mitigation Monitoring and Reporting Program (MMRP)

Earlier analysis may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. In this case, a brief discussion should identify the following:

Earlier Analysis Used. Identify and state where they are available for review.

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

Mitigation Measures. For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures that were incorporated or refined from the earlier document and the extent to which they addressed site-specific conditions for the project.

Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts. Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

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

3. Environmental Checklist and Impact Evaluation

The following section presents the initial study checklist recommended by the California Environmental Quality Act (CEQA; Appendix G) to determine potential impacts of a project. Explanations of all answers are provided following each question, as necessary.

3.1. Aesthetics

Table 3-1: Aesthetics				
Except as provided in Public Resources Code Section 21099, would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?			X	
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			X	
d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?			X	

3.1.1. Environmental Setting/Affected Environment

Background views are generally considered to be long-range views in excess of 3 to 5 miles from a vantage point. Background views surrounding the project site are limited due to the flat nature of the site and the surrounding urban landscape. Overall, the vast majority of Sutter County is relatively flat, with the Sutter Buttes being the exception. The Sutter Buttes, located several miles northwest of the project site, and are not visibly prominent from this location. The Sutter Buttes comprise the long-range views to the northwest and are visible from the much of the City, except in areas where trees or intervening structures block views of the mountain range.

The City's General Plan, more specifically the Community Design Element "establishes policies to ensure the creation of public and private improvements that will maintain and enhance the image, livability, and aesthetics of Yuba City in the years to come."

The following principles and policies are applicable:

- Maintain the identity of Yuba City as a small-town community, commercial hub, and residential community, surrounded by agricultural land and convey, through land uses and design amenities, Yuba City's character and place in the Sacramento Valley.
- Recognizing the livability and beauty of peer communities with highly designed visual landscapes, commit to a focus on the visual landscape of Yuba City.
- Maintain, develop, and enhance connections between existing and planned neighborhoods.
- Create and build upon a structured open space and parks network, centered on two large urban parks and the Feather River Corridor.
- Strive for lush, landscaped public areas marked by extensive tree plantings.
- Design commercial and industrial centers to be visually appealing, to serve both pedestrians and automobiles, and to integrate into the adjacent urban fabric.

In addition to the City's General Plan, the City provides Design Guidelines. The goal of the City's design guidelines is to ensure the highest quality of building design: designs that are aesthetically pleasing; designs that are compatible with the surroundings in terms of scale, mass, detailing, and building patterns; designs that accommodate the pedestrian, automobile, bicycle, and transit circulation; and designs that consider public safety, public interaction, and historic resources. The design guidelines apply to all commercial development, including this project. As part of this process the Planning Commission will review the building design to ensure that it complies with the General Plan and the City's Design Guidelines.

3.1.2. Federal Regulatory Setting

Federal regulations relating to aesthetics include the Organic Administration Act (1897), Multiple Use – Sustained Yield Act (1960), Wilderness Act (1964), Federal Lands Policy and Management Act (1976), and the Wild and Scenic Rivers Act. The proposed Project is not subject to these regulations since there are no federally designated lands or rivers in the vicinity.

3.1.3. State Regulatory Setting

The California State Scenic Highway Program was created by the California Legislature in 1963 to preserve and protect scenic highway corridors from change which would diminish the aesthetic value of lands adjacent to highways. The state laws governing the Scenic Highway Program are found in the Streets and Highways Code, Section 260 et seq. The State Scenic Highway System includes a list of highways that are either eligible for designation as scenic highways or have been so designated. These highways are identified in Section 263 of the Streets and Highways Code.

A highway may be designated scenic depending upon how much of the natural landscape can be seen by travelers, the scenic quality of the landscape, and the extent to which development intrudes upon the traveler's enjoyment of the view. When a city or county nominates an eligible scenic highway for official designation, it must identify and define the scenic corridor of the highway. A scenic corridor is the land generally adjacent to and visible from the highway. A scenic corridor is identified using a motorist's line of vision. A reasonable boundary is selected when the view extends to the distant horizon. The corridor protection program does not preclude development but seeks to encourage quality development that does not degrade the scenic value of the corridor. Jurisdictional boundaries of the nominating agency are also considered. The agency must also adopt ordinances to preserve the scenic quality of the corridor or document such regulations that already exist in various portions of local codes. These ordinances make

up the scenic corridor protection program. County roads can also become part of the Scenic Highway System. To receive official designation, the county must follow the same process required for official designation of state scenic highways. There are no designated state scenic highways in the view shed of the project site.

California Building Code Title 24 Outdoor Lighting Standards: The requirements vary according to which “Lighting Zone” the equipment is in. The Standards contain lighting power allowances for newly installed equipment and specific alterations that are dependent on which Lighting Zone the project is located in. Existing outdoor lighting systems are not required to meet these lighting power allowances. However, alterations that increase the connected load, or replace more than 50 percent of the existing luminaires, for each outdoor lighting application that is regulated by the Standards, must meet the lighting power allowances for newly installed equipment.

An important part of the Standards is to base the lighting power that is allowed on how bright the surrounding conditions are. The eyes adapt to darker surrounding conditions, and less light is needed to properly see; when the surrounding conditions get brighter, more light is needed to see. The least power is allowed in Lighting Zone 1 and increasingly more power is allowed in Lighting Zones 2, 3, and 4. By default, government designated parks, recreation areas and wildlife preserves are Lighting Zone 1; rural areas are Lighting Zone 2; and urban areas are Lighting Zone 3. Lighting Zone 4 is a special use district that may be adopted by a local government. The proposed Project is located in an urban area; thereby, it is in Lighting Zone 3.

3.1.4. Impact Assessment/Environmental Consequences:

a) Have a substantial adverse effect on a scenic vista?

There are no scenic vistas within the vicinity of the proposed Project. Rather, the proposal is located within the urban area. The proposed hotel will be four stories in height and the surrounding buildings are generally single or two-story. As such, the hotel will be visible from SR 99 and potentially SR 20. It will be a notable change and will somewhat change the skyline.

As part of this process, the building is required to be considered by the City design review process. As a result, staff feels that with a couple of minor exceptions that are addressed in the staff report, the building is well-designed and aesthetically pleasing. The building and the site meet all General Plan and City Design Guideline standards. As many of the buildings in the area have not received any beneficial exterior treatment in many years, this project may actually enhance the urban look of the area, as well as provide an example for improvements to neighboring properties. From an aesthetic standpoint the project will not significantly adversely affect neighboring properties. Instead the project may aesthetically improve and may even enhance the neighborhood aesthetics. Therefore, the potential adverse impacts on local scenic vistas will be less than significant.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Most of the property is vacant, previously being cleared of any buildings and vegetation, except that there are two single-family residences on two smaller parcels within the project area. They are proposed to be removed as part of this Project. There are no remaining native trees, landmark type rocks, etc. Moreover, there are no designated scenic resources on the project site. Additionally, there are no Officially Designated or Eligible Scenic Highways in the City, according to the State of California Scenic Mapping System. Therefore, the impact on any scenic resources will be less than significant.

c) *In non-urbanized areas, substantially degrade the existing visual character of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?*

The project is within an urbanized area. The project is consistent with the Yuba City Design Guidelines so the impact on aesthetics will be less than significant. As discussed in a) above, this project may enhance the local aesthetics as the area is an older light industrial area that has not been adequately improved over the years.

d) *Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?*

Additional outdoor lighting will accompany the new hotel. However, the property is located within a light industrial area that is within the urban area for which there already exists significant lighting. The City's Zoning Regulations requires screening of new lighting to minimize or prevent off-site glare. For these reasons the impacts from new lighting will be less than significant.

3.2. Agricultural and Forestry Resources

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model prepared (1997) by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland.

Table 3-2: Agricultural and Forestry Resources				
Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?			X	
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Conflict with existing zoning for, or cause rezoning of, forestland (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?			X	

3.2.1. Environmental Setting/Affected Environment

Sutter County is located within the northern portion of California's Central Valley in the area known as the Sacramento Valley. It contains some of the richest soils in the State. These soils, combined with abundant surface and subsurface water supplies and a long, warm growing season, make Sutter County's agricultural resources very productive. Sutter County is one of California's leading agricultural counties, with 83 percent of the County's total land acreage currently being used for agricultural purposes. However, while Sutter County provides rich agricultural opportunities, the subject site is within an urban area and has been designated for urban uses for many years.

3.2.2. Federal Regulatory Setting

Farmland Protection Policy Act: The Natural Resources Conservation Service (NRCS), a federal agency within the U.S. Department of Agriculture (USDA), is the agency primarily responsible for implementation of the Farmland Protection Policy Act (FPPA). The FPPA was enacted after the 1981 Congressional report, *Compact Cities: Energy-Saving Strategies for the Eighties* indicated that a great deal of urban sprawl was the result of programs funded by the federal government. The purpose of the FPPA is to minimize federal programs' contribution to the conversion of farmland to non-agricultural uses by ensuring that federal programs are administered in a manner that is compatible with state, local, and private programs designed to protect farmland. Federal agencies are required to develop and review their policies and procure to implement the FPPA every two years (USDA-NRCS, 2011).

2014 Farm Bill: The Agricultural Act of 2014 (the Act), also known as the 2014 Farm Bill, was signed by President Obama on Feb. 7, 2014. The Act repeals certain programs, continues some programs with modifications, and authorizes several new programs administered by the Farm Service Agency (FSA). Most of these programs are authorized and funded through 2018.

The Farm Bill builds on historic economic gains in rural America over the past five years, while achieving meaningful reform and billions of dollars in savings for the taxpayer. It allows USDA to continue record accomplishments on behalf of the American people, while providing new opportunity and creating jobs across rural America. Additionally, it enables the USDA to further expand markets for agricultural products at home and abroad, strengthen conservation efforts, create new opportunities for local and regional food systems and grow the bio-based economy. It provides a dependable safety net for America's farmers, ranchers and growers and maintains important agricultural research, and ensure access to safe and nutritious food for all Americans.

Forestry Resources: Federal regulations regarding forestry resources are not relevant to the proposed Project because no forestry resources exist on the project site or in the vicinity.

3.2.3. State Regulatory Setting

California Environmental Quality Act (CEQA) Definition of Agricultural Lands: Public Resources Code Section 21060.1 defines "agricultural land" for the purposes of assessing environmental impacts using the Farmland Mapping & Monitoring Program (FMMP). The FMMP was established in 1982 to assess the location, quality, and quantity of agricultural lands and the conversion of these lands. The FMMP provides analysis of agricultural land use and land use changes throughout California.

California Department of Conservation, Division of Land Resource Protection: The California Department of Conservation (DOC) applies the NRCS soil classifications to identify agricultural lands, and these

agricultural designations are used in planning for the present and future of California's agricultural land resources. Pursuant to the DOC's FMMP, these designated agricultural lands are included in the Important Farmland Maps (IFM) used in planning for the present and future of California's agricultural land resources. The FMMP was established in 1982 to assess the location, quality, and quantity of agricultural lands and the conversion of these lands. The FMMP provides analysis of agricultural land use and land use changes throughout California. The DOC has a minimum mapping unit of 10 acres, with parcels that are smaller than 10 acres being absorbed into the surrounding classifications.

The list below provides a comprehensive description of all the categories mapped by the DOC. Collectively, lands classified as Prime Farmland, Farmland of Statewide Importance, and Unique Farmland is referred to as Farmland.

- *Prime Farmland.* Farmland that has the best combination of physical and chemical features able to sustain long-term agricultural production. This land has the soil quality, growing season, and moisture supply needed to produce sustained high yields. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.
- *Farmland of Statewide Importance.* Farmland similar to Prime Farmland but with minor shortcomings, such as greater slopes or less ability to store soil moisture. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.
- *Unique Farmland.* Farmland of lesser quality soils used for the production of the State's leading agricultural crops. This land is usually irrigated but may include non-irrigated orchards or vineyards as found in some climatic zones in California. Land must have been cropped at some time during the four years prior to the mapping date.
- *Farmland of Local Importance.* Land of importance to the local agricultural economy as determined by each county's board of supervisors and a local advisory committee.
- *Grazing Land.* Land on which the existing vegetation is suited to the grazing of livestock. This category was developed in cooperation with the California Cattlemen's Association, University of California Cooperative Extension, and other groups interested in the extent of grazing activities. The minimum mapping unit for Grazing Land is 40 acres.
- *Urban and Built-up Land.* Land occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel. This land is used for residential, industrial, commercial, institutional, public administrative purposes, railroad and other transportation yards, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, water control structures, and other developed purposes.
- *Other Land.* Land not included in any other mapping category. Common examples include low density rural developments; brush, timber, wetland, and riparian areas not suitable for livestock grazing; confined livestock, poultry or aquaculture facilities; strip mines and borrow pits; and water bodies smaller than 40 acres. Vacant and nonagricultural land surrounded on all sides by urban development and greater than 40 acres is mapped as Other Land.

California Land Conservation Act (Williamson Act): The California Land Conservation Act of 1965, commonly referred to as the Williamson Act, is promulgated in California Government Code Section 51200-51297.4, and therefore is applicable only to specific land parcels within the State of California. The Williamson Act enables local governments to enter into contracts with private landowners for the purpose of restricting specific parcels of land to agricultural or related open space uses in return for reduced property tax assessments. Private land within locally designated agricultural preserve areas is eligible for

enrollment under Williamson Act contracts. However, an agricultural preserve must consist of no less than 100 acres. In order to meet this requirement two or more parcels may be combined if they are contiguous, or if they are in common ownership.

The Williamson Act program is administered by the Department of Conservation (DOC), in conjunction with local governments, which administer the individual contract arrangements with landowners. The landowner commits the parcel to a 10-year period, or a 20-year period for property restricted by a Farmland Security Zone Contract, wherein no conversion out of agricultural use is permitted. Each year the contract automatically renews unless a notice of non-renewal or cancellation is filed. In return, the land is taxed at a rate based on the actual use of the land for agricultural purposes, as opposed to its unrestricted market value. An application for immediate cancellation can also be requested by the landowner, provided that the proposed immediate cancellation application is consistent with the cancellation criteria stated in the California Land Conservation Act and those adopted by the affected county or city. Non-renewal or immediate cancellation does not change the zoning of the property. Participation in the Williamson Act program is dependent on county adoption and implementation of the program and is voluntary for landowners.

Farmland Security Zone Act: The Farmland Security Zone Act is similar to the Williamson Act and was passed by the California State Legislature in 1999 to ensure that long-term farmland preservation is part of public policy. Farmland Security Zone Act contracts are sometimes referred to as “Super Williamson Act Contracts.” Under the provisions of this act, a landowner already under a Williamson Act contract can apply for Farmland Security Zone status by entering into a contract with the county. Farmland Security Zone classification automatically renews each year for an additional 20 years. In return for a further 35% reduction in the taxable value of land and growing improvements (in addition to Williamson Act tax benefits), the owner of the property promises not to develop the property into nonagricultural uses.

Forestry Resources: State regulations regarding forestry resources are not relevant to the proposed Project because no forestry resources exist on the project site or in the vicinity.

3.2.4. Impact Assessment/Environmental Consequences:

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?

The property is located on land that has a soil quality that could support agricultural uses and may have historically been used as such. However, the site is now well within the boundaries of the Yuba City urban area and this part of the urban area is surrounded by light industrial uses. Because the property is small (3.36-acres) and it is surrounded on all sides by urban uses that are considered to be incompatible with agricultural uses, it is unlikely that the property can be economically farmed. Further, the City and Sutter County General Plans identify this area for urban development, as compared to the vast majority of Sutter County for which agricultural land is protected from urban growth (this was identified in the EIR’s for both the Yuba City and Sutter County General Plans). Therefore, this Project will not remove viable agricultural land from production, nor would it disrupt agricultural cultivation or harvesting activities in the vicinity. Therefore, the impacts on agricultural lands will be less than significant.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

The proposed Project is currently zoned for commercial development and is not in agricultural use nor is it near any agricultural properties that are under Williamson Act contracts. As this is an urban infill project,

thus there are no agricultural lands near this property. As such, this project will not result in the conversion of other agricultural properties to non-agricultural uses. See discussion above in item 3.2.4.a.

c) Conflict with existing zoning for, or cause rezoning of, forestland (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4256), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

The proposed Project is in the Sacramento Valley in a relatively flat area that likely was previously utilized for agriculture but designated years ago for urban use. There are no forests or timberland located on the project site or within the vicinity of the project. There will be no impact on existing zoning of forestland and the proposed Project will not cause the rezoning of any forestlands.

d) Result in the loss of forestland or conversion of forest land to non-forest use?

There is no forested land on the Project site or within the vicinity of the Project; therefore, there will be no impacts on forest land.

e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

The proposed Project is within the urbanized area with full City services available to it. It has not been utilized as farmland for very many years. Thus, there is no additional impact on agricultural land. While the underlying soils have agriculture qualities, the area was urbanized many years ago and no longer can be agriculturally utilized due to its location and small size. This property is also not near any viable agricultural properties. Also, there are no forestlands on the project site or in the vicinity. No properties within the area are within the Williamson Act. For these reasons there would be no significant impacts on agricultural or forest lands from this proposal.

3.3. 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.

Table 3-3: Air Quality				
Would the project?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?			X	
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?			X	
c) Expose sensitive receptors to substantial pollutant concentrations?			X	

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			X	
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3.3.1. Environmental Setting/Affected Environment

Yuba City is located within the Sacramento Valley Air Basin (SVAB), which consists of the northern half of the Central Valley and approximates the drainage basin for the Sacramento River and its tributaries. The SVAB is bounded on the west by the Coast Range, on the north by the Cascade Range, on the east by the Sierra Nevada, and on the south by the San Joaquin Valley Air Basin. The intervening terrain is flat, and approximately 70 feet above sea level. The SVAB consists of the counties of Butte, Colusa, Glenn, Sacramento, Shasta, Sutter, Tehama, Yolo, and Yuba and portions of Placer and Solano Counties.

Hot dry summers and mild rainy winters characterize the Mediterranean climate of the Sacramento Valley. The climate of the SVAB is dominated by the strength and position of the semi-permanent high-pressure cell over the Pacific Ocean north of Hawaii. In summer, when the high-pressure cell is strongest and farthest north, temperatures are high and humidity is low, although the incursion of the sea breeze into the Central Valley helps moderate the summer heat. In winter, when the high-pressure cell is weakest and farthest south, conditions are characterized by occasional rainstorms interspersed with stagnant and sometimes foggy weather. Throughout the year, daily temperatures may range from summer highs often exceeding 100 degrees Fahrenheit and winter lows occasionally below freezing. Average annual rainfall is about 20 inches with snowfall being very rare. The prevailing winds are moderate in strength and vary from moist clean breezes from the south to dry land flows from the north.

In addition to prevailing wind patterns that control the rate of dispersion of local pollutant emissions, the region experiences two types of inversions that affect the vertical depth of the atmosphere through which pollutants can be mixed. In the warmer months in the SVAB (May through October), sinking air forms a "lid" over the region. These subsidence inversions contribute to summer photochemical smog problems by confining pollution to a shallow layer near the ground. These warmer months are characterized by stagnant morning air or light winds with the delta sea breeze arriving in the afternoon out of the southwest. Usually, the evening breeze transports the airborne pollutants to the north and out of the SVAB. During about half of the day from July to September, however, a phenomenon called the "Schultz Eddy" prevents this from occurring. Instead of allowing the prevailing wind patterns to move north carrying the pollutants out of the valley, the Schultz Eddy causes the wind pattern to circle back south. This phenomenon exacerbates the pollution levels in the area and increases the likelihood of violating federal or State standards. The Schultz Eddy normally dissipates around noon when the Delta sea breeze begins. In the second type of inversion, the mountains surrounding the SVAB create a barrier to airflow, which can trap air pollutants in the valley. The highest frequency of air stagnation occurs in the autumn and early winter when large high-pressure cells lie over the valley. The air near the ground cools by radiative processes, while the air aloft remains warm. The lack of surface wind during these periods and the reduced vertical flow caused by less surface heating reduces the influx of outside air and allows air pollutants to become concentrated in a stable volume of air. These inversions typically occur during winter nights and can cause localized air pollution "hot spots" near emission sources because of poor dispersion. The surface concentrations of pollutants are highest when these conditions are combined with smoke from agricultural burning or when temperature inversions trap cool air and pollutants near the ground. Although these subsidence and radiative inversions are present throughout much of the year, they are much less dominant during spring and fall, and the air quality during these seasons is generally good."

Local Climate: The climate of Sutter County is subject to hot dry summers and mild rainy winters, which characterize the Mediterranean climate of the SVAB. Summer temperatures average approximately 90

degrees Fahrenheit during the day and 50 degrees Fahrenheit at night. Winter daytime temperatures average in the low 50s and nighttime temperatures are mainly in the upper 30s. During summer, prevailing winds are from the south. This is primarily because of the north-south orientation of the valley and the location of the Carquinez Straits, a sea-level gap in the coast range that is southwest of Sutter County.

Criteria Air Pollutants: Criteria air pollutants are a group of pollutants for which federal or State regulatory agencies have adopted ambient air quality standards. Criteria air pollutants are classified in each air basin, county, or in some cases, within a specific urbanized area. The classification is determined by comparing actual monitoring data with State and federal standards. If a pollutant concentration is lower than the standard, the area is classified as “attainment” for that pollutant. If an area exceeds the standard, the area is classified as “non-attainment” for that pollutant. If there is not enough data available to determine whether the standard is exceeded in an area, the area is designated “unclassified.”

Ambient Air Quality Standards: Both the federal and State government have established ambient air quality standards for outdoor concentrations of various pollutants in order to protect public health. The federal and State ambient air quality standards have been set at levels whose concentrations could be generally harmful to human health and welfare and to protect the most sensitive persons from experiencing health impacts with a margin of safety. Applicable ambient air quality standards are identified later in this section. The air pollutants for which federal and State standards have been promulgated and which are most relevant to air quality planning and regulation in the air basins include ozone, carbon monoxide, nitrogen oxides, suspended particulate matter, sulfur dioxide, and lead. In addition, toxic air contaminants are of concern in Sutter County. Each of these pollutants is briefly described below.

Ozone (O₃): is a gas that is formed when reactive organic gases (ROGs) and nitrogen oxides (NO_x), both byproducts of internal combustion engine exhaust and other processes undergo slow photochemical reactions in the presence of sunlight. Ozone concentrations are generally highest during the summer months when direct sunlight, light wind, and warm temperature conditions are favorable to the formation of this pollutant.

Carbon Monoxide (CO): is a colorless, odorless gas produced by the incomplete combustion of fuels. CO concentrations tend to be the highest during the winter morning, with little to no wind, when surface-based inversions trap the pollutant at ground levels. Because CO is emitted directly from internal combustion engines, unlike ozone, motor vehicles operating at slow speeds are the primary source of CO in the SVAB. The highest ambient CO concentrations are generally found near congested transportation corridors and intersections.

Nitrogen Oxides (NO_x): is the generic term for a group of highly reactive gases, all of which contain nitrogen and oxygen in varying amounts. Many of the nitrogen oxides are colorless and odorless. However, one common pollutant, nitrogen dioxide (NO₂) along with particles in the air can often be seen as a reddish-brown layer over many urban areas. Nitrogen oxides form when fuel is burned at high temperatures, as in a combustion process. The primary manmade sources of NO_x are motor vehicles, electric utilities, and other industrial, commercial, and residential sources that burn fuels.

Nitrogen oxides can also be formed naturally.

Respirable Particulate Matter (PM₁₀) and Fine Particulate Matter (PM_{2.5}): consist of extremely small, suspended particles or droplets 10 microns and 2.5 microns or smaller in diameter. Some sources of suspended particulate matter, like pollen and windstorms, occur naturally. However, in populated areas, most fine suspended particulate matter is caused by road dust, diesel soot, and combustion products, abrasion of tires and brakes, and construction activities.

Sulfur Dioxide (SO₂): is a colorless, extremely irritating gas or liquid. It enters the atmosphere as a pollutant mainly as a result of the burning of high sulfur-content fuel oils and coal, and from chemical processes occurring at chemical plants and refineries.

Lead: occurs in the atmosphere as particulate matter. The combustion of leaded gasoline is the primary source of airborne lead. Since the use of leaded gasoline is no longer permitted for on-road motor vehicles, lead is not a pollutant of concern in the SVAB.

Toxic Air Contaminants (TACs): are known to be highly hazardous to health, even in small quantities. TACs are airborne substances capable of causing short-term (acute) and/or long-term (chronic or carcinogenic) adverse human health effects (i.e., injury or illness). TACs can be emitted from a variety of common sources, including gasoline stations, automobiles, dry cleaners, industrial operations, and painting operations.

TAC impacts are assessed using a maximum individual cancer risk (MICR) that estimates the probability of a potential maximally exposed individual (MEI) contracting cancer as a result of sustained exposure to toxic air contaminants over a constant period of 24 hours per day for 70 years for residential receptor locations. The CARB and local air districts have determined that any stationary source posing an incremental cancer risk to the general population (above background risk levels) equal to or greater than 10 people out of 1 million to be excessive. For stationary sources, if the incremental risk of exposure to project-related TAC emissions meets or exceeds the threshold of 10 excess cancer cases per 1 million people, the CARB and local air district require the installation of best available control technology (BACT) or maximum available control technology (MACT) to reduce the risk threshold. To assess risk from ambient air concentrations, the CARB has conducted studies to determine the total cancer inhalation risk to individuals due to outdoor toxic pollutant levels. The CARB has conducted studies to determine the total cancer inhalation risk to individuals due to outdoor toxic pollutant levels. According to the map prepared by the CARB showing the estimated inhalation cancer risk for TACs in the State of California, Sutter County has an existing estimated risk that is between 50 and 500 cancer cases per 1 million people. A significant portion of Sutter County is within the 100 to 250 cancer cases per 1 million people range. There is a higher risk around Yuba City where the cancer risk is as high as 500 cases per 1 million people. There are only very small portions of the County where the cancer risk is between 50 and 100 cases. This represents the lifetime risk that between 50 and 500 people in 1 million may contract cancer from inhalation of toxic compounds at current ambient concentrations under an MEI scenario.

3.3.2. Federal Regulatory Setting

Clean Air Act: The federal Clean Air Act of 1970 (as amended in 1990) required the U.S. Environmental Protection Agency (EPA) to develop standards for pollutants considered harmful to public health or the environment. Two types of National Ambient Air Quality Standards (NAAQS) were established. Primary standards protect public health, while secondary standards protect public welfare, by including protection against decreased visibility, and damage to animals, crops, landscaping and vegetation, or buildings. NAAQS have been established for six “criteria” pollutants: carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), ozone (O₃), particulate matter (PM₁₀ and PM_{2.5}), and lead (Pb).

3.3.3. State Regulatory Setting

California Air Resources Board: The California Air Resources Board (CARB) is the state agency responsible for implementing the federal and state Clean Air Acts. CARB has established California Ambient Air Quality Standards (CAAQS), which include all criteria pollutants established by the NAAQS, but with additional

regulations for Visibility Reducing Particles, sulfates, hydrogen sulfide (H₂S), and vinyl chloride. The proposed Project is located within the Sacramento Valley Air Basin, which includes Butte, Colusa, Glenn, Tehama, Shasta, Yolo, Sacramento, Yuba Sutter and portions of Placer, El Dorado and Solano counties. Air basins are classified as attainment, nonattainment, or unclassified. The FRAQMD is comprised Sutter and Yuba Counties. Attainment is achieved when monitored ambient air quality data is in compliance with the standards for a specified pollutant. Non-compliance with an established standard will result in a nonattainment designation and an unclassified designation indicates insufficient data is available to determine compliance for that pollutant.

California Clean Air Act: The CCAA requires that all air districts in the state endeavor to achieve and maintain CAAQS for Ozone, CO, SO₂, and NO₂ by the earliest practical date. The CCAA specifies that districts focus particular attention on reducing the emissions from transportation and area-wide emission sources, and the act provides districts with authority to regulate indirect sources. Each district plan is required to either (1) achieve a five percent annual reduction, averaged over consecutive 3-year periods, in district-wide emissions of each non-attainment pollutant or its precursors, or (2) to provide for implementation of all feasible measures to reduce emissions. Any planning effort for air quality attainment would thus need to consider both state and federal planning requirements.

CARB Portable Equipment Registration Program: This program was designed to allow owners and operators of portable engines and other common construction or farming equipment to register their equipment under a statewide program so they may operate it statewide without the need to obtain a permit from the local air district.

U.S. EPA/CARB Off-Road Mobile Sources Emission Reduction Program: The California Clean Air Act (CCAA) requires CARB to achieve a maximum degree of emissions reductions from off-road mobile sources to attain State Ambient Air Quality Standards (SAAQS); off-road mobile sources include most construction equipment. Tier 1 standards for large compression-ignition engines used in off-road mobile sources went into effect in California in 1996. These standards, along with ongoing rulemaking, address emissions of nitrogen oxides (NO_x) and toxic particulate matter from diesel engines. CARB is currently developing a control measure to reduce diesel PM and NO_x emissions from existing off-road diesel equipment throughout the state.

California Global Warming Solutions Act: Established in 2006, Assembly Bill 32 (AB 32) requires that California's GHG emissions be reduced to 1990 levels by the year 2020. This will be implemented through a statewide cap on GHG emissions, which will be phased in beginning in 2012. AB 32 requires CARB to develop regulations and a mandatory reporting system to monitor global warming emissions level.

3.3.4. Regional Regulatory Setting

Feather River Air Quality Management District (FRAQMD): The FRAQMD is a bi-county district formed in 1991 to administer local, state, and federal air quality management programs for Yuba and Sutter Counties within the Sacramento Valley Air Basin. The goal of the FRAQMD is to improve air quality in the region through monitoring, evaluation, education and implementing control measures to reduce emissions from stationary sources, permitting and inspection of pollution sources, enforcement of air quality regulations and by supporting and implementing measures to reduce emissions from motor vehicles.

The FRAQMD adopted its Indirect Source Review guidelines document for assessment and mitigation of air quality impacts under CEQA in 1998. The guide contains criteria and thresholds for determining whether a project may have a significant adverse impact on air quality, and methods available to mitigate impacts on air quality. FRAQMD updated its Indirect Source Review Guidelines to reflect the most recent

methods recommended to evaluate air quality impacts and mitigation measures for land use development projects in June 2010. This analysis uses guidance and thresholds of significance from the 2010 FRAQMD Indirect Source Review Guidelines to evaluate the proposed project's air quality impacts.

According to FRAQMD's 2010 Indirect Source Review Guidelines, a project would be considered to have a significant impact on air quality if it would:

- Generate daily construction or operational emissions that would exceed 25 pounds per day for reactive organic gases (ROG), 25 pounds per day for oxides of nitrogen (NOX), or 80 pounds per day for PM10; or generate annual construction or operational emissions of ROG or NOX that exceed 4.5 tons per year.

Northern Sacramento Valley Planning Area 2015 Air Quality Attainment Plan: As specified in the California Clean Air Act of 1988 (CCAA), Chapters 1568-1588, it is the responsibility of each air district in California to attain and maintain the state's ambient air quality standards. The CCAA requires that an Attainment Plan be developed by all nonattainment districts for O3, CO, SOx, and NOx that are either receptors or contributors of transported air pollutants. The purpose of the Northern Sacramento Valley Planning Area 2015 Triennial Air Quality Attainment Plan (TAQAP) is to comply with the requirements of the CCAA as implemented through the California Health and Safety Code. Districts in the NSVPA are required to update the Plan every three years. The TAQAP is formatted to reflect the 1990 baseline emissions year with a planning horizon of 2020. The Health and Safety Code, sections 40910 and 40913, require the Districts to achieve state standards by the earliest practicable date to protect the public health, particularly that of children, the elderly, and people with respiratory illness.

Health and Safety Code Section 41503(b): Requires that control measures for the same emission sources are uniform throughout the planning area to the extent that is feasible. To meet this requirement, the NSVPA has coordinated the development of an Attainment Plan and has set up a specific rule adoption protocol. The protocol was established by the Technical Advisory Committee of the Sacramento Valley Basin-wide Air Pollution Control Council and the Sacramento Valley Air Quality Engineering and Enforcement Professionals, which allow the Districts in the Basin to act and work as a united group with the CARB as well as with industry in the rule adoption process. Section 40912 of the Health and Safety Code states that each District responsible for, or affected by, air pollutant transport shall provide for attainment and maintenance of the state and federal standards in both upwind and downwind Districts. This section also states that each downwind District's Plan shall contain sufficient measures to reduce emissions originating in each District to below levels which violate state ambient air quality standards, assuming the absence of transport contribution

Construction Generated Emissions of Criteria Air Pollutants: The District recommends the following best management practices:

- Implement the Fugitive Dust Control Plan.
- Construction equipment exhaust emissions shall not exceed FRAQMD Regulation III, Rule 3.0,
- Visible Emissions limitations (40 percent opacity or Ringelmann 2.0).
- The contractor shall be responsible to ensure that all construction equipment is properly tuned and maintained prior to and for the duration of onsite operation.
- Limiting idling time to 5 minutes – saves fuel and reduces emissions.
- Utilize existing power sources or clean fuel generators rather than temporary power generators.

- Develop a traffic plan to minimize traffic flow interference from construction activities. The plan may include advance public notice of routing, use of public transportation, and satellite parking areas with a shuttle service. Schedule operations affecting traffic for off-peak hours. Minimize obstruction of through-traffic lanes. Provide a flag person to guide traffic properly and ensure safety at construction sites.
- Portable engines and portable engine-driven equipment units used at the project work site, with the exception of on-road and off-road motor vehicles, may require California Air Resources Board (ARB) Portable Equipment Registration with the State or a local district permit. The owner/operator shall be responsible for arranging appropriate consultations with the ARB or the District to determine registration and permitting requirements prior to equipment operation at the site.

3.3.5. Impact Assessment/Environmental Consequences:

a) Conflict with or obstruct implementation of the applicable air quality plan?

Grading the site will briefly create equipment exhaust and fugitive dust, and ongoing air quality impacts will be from exhaust generated by hotel employee and customer vehicle traffic. Standards set by FRAQMD, CARB, and Federal agencies relating to the proposed Project will apply to this Project. Prior to the initiation of construction, a Fugitive Dust Control Plan will be submitted to FRAQMD as a part of standard measures required by the District. An Indirect Source Review (ISR) application will be filed with the Air District to address emissions from construction.

Since the developer must prepare an air quality analysis and incorporate all of the resulting conditions into the project and that a fugitive dust control plan be submitted prior to beginning work on the apartments, any potential significant environmental impacts should be reduced to less than significant.

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

The Project would result in limited generation of criteria pollutants during Project construction and on an ongoing basis from vehicle traffic generated by employees and customers driving to and from the hotel. However, FRAQMD did not comment that the standards would be exceeded by this project to the extent of being cumulatively significant. Therefore, the cumulative impacts are considered to be less than significant.

c) Expose sensitive receptors to substantial pollutant concentrations?

The FRAQMD defines sensitive receptors as: facilities that house or attract children, the elderly, and people with illnesses, or others who are especially sensitive to the effects of air pollutants. FRAQMD states that if a project is located within 1,000 feet of a sensitive receptor location, the impact of diesel particulate matter shall be evaluated. According to the FRAQMD's Indirect Source Review Guidelines, "Construction activity can result in emissions of particulate matter from the diesel exhaust (diesel PM) of construction equipment.

There are no sensitive receptors within 1,000 feet of the project. However, the Best Management Practices (BMPs) that will be used to reduce the impact from off-road diesel equipment include:

- Install diesel particulate filters or implement other ARB-verified diesel emission control strategies on all construction equipment to further reduce diesel PM emissions beyond the 45% reduction required by the Districts Best Available Mitigation Measure for Construction Phase;
- Use equipment during times when receptors are not present (e.g., when school is not in session or during non-school hours; or when office buildings are unoccupied);
- Establish staging areas for the construction equipment that are as distant as possible from off-site receptors;
- Establish an electricity supply to the construction site and use electric powered equipment instead of diesel-powered equipment or generators, where feasible;
- Use haul trucks with on-road engines instead of off-road engines even for on-site hauling;
- Equip nearby buildings with High Efficiency Particle Arresting (HEPA) filter systems at all mechanical air intake points to the building to reduce the levels of diesel PM that enter the buildings; and/or,
- Temporarily relocate receptors during construction.

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Construction of the hotel and its ongoing usage typically does not generate objectionable odors. As such, the impact of the Project creating local offensive odors would be less than significant.

3.4. Biological Resources

Table 3.4: Biological Resources				
Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?			X	
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?			X	
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
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?			X	
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
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?				X

3.4.1. Environmental Setting/Affected Environment

The 3.36-acre level property is within the Yuba City urbanized area. There are two nonconforming single-family residences located on the project site proposed to be removed as part of the project. The site has been previously graded with no native habitat remaining. The site is surrounded primarily by light industrial uses (the two single-family residences will be removed as part of this project). There are no known on-site or nearby riparian or critical habitat areas.

3.4.2. Federal & State Regulatory Setting

Threatened and Endangered Species: State and federal “endangered species” legislation has provided California Department of Fish & Wildlife (CDFW) and United States Fish and Wildlife Service (USFWS) with a mechanism for conserving and protecting plant and animal species of limited distribution and/or low or declining populations. Species listed as threatened or endangered under provisions of the state and

federal endangered species acts, candidate species for such listing, state species of special concern, and some plants listed as endangered by the California Native Plant Society are collectively referred to as “species of special status.” Permits may be required from both the CDFW and USFWS if activities associated with a proposed project will result in the “take” of a listed species. “Take” is defined by the state of California as “to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture or kill” (California Fish and Game Code, Section 86). “Take” is more broadly defined by the federal Endangered Species Act to include “harm” (16 USC, Section 1532(19), 50 CFR, Section 17.3). Furthermore, the CDFW and the USFWS are responding agencies under CEQA. Both agencies review CEQA documents in order to determine the adequacy of their treatment of endangered species issues and to make project-specific recommendations for their conservation.

Migratory Birds: State and federal laws also protect most birds. The Federal Migratory Bird Treaty Act (16U.S.C., sec. 703, Supp. I, 1989) prohibits killing, possessing, or trading in migratory birds, except in accordance with regulations prescribed by the Secretary of the Interior. This act encompasses whole birds, parts of birds, and bird nests and eggs.

Birds of Prey: Birds of prey are also protected in California under provisions of the California Fish and Game Code, Section 3503.5, which states that it is “unlawful to take, possess, or destroy any birds in the order Falconiformes or Strigiformes (birds of prey) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by this code or any regulation adopted pursuant thereto.” Construction disturbance during the breeding season could result in the incidental loss of fertile eggs or nestlings, or otherwise lead to nest abandonment. Disturbance that causes nest abandonment and/or loss of reproductive effort is considered “taking” by the CDFW.

Wetlands and Other Jurisdictional Waters: Natural drainage channels and adjacent wetlands may be considered “Waters of the United States” subject to the jurisdiction of the USACE. The extent of jurisdiction has been defined in the Code of Federal Regulations but has also been subject to interpretation of the federal courts.

Waters of the U.S. generally include:

- All waters which are currently used, or were used in the past, or may be susceptible to use in interstate or foreign commerce, including all waters, which are subject to the ebb and flow of the tide.
- All interstate waters including interstate wetlands.
- All other waters such as intrastate lakes, rivers, streams (including intermittent streams), mudflats, sandflats, wetlands, sloughs, prairie potholes, wet meadows, playa lakes, or natural ponds, the use, degradation or destruction of which could affect interstate or foreign commerce.
- All impoundments of waters otherwise defined as waters of the United States under the definition.
- Tributaries of waters identified in the bulleted items above.

As determined by the United States Supreme Court in its 2001 Solid Waste Agency of Northern Cook County v. U.S. Army Corps of Engineers (SWANCC) decision, channels and wetlands isolated from other jurisdictional waters cannot be considered jurisdictional on the basis of their use, hypothetical or observed, by migratory birds. Similarly, in its 2006 consolidated Carabell/Rapanos decision, the U.S. Supreme Court ruled that a significant nexus between a wetland and other navigable waters must exist for the wetland itself to be considered a navigable, and therefore, jurisdictional water.

The USACE regulates the filling or grading of Waters of the U.S. under the authority of Section 404 of the Clean Water Act. The extent of jurisdiction within drainage channels is defined by “ordinary high-water marks” on opposing channel banks. All activities that involve the discharge of dredge or fill material into Waters of the U.S. are subject to the permit requirements of the USACE. Such permits are typically issued on the condition that the applicant agrees to provide mitigation that result in no net loss of wetland functions or values. No permit can be issued until the Regional Water Quality Control Board (RWQCB) issues a Section 401 Water Quality Certification (or waiver of such certification) verifying that the proposed activity will meet state water quality standards.

CEQA Guidelines Section 15380: Although threatened and endangered species are protected by specific federal and state statutes, CEQA Guidelines section 15380(d) provides that a species not listed on the federal or state list of protected species may be considered rare or endangered if the species can be shown to meet certain specific criteria that define “endangered” and “rare” as specified in CEQA Guidelines section 15380(b).

3.4.3. Local Regulatory Setting

The General Plan provides the following policies for the protection of biological resources within the project area:

- 8.4-G-1 Protect special status species, in accordance with State regulatory requirements.
- 8.4-G-2 Protect and enhance the natural habitat features of the Feather River and new open space corridors within and around the urban growth area.
- 8.4-G-3 Preserve and enhance heritage oaks in the Planning Area.
- 8.4-G-4 Where appropriate, incorporate natural wildlife habitat features into public landscapes, parks, and other public facilities
- 8.4-I-1 Require protection of sensitive habitat area and special status species in new development site designs in the following order: 1) avoidance; 2) onsite mitigation; 3) offsite mitigation. Require assessments of biological resources prior to approval of any development within 300 feet of any creeks, sensitive habitat areas, or areas of potential sensitive status species.
- 8.4-I-2 Require preservation of oak trees and other native trees that are of a significant size, by requiring site designs to incorporate these trees to the maximum extent feasible.
- 8.4-I-3 Require to the extent feasible, use of drought tolerant plants in landscaping for new development, including private and public projects.

3.4.4. Impact Assessment/Environmental Consequences:

- 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?*

There is no known candidate, sensitive, or special status species that have been observed on or nearby the project site. The site is surrounded by urban development and has had prior site disturbances that have reduced suitability for these species. There are no sensitive habitat or riparian areas located on the project site. As such, a less than significant impact would occur with respect to candidate, sensitive, or special status species.

- b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?*

According to the Yuba City General Plan EIR, the only designated special status vegetation species within Yuba City and its Sphere of Influence is the Golden Sunburst, a flowering plant that occurs primarily in the non-native grasslands and is threatened mostly by the conversion of habitat to urban uses. The habitat area for this species occurs at the extreme eastern boundary of the Planning Area at the confluence of the Feather and Yuba Rivers. This property does not fall within this area, and no adverse impacts to special status species will occur because of this project. Moreover, General Plan Policies 8.4-I-1 and 8.4-I-2 encourage management and maintenance of sensitive habitat through the promotion of environmentally sensitive project siting and design. General Plan Policy 8.4-I-1 requires protection of sensitive habitat areas and special-status species in new development site designs and assessments of biological resources prior to approval of any development within 300 feet of any creeks, sensitive-habitat areas, or areas of potential sensitive-status species. Policy 8.4-I-2 provides additional requirement to preserve oak trees and other native trees that are of a significant size. Since the Project is in compliance with these policies, the impacts on biological resources will be less than significant.

- c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*

No wetlands or federal jurisdictional waters of the U.S. are present within the proposed Project area or in the general vicinity. There would be no impact on any wetland areas or waterways.

- 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?*

The proposed Project would not disturb any waterways, as the nearest waterway is the Feather River, being several miles to the east. Therefore, migratory fish would not be affected. Nor are there any significant native trees proposed to be removed that could be potential nesting habitat for raptors and migratory birds that may choose to nest in the vicinity of the Project. As such there would be no significant impacts on fish or wildlife habitat.

- e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*

No native trees or other biological resources that would be protected by local policies or ordinances remain on the proposed Project site. Therefore, there would be no significant impacts on biological resources caused by this project.

- 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?*

There are no adopted Habitat Conservation Plans, Natural Community Conservation Plans, or any other approved local, regional, or state habitat conservation plans in the vicinity of this project.

3.5. Cultural Resources

Table 3.5: Cultural Resources				
Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5.			X	
b) Cause a substantial adverse change in the significance of an archeological resource pursuant to § 15064.5.		X		
c) Disturb any human remains, including those interred outside of formal cemeteries?		X		

3.5.1. Federal Regulatory Setting

National Historic Preservation Act of 1966 (as amended), Section 106: The significance of cultural resources is evaluated under the criteria for inclusion in the National Register of Historic Places (NRHP), authorized under the National Historic Preservation Act of 1966, as amended. The criteria defined in 36 CFR 60.4 are as follows:

The quality of significance in American history, architecture, archaeology, and culture is present in districts, sites, buildings, structures, and objects of state and local importance that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

- That are associated with events that have made a significant contribution to the broad patterns of our history; or
- That are associated with the lives of persons significant in our past; or
- That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- That have yielded, or may be likely to yield, information important to prehistory or history.

Sites listed or eligible for listing on the NRHP are considered to be historic properties. Sites younger than 50 years, unless of exceptional importance, are not eligible for listing in the NRHP.

3.5.2. State Regulatory Setting

CEQA requires consideration of project impacts on archaeological or historical sites deemed to be "historical resources." Under CEQA, a substantial adverse change in the significant qualities of a historical resource is considered a significant effect on the environment. For the purposes of CEQA, a "historical resource" is a resource listed in, or determined to be eligible for listing in, the California Register of Historical Resources (Title 14 CCR §15064.5[a][1]-[3]). Historical resources may include, but are not limited to, "any object, building, site, area, place, record, or manuscript which is historically or archaeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California" (PRC §5020.1[j]).

The eligibility criteria for the California Register are the definitive criteria for assessing the significance of historical resources for the purposes of CEQA (Office of Historic Preservation). Generally, a resource is considered "historically significant" if it meets one or more of the following criteria for listing on the California Register:

- Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
- Is associated with the lives of persons important in our past.
- Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
- Has yielded, or may be likely to yield, information important in prehistory or history. (PRC §5024.1[c])

In addition, the resource must retain integrity. Integrity is evaluated with regard to the retention of location, design, setting, materials, workmanship, feeling, and association (CCR Title 14, § 4852(c)).

Historical resources may include, but are not limited to, "any object, building, site, area, place, record, or manuscript which is historically or archaeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California" (PRC §5020.1[j]).

California Health and Safety Code Section 7050.5: Health and Safety Code states that in the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the remains are discovered has determined whether or not the remains are subject to the coroner's authority. If the human remains are of Native American origin, the coroner must notify the Native American Heritage Commission within 24 hours of this identification. The Native American Heritage Commission will identify a Native American Most Likely Descendant (MLD) to inspect the site and provide recommendations for the proper treatment of the remains and associated grave goods.

3.5.3. Native American Consultation

In September of 2014, the California Legislature passed Assembly Bill (AB) 52, which added provisions to the PRC regarding the evaluation of impacts on tribal cultural resources under CEQA, and consultation requirements with California Native American tribes. In particular, AB 52 now requires lead agencies to analyze project impacts on "tribal cultural resources" separately from archaeological resources (PRC § 21074; 21083.09). AB 52 also requires lead agencies to engage in additional consultation procedures with respect to California Native American tribes (PRC § 21080.3.1, 21080.3.2, 21082.3).

As part of the review of the original 2017 project for a 83 room hotel on this site, no cultural resources were discovered. Although this newer project was expanded with an additional eight rooms, and the conference/banquet facility is expanding from 6,000 to 8,000 square feet, the building footprint remains similar as does the site disturbance area. The expansion area has also been highly disturbed due to the two single-family residences on the properties, as well as landscaping. Therefore, a new site review was not considered to be warranted for this newer project.

3.5.4. Impact Assessment/Environmental Consequences:

g) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5.

There are two single-family residences on the property that will be removed as part of the development. As the homes are not considered to be historic, the potential for significant impacts on any historical resources, directly or indirectly, is less than significant.

h) Cause a substantial adverse change in the significance of an archeological resource pursuant to §15064.5.

According to Chapter 8.3 (Historic and Archaeological Resources) of the Yuba City General Plan, the region within which Yuba City lies is part of a valley that was formerly composed of extensive wetlands and broad, shallow lakes. Because of this location and availability of resources, it is believed that different tribes occupied the area on a year-round basis, for about ten thousand years. However, due to siltation of the area over the years, prehistoric sites have been buried at such depths that very little, if any, evidence remains at the surface. Original land clearing and a hundred years of farming have further diminished any likely archaeological sites. As new development occurs within the Planning Area, there is the potential to uncover archaeological sites. As a precaution, the Tribal Cultural Resources mitigation measures outlined in Section 3.18 have been developed to ensure proper protocol is implemented during any accidental discovery of archaeological resources onsite during future construction activities. Mitigation measures provided in Section 3.18 are provided to ensure impacts are less than significant.

i) Disturb any human remains, including those interred outside of formal cemeteries?

The 3.36-acre property that will be developed is mostly vacant, except that the expanded area has two single-family residences on it. No formal cemeteries or other places of human internment are known to exist on the proposed Project site.

Since the footprint for the development is not significantly changed nor has the entire area to be disturbed been significantly changed from the previously approved project, any previous review remains unchanged. However, there remains the potential for previously unknown sub-surface resources to be present. To avoid potential impacts to unknown remains, mitigation measures provided in Section 3.18 are provided to ensure impacts are less than significant.

3.6 Energy

Table 3-6: Energy				
Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?			X	

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			X	
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3.6.1 State Regulatory Setting

California has implemented numerous energy efficiency and conservation programs that have resulted in substantial energy savings. The State has adopted comprehensive energy efficiency standards as part of its Building Standards Code, California Codes of Regulations, Title 24. In 2009, the California Building Standards Commission adopted a voluntary Green Building Standards Code, also known as CALGreen, which became mandatory in 2011. Both Title 24 and CALGreen are implemented by the City of Yuba City in conjunction with its processing of building permits.

CALGreen sets forth mandatory measures, applicable to new residential and nonresidential structures as well as additions and alterations, on water efficiency and conservation, building material conservation, interior environmental quality, and energy efficiency. California has adopted a Renewables Portfolio Standard, which requires electricity retailers in the state to generate 33% of electricity they sell from renewable energy sources (i.e., solar, wind, geothermal, hydroelectric from small generators, etc.) by the end of 2020. In 2018, SB 100 was signed into law, which increases the electricity generation requirement from renewable sources to 60% by 2030 and requires all the state's electricity to come from carbon-free resources by 2045.

3.6.2. Impact Assessment/Environmental Consequences

a) Result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?

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

Electricity may be used for some equipment operation during construction activities. It is expected that more electrical construction equipment would be used in the future, as it would generate fewer air pollutant and GHG emissions. This electrical consumption would be consistent with other construction activities of a similar character; therefore, the use of electricity in construction activities would not be considered wasteful, inefficient, or unnecessary, especially since fossil fuel consumption would be reduced. Moreover, under California's Renewables Portfolio Standard, a greater share of electricity would be provided from renewable energy sources over time, so less fossil fuel consumption to generate electricity would occur.

The project would be required to comply with CALGreen and with the building energy efficiency standards of California Code of Regulations Title 24, Part 6 in effect at the time of project approval. Compliance with these standards would reduce energy consumption associated with project operations, although reductions from compliance cannot be readily quantified. Overall, project construction would typically not consume energy resources in a manner considered wasteful, inefficient, or unnecessary.

Following construction of the hotel, the main sources of energy consumption would be ongoing hotel operations and vehicle usage. However, hotel operations are not a high energy user and are therefore not a large enough impact to be considered significant.

Project impacts related to energy consumption are considered less than significant.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

The project would be consistent with applicable state and local plans to increase energy efficiency. Thus, the project's impacts would be less than significant.

3.7 Geology and Soils

Table 3.7: Geology and Soils				
Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Directly or indirectly 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?			X	
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?			X	
iv) Landslides?				X
b) Result in substantial soil erosion or the loss of topsoil?			X	
c) Be located on a geological 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?				X
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?				X
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				X
f) Directly or indirectly destroy a unique paleontological resources or site or unique geologic feature?		X		

3.7.1 Environmental Setting/Affected Environment

Topography and Geology: According to the Sutter County General Plan, Sutter County is located in the flat surface of the Great Valley geomorphic province of California. The Great Valley is an alluvial plain approximately 50 miles wide and 400 miles long in the central portion of California. The Great Valley's northern portion is the Sacramento Valley, drained by the Sacramento River, and its southern portion is the San Joaquin Valley, drained by the San Joaquin River. The geology of the Great Valley is typified by thick sequences of alluvial sediments derived primarily from erosion of the mountains of the Sierra Nevada to the east, and to a lesser extent, erosion of the Klamath Mountains and Cascade Range to the north. These sediments were transported downstream and subsequently laid down as a river channel, floodplain deposits, and alluvial fans.

Seismic Hazards: Earthquakes are due to a sudden slip of plates along a fault. Seismic shaking is typically the greatest cause of losses to structures during earthquakes. Earthquakes can cause structural damage, injury and loss of life, as well as damage to infrastructure networks such as water, power, gas, communication, and transportation lines. Other damage-causing effects of earthquakes include surface rupture, fissuring, settlement, and permanent horizontal and vertical shifting of the ground. Secondary impacts can include landslides, seiches, liquefaction, and dam failure.

Seismicity: Although all of California is typically regarded as seismically active, the Central Valley region does not commonly experience strong ground shaking resulting from earthquakes along known and previously unknown active faults. Though no active earthquake faults are known to exist in Yuba City, active faults in the region could generate ground motion felt within the County. Numerous earthquakes of magnitude 5.0 or greater on the Richter scale have occurred on regional faults, primarily those within the San Andreas Fault System in the region. There are several potentially active faults underlying the Sutter Buttes, which are associated with deep-seated volcanism.

The faults identified in Sutter County include the Quaternary Faults, located in the northern section of the County within the Sutter Buttes, and the Pre-Quaternary Fault, located in the southeast of the City, just east of where Highway 70 enters into the County. Both Faults are listed as non-active faults but have the potential for seismic activity.

Ground Shaking: As stated in the Sutter County Multi-Hazard Mitigation Plan, although the County has felt ground shaking from earthquakes with epicenters located elsewhere, no major earthquakes or earthquake related damage has been recorded within the County. Based on historic data and known active or potentially active faults in the region, parts of Sutter County have the potential to experience low to moderate ground shaking. The intensity of ground shaking at any specific site depends on the characteristics of the earthquake, the distance from the earthquake fault, and on the local geologic and soils conditions. Fault zone maps are used to identify where such hazards are more likely to occur based on analyses of faults, soils, topography, groundwater, and the potential for earthquake shaking sufficiently strong to trigger landslide and liquefaction.

Liquefaction: Liquefaction, which can occur in earthquakes with strong ground shaking, is mostly found in areas with sandy soil or fill and a high-water table located 50 feet or less below the ground surface. Liquefaction can cause damage to property with the ground below structures liquefying making the structure unstable causing sinking or other major structural damage. Evidence of liquefaction may be observed in "sand boils," which are expulsions of sand and water from below the surface due to increased pressure below the surface.

Liquefaction during an earthquake requires strong shaking and is not likely to occur in the city due to the relatively low occurrence of seismic activity in the area; however, the clean sandy layers paralleling the

Sacramento River, Feather River, and Bear River have lower soil densities and high overall water table are potentially a higher risk area if major seismic activity were to occur. Areas of bedrock, including the Sutter Buttes have high density compacted soils and contain no liquefaction potential, although localized areas of valley fill alluvium can have moderate to high liquefaction potential.

Landslides: Landslides are downward and outward movements of slope forming materials which may be rock, soil, artificial fill, or combinations of such materials. The size of landslides varies from those containing less than a cubic yard of material to massive ones containing millions of cubic yards. Large landslides may move down slope for hundreds of yards or even several miles. A landslide may move rapidly or so slow that a change of position can be noted only over a period of weeks or years. A similar, but much slower movement is called creep. The susceptibility of a given area to landslides depends on a great many variables. With the exception of the nearby Sutter Buttes, the Yuba City area is located in a landslide-free zone due to the flat topography. The Sutter Buttes are considered to be in a low landslide hazard zone as shown in Bulletin 198 by the California Division of Mines and Geology.

Soil Erosion: Erosion is a two-step process by which soils and rocks are broken down or fragmented and then transported. The breakdown processes include mechanical abrasion, dissolution, and weathering. Erosion occurs naturally in most systems but is often accelerated by human activities that disturb soil and vegetation. The rate at which erosion occurs is largely a function of climate, soil cover, slope conditions, and inherent soil properties such as texture and structure. Water is the dominant agent of erosion and is responsible for most of the breakdown processes as well as most of the transport processes that result in erosion. Wind may also be an important erosion agent. The rate of erosion depends on many variables including the soil or rock texture and composition, soil permeability, slope, extent of vegetative cover, and precipitation amounts and patterns. Erosion increases with increasing slope, increasing precipitation, and decreasing vegetative cover. Erosion can be extremely high in areas where vegetation has been removed by fire, construction, or cultivation. High rates of erosion may have several negative impacts including degradation and loss of agricultural land, degradation of streams and other water habitats, and rapid silting of reservoirs.

Subsidence: Subsidence is the sinking of a large area of ground surface in which the material is displaced vertically downward, with little or no horizontal movement. Subsidence is usually a direct result of groundwater, oil, or gas withdrawal. These activities are common in several areas of California, including parts of the Sacramento Valley and in large areas of the San Joaquin Valley. Subsidence is a greater hazard in areas where subsurface geology includes compressible layers of silt and clay. Subsidence due to groundwater withdrawal generally affects larger areas and presents a more serious hazard than does subsidence due to oil and gas withdrawal. In portions of the San Joaquin Valley, subsidence has exceeded 20 feet over the past 50 years. In the Sacramento Valley, preliminary studies suggest that much smaller levels of subsidence, up to two feet may have occurred. In most of the valley, elevation data are inadequate to determine positively if subsidence has occurred. However, groundwater withdrawal in the Sacramento Valley has been increasing and groundwater levels have declined in some areas. The amount of subsidence caused by groundwater withdrawal depends on several factors, including: (1) the extent of water level decline, (2) the thickness and depth of the water bearing strata tapped, (3) the thickness and compressibility of silt-clay layers within the vertical sections where groundwater withdrawal is occurring, (4) the duration of maintained groundwater level decline, (5) the number and magnitude of water withdrawals in a given area, and (6) the general geology and geologic structure of the groundwater basin. The damaging effects of subsidence include gradient changes in roads, streams, canals, drains, sewers, and dikes. Many such systems are constructed with slight gradients and may be significantly damaged by even small elevation changes. Other effects include damage to water wells resulting from sediment compaction and increased likelihood of flooding of low-lying areas.

Expansive Soils: Expansive soils are prone to change in volume due to the presence of moisture. Soft clay soils have the tendency to increase in volume when moisture is present and shrink when it is dry (shrink/swell). Swelling soils contain high percentages of certain kinds of clay particles that are capable of absorbing large quantities of water, expanding up to 10 percent or more as the clay becomes wet. The force of expansion is capable of exerting pressure on foundations, slabs, and other confining structures.

Soils: The Natural Resources Conservation Service (NRCS, formerly the Soil Conservation Service) has mapped over 40 individual soil units in the county. The predominant soil series in the county are the Capay, Clear Lake, Conejo, Oswald, and Olashes soils, which account for over 60 percent of the total land area. The remaining soil units each account for smaller percentages the total land area. The Capay and Clear Lake soils are generally present in the western and southern parts of the county. The Conejo soils occur in the eastern part closer to the incorporated areas of the county. Oswald and Olashes soils are located in the central portion of the county extending north to south, with scattered areas along the southeastern edge of the county. Soil descriptions for the principal soil units in the county are provided below. These descriptions, which were developed by the NRCS, are for native, undisturbed soils and are primarily associated with agricultural suitability. Soil characteristics may vary considerably from the mapped locations and descriptions due to development and other uses. Geotechnical studies are required to identify actual engineering properties of soils at specific locations to determine whether there are specific soil characteristics that could affect foundations, drainage, infrastructure, or other structural features.

3.7.2 Federal Regulatory Setting

Historic Sites Act of 1935: This Act became law on August 21, 1935 (49 Stat. 666; 16 U.S.C. 461-467) and has been amended eight times. This Act establishes as a national policy to preserve for public use historic sites, buildings and objects, including geologic formations.

National Earthquake Hazards Reduction Program: The National Earthquake Hazards Reduction Program (NEHRP), which was first authorized by Congress in 1977, coordinates the earthquake-related activities of the Federal Government. The goal of NEHRP is to mitigate earthquake losses in the United States through basic and directed research and implementation activities in the fields of earthquake science and engineering. Under NEHRP, FEMA is responsible for developing effective earthquake risk reduction tools and promoting their implementation, as well as supporting the development of disaster-resistant building codes and standards. FEMA's NEHRP activities are led by the FEMA Headquarters (HQ), Federal Insurance and Mitigation Administration, Risk Reduction Division, Building Science Branch, in strong partnership with other FEMA HQ Directorates, and in coordination with the FEMA Regions, the States, the earthquake consortia, and other public and private partners.

3.7.3 State Regulatory Setting

California Alquist-Priolo Earthquake Fault Zoning Act: The Alquist-Priolo Earthquake Fault Zoning Act (originally enacted in 1972 and renamed in 1994) is intended to reduce the risk to life and property from surface fault rupture during earthquakes. The statute prohibits the location of mot types of structures intended for human occupancy across the traces of active faults and regulates construction in the corridors along active faults.

California Seismic Hazards Mapping Act: The Seismic Hazards Mapping Act is intended to reduce damage resulting from earthquakes. While the Alquist-Priolo Earthquake Fault Zoning Act addresses surface fault rupture, the Seismic Hazards Mapping Act addresses other earthquake-related hazards, including ground

shaking, liquefaction, and seismically induced landslides. The state is charged with identifying and mapping areas at risk of strong ground shaking, liquefaction, landslides, and other hazards, and cities and counties are required to regulate development within mapped Seismic Hazard Zones.

Uniform Building Code: The California Code of Regulations (CCR) Title 24 is assigned to the California Building Standards Commission, which, by law, is responsible for coordinating all building standards. The California Building Code incorporates by reference the Uniform Building Code with necessary California amendments. The Uniform Building Code is a widely adopted model building code in the United States published by the International Conference of Building Officials. About one-third of the text within the California Building Code has been tailored for California earthquake conditions.

Paleontological Resources: Paleontological resources are the fossilized remains of plants and animals and associated deposits. The Society of Vertebrate Paleontology has identified vertebrate fossils, their taphonomic and associated environmental indicators, and fossiliferous deposits as significant nonrenewable paleontological resources. Botanical and invertebrate fossils and assemblages may also be considered significant resources. CEQA requires that a determination be made as to whether a project would directly or indirectly destroy a unique paleontological resource or site or unique geological feature (CEQA Appendix G(v)(c)). If an impact is significant, CEQA requires feasible measures to minimize the impact (CCR Title 14(3) Section 15126.4 (a)(1)). California Public Resources Code Section 5097.5 (see above) also applies to paleontological resources.

3.7.4 Impact Assessment/Environmental Consequences:

- a) *Directly or indirectly 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?*

According to the Yuba City General Plan, no active earthquake faults are known to exist in Sutter County, although active faults in the region could produce ground motion in Yuba City (Dyett & Bhatia, 2004). The closest known fault zone is the Bear Mountain Fault Zone, located approximately 20 miles northeast of Yuba City (California Geological Survey [CGS], 2015). Potentially active faults do exist in the Sutter Buttes, but those faults are considered small and have not exhibited activity in recent history. Because the distance from the City to the closest known active fault zone is large, the potential for exposure of people or structures to substantial adverse effects from fault rupture is low. Considering that the Building Code incorporates construction standards for minimizing earthquake damage to buildings, and the low potential for a significant earthquake activity in the vicinity, the potential for adverse impacts from an earthquake is less than significant.

- ii. *Strong seismic ground shaking?*

In the event of a major regional earthquake, fault rupture or seismic ground shaking could potentially injure people and cause collapse or structural damage to existing and proposed structures. Ground shaking could potentially expose people and property to seismic-related hazards, including localized liquefaction and ground failure. However, all new structures are required to adhere to current California Building Code standards. These standards require adequate design, construction, and maintenance of

structures to prevent exposure of people and structures to major geologic hazards. General Plan Implementing Policies 9.2-I-1 through 9.2-I-8 and the building codes reduce the potential impacts to less than significant.

iii. Seismic-related ground failure, including liquefaction?

The proposed Project is not located within a liquefaction zone according to the California Department of Conservation's California Geologic Survey regulatory maps. Regardless, all new structures are required to adhere to current California Building Code standards. These standards require adequate design, construction and maintenance of structures to prevent exposure of people and structures to major geologic hazards. Therefore, the potential impact from ground failure is less than significant.

iv. Landslides?

According to the Environmental Impact Report prepared for the General Plan, due to the flat topography, erosion, landslides, and mudflows are not a risk in the City limits or within the City's Sphere of Influence.

b) Result in substantial soil erosion or the loss of topsoil?

The majority of the 3.36 acres would be disturbed during site grading. Even though the area is relatively flat, during site grading a large storm could result in the loss of topsoil into the City/Gilsizer County Drainage District drainage system. However, as part of the grading and construction of the hotel, the applicant will be required to follow Best Management Practices (BMP's) and provide erosion control measures to minimize soil runoff during the construction process. Therefore, impacts from soil erosion are less than significant.

c) Be located on a geological 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?

There have not been any identified geological soil units considered to be unstable, or that would become unstable as a result of this project. The project does not propose any physical development as part of this project. The City requires new development, including this project, to submit a geotechnical report as part of the building permit process to verify suitable site conditions for construction. This potential impact is therefore considered to be less than significant.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

The extreme southwest corner of the Yuba City Sphere of Influence is the only known area with expansive soils. The Project area is not located within that area and therefore will not be impacted by the presence of expansive soils.

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?

The City requires new development, including this Project, to connect to its sanitary sewer system, so the new hotel facility will not utilize septic tanks or other alternative wastewater disposal systems.

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

Due to prior ground disturbances for agricultural uses and grading for home construction, it is unlikely that any paleontological resources exist on the site. However, the following mitigation measure shall apply if any paleontological resources are discovered:

3.7.5 Paleontological Mitigation Measures

Paleontological Mitigation Measure 1: Mitigation Measure 1 shall be placed as a note on the Demolition and Grading Plans. If paleontological resources are found, the construction manager shall halt all activity and immediately contact the Development Services Department at 530-822-4700.

Mitigation shall be conducted as follows:

1. Identify and evaluate paleontological resources by intense field survey where impacts are considered high;
2. Assess effects on identified sites;
3. Consult with the institutional/academic paleontologists conducting research investigations within the geological formations that are slated to be impacted;
4. Obtain comments from the researchers;
5. Comply with researchers' recommendations to address any significant adverse effects where determined by the City to be feasible.

In considering any suggested mitigation proposed by the consulting paleontologist, the City's Community Development Department Staff shall determine whether avoidance is necessary and feasible in light of factors such as the nature of the find, project design, costs, Specific or General Plan policies and land use assumptions, and other considerations. If avoidance is unnecessary or infeasible, other appropriate measures (e.g., data recovery) shall be instituted. Work may proceed on other parts of the project site while mitigation for paleontological resources is carried out.

3.8 Greenhouse Gas Emissions

Table 3.8: Greenhouse Gas Emissions				
Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?		X		
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?		X		

3.8.1 Federal Regulatory Setting

The United States Environmental Protection Agency (USEPA) Mandatory Reporting Rule (40 CFR Part 98), which became effective December 29, 2009, requires that all facilities that emit more than 25,000 metric tons CO₂-equivalent per year beginning in 2010, report their emissions on an annual basis. On May 13, 2010, the USEPA issued a final rule that established an approach to addressing GHG emissions from

stationary sources under the Clean Air Act (CAA) permitting programs. The final rule set thresholds for GHG emissions that define when permits under the New Source Review Prevention of Significant Deterioration and title V Operating Permit programs are required for new and existing industrial facilities.

In addition, the Supreme Court decision in *Massachusetts v. EPA* (Supreme Court Case 05-1120) found that the USEPA has the authority to list GHGs as pollutants and to regulate emissions of greenhouse gases (GHG) under the CAA. On April 17, 2009, the USEPA found that CO₂, CH₄, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride may contribute to air pollution and may endanger public health and welfare. This finding may result in the USEPA regulating GHG emissions; however, to date the USEPA has not propose regulations based on this finding.

3.8.2 State & Local Regulatory Setting

The City's Resource Efficiency Plan as designed under the premise that the City, and the community it represents, is uniquely capable of addressing emissions associated with sources under the City's jurisdiction and that the City's emission reduction efforts should coordinate with the state strategies of reducing emissions in order to accomplish these reductions in an efficient and cost-effective manner. The City developed this document with the following purposes in mind:

- **Local Control:** The Yuba City Efficiency Plan allows the City to identify strategies to reduce resource consumption, costs, and GHG emissions in all economic sectors in a way that maintains local control over the issues and fits the character of the community. It also may position the City for funding to implement programs tied to climate goals.
- **Energy and Resource Efficiency:** The Efficiency Plan identifies opportunities for the City to increase energy efficiency and lower GHG emissions in a manner that is most feasible within the community. Reducing energy consumption through increasing the efficiency of energy technologies, reducing energy use, and using renewable sources of energy are effective ways to reduce GHG emissions. Energy efficiency also provides opportunities for cost-savings.
- **Improved Public Health:** Many of the GHG reduction strategies identified in the Efficiency Plan also have local public health benefits. Benefits include local air quality improvements; creating a more active community through implementing resource-efficient living practices; and reducing health risks, such as heat stroke, that would be otherwise elevated by climate change impacts such as increased extreme heat days.

Demonstrating Consistency with State GHG Reduction Goals—A GHG reduction plan may be used as GHG mitigation in a General Plan to demonstrate that the City is aligned with State goals for reducing GHG emissions to a level considered less than cumulatively considerable.

3.8.3 Impact Assessment/Environmental Consequences:

a) Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

The proposed construction of this hotel facility will create GHG emissions from construction equipment during construction. Once completed, vehicle traffic generated by auto use from the employees and users of the hotel will contribute GHG gases. Due to the small size of the Project it is not expected to create significant greenhouse gas emissions. However, on a cumulative scale, possible reasonable reductions could be applied to the project in order to further minimize those impacts. Specifically addressing this proposal, the City's Resource Efficiency Plan addresses greenhouse gas concerns and

provides a description of greenhouse gas reduction measures. A mitigation measure is included that requires the project incorporate the relevant greenhouse gas reduction measures. With this mitigation the impacts from greenhouse gases will be less than significant.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Gases that trap heat in the atmosphere are referred to as greenhouse gases (GHGs) because they capture heat radiated from the sun as it is reflected into the atmosphere, similar to a greenhouse. The accumulation of GHGs has been implicated as a driving force for Global Climate Change. Definitions of climate change vary between and across regulatory authorities and the scientific community, but in general can be described as the changing of the climate caused by natural fluctuations and the impact of human activities that alter the composition of the global atmosphere. Both natural processes and human activities emit GHGs. Global Climate Change is a change in the average weather on earth that can be measured by wind patterns, storms, precipitation, and temperature. Although there is disagreement as to the speed of global warming and the extent of the impacts attributable to human activities, the majority of the scientific community now agrees that there is a direct link between increased emission of GHGs and long-term global temperature. Potential global warming impacts in California may include, but are not limited to, loss in snow pack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years. Secondary effects are likely to include a global rise in sea level, impacts to agriculture, changes in disease vectors, and changes in habitat and biodiversity. GHG impacts are considered to be exclusively cumulative impacts; there are no non-cumulative GHG emission impacts from a climate change perspective (CAPCOA).

3.8.4 Greenhouse Mitigation Measure

Greenhouse Gas Mitigation Measure 1: The site grading process shall comply with the GHG Reduction Measures provided in the adopted Yuba City Resource Efficiency Plan.

3.9 Hazards and Hazardous Materials

Table 3.9: Hazards and Hazardous Materials				
Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
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?			X	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X	
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 create a significant hazard to the public or the environment?				X
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				X
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.			X	

3.9.1 Federal Regulatory Setting

U.S. Environmental Protection Agency (USEPA): The USEPA was established in 1970 to consolidate in one agency a variety of federal research, monitoring, standard setting, and enforcement activities to ensure environmental protection. USEPA's mission is to protect human health and to safeguard the natural environment — air, water, and land — upon which life depends. USEPA works to develop and enforce regulations that implement environmental laws enacted by Congress, is responsible for researching and setting national standards for a variety of environmental programs, and delegates to states and tribes the responsibility for issuing permits and for monitoring and enforcing compliance. Where national standards are not met, USEPA can issue sanctions and take other steps to assist the states and tribes in reaching the desired levels of environmental quality.

Federal Toxic Substances Control Act/Resource Conservation and Recovery Act/Hazardous and Solid Waste Act: The Federal Toxic Substances Control Act (1976) and the Resource Conservation and Recovery Act of 1976 (RCRA) established a program administered by the USEPA for the regulation of the generation,

transportation, treatment, storage, and disposal of hazardous waste. RCRA was amended in 1984 by the Hazardous and Solid Waste Act (HSWA), which affirmed and extended the “cradle to grave” system of regulating hazardous wastes.

Comprehensive Environmental Response, Compensation, and Liability Act/Superfund Amendments and Reauthorization Act: The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), commonly known as Superfund, was enacted by Congress on December 11, 1980. This law (U.S. Code Title 42, Chapter 103) provides broad federal authority to respond directly to releases or threatened releases of hazardous substances that may endanger public health or the environment. CERCLA establishes requirements concerning closed and abandoned hazardous waste sites; provides for liability of persons responsible for releases of hazardous waste at these sites; and establishes a trust fund to provide for cleanup when no responsible party can be identified. CERCLA also enables the revision of the National Contingency Plan (NCP). The NCP (Title 40, Code of Federal Regulation [CFR], Part 300) provides the guidelines and procedures needed to respond to releases and threatened releases of hazardous substances, pollutants, and/or contaminants. The NCP also established the National Priorities List (NPL). CERCLA was amended by the Superfund Amendments and Reauthorization Act (SARA) on October 17, 1986.

Clean Water Act/SPCC Rule: The Clean Water Act (CWA) (33 U.S.C. Section 1251 et seq., formerly the Federal Water Pollution Control Act of 1972), was enacted with the intent of restoring and maintaining the chemical, physical, and biological integrity of the waters of the United States. As part of the Clean Water Act, the U.S. EPA oversees and enforces the Oil Pollution Prevention regulation contained in Title 40 of the CFR, Part 112 (Title 40 CFR, Part 112) which is often referred to as the “SPCC rule” because the regulations describe the requirements for facilities to prepare, amend and implement Spill Prevention, Control, and

Countermeasure (SPCC) Plans: A facility is subject to SPCC regulations if a single oil storage tank has a capacity greater than 660 gallons, or the total above ground oil storage capacity exceeds 1,320 gallons, or the underground oil storage capacity exceeds 42,000 gallons, and if, due to its location, the facility could reasonably be expected to discharge oil into or upon the “Navigable Waters” of the United States. Other federal regulations overseen by the U.S. EPA relevant to hazardous materials and environmental contamination include Title 40, CFR, Chapter 1, Subchapter D – Water Programs and Subchapter I – Solid **Wastes**. Title 40, CFR, Chapter 1, Subchapter D, Parts 116 and 117 designate hazardous substances under the Federal Water Pollution Control Act: Title 40, CFR, Part 116 sets forth a determination of the reportable quantity for each substance that is designated as hazardous. Title 40, CFR, Part 117 applies to quantities of designated substances equal to or greater than the reportable quantities that may be discharged into waters of the United States.

The NFPA 70®: National Electrical Code® is adopted in all 50 states. Any electrical work associated with the Proposed Project is required to comply with the standards set forth in this code. Several federal regulations govern hazards as they are related to transportation issues. They include:

Title 49, CFR, Sections 171-177 (49 CFR 171-177), governs the transportation of hazardous materials, the types of materials defined as hazardous, and the marking of the transportation vehicles.

49 CFR 350-399, and Appendices A-G, Federal Motor Carrier Safety Regulations, address safety considerations for the transport of goods, materials, and substances over public highways.

49 CFR 397.9, the Hazardous Materials Transportation Act of 1974, directs the U.S. Department of Transportation to establish criteria and regulations for the safe transportation of hazardous materials.

3.9.2 State Regulatory Setting

California Environmental Protection Agency (CalEPA): The California Environmental Protection Agency (CalEPA) was created in 1991 by Governor's Executive Order. The six boards, departments, and office were placed under the CalEPA umbrella to create a cabinet-level voice for the protection of human health and the environment and to assure the coordinated deployment of State resources. The mission of CalEPA is to restore, protect, and enhance the environment to ensure public health, environmental quality, and economic vitality under Title 22 of the California Code of Regulations (CCR).

Department of Toxic Substances Control (DTSC): DTSC is a department of Cal/EPA and is the primary agency in California that regulates hazardous waste, cleans-up existing contamination, and looks for ways to reduce the hazardous waste produced in California. DTSC regulates hazardous waste in California primarily under the authority of RCRA and the California Health and Safety Code. Other laws that affect hazardous waste are specific to handling, storage, transportation, disposal, treatment, reduction, cleanup, and emergency planning. Government Code Section 65962.5 (commonly referred to as the Cortese List) includes DTSC listed hazardous waste facilities and sites, DHS lists of contaminated drinking water wells, sites listed by the SWRCB as having UST leaks and which have had a discharge of hazardous wastes or materials into the water or groundwater and lists from local regulatory agencies of sites that have had a known migration of hazardous waste/material.

Unified Program: The Unified Program (codified CCR Title 27, Division 1, Subdivision 4, Chapter 1, Sections 15100- 15620) consolidates, coordinates, and makes consistent the administrative requirements, permits, inspections, and enforcement activities of the following six environmental and emergency response programs:

- Hazardous Waste Generator (HWG) program and Hazardous Waste On-site Treatment activities;
- Aboveground Storage Tank (AST) program Spill Prevention Control and Countermeasure Plan requirements;
- Underground Storage Tank (UST) program;
- Hazardous Materials Release Response Plans and Inventory (HMRRP) program;
- California Accidental Release Prevention (CalARP) program;
- Hazardous Materials Management Plans and Hazardous Materials Inventory Statement (HMMP/HMIS) requirements.

The Secretary of CalEPA is directly responsible for coordinating the administration of the Unified Program. The Unified Program requires all counties to apply to the CalEPA Secretary for the certification of a local unified program agency. Qualified cities are also permitted to apply for certification. The local Certified Unified Program Agency (CUPA) is required to consolidate, coordinate, and make consistent the administrative requirements, permits, fee structures, and inspection and enforcement activities for these six program elements in the county. Most CUPAs have been established as a function of a local environmental health or fire department.

Hazardous Waste Management Program: The Hazardous Waste Management Program (HWMP) regulates hazardous waste through its permitting, enforcement, and Unified Program activities in accordance with California Health and Safety Code Section 25135 et seq. The main focus of HWMP is to ensure the safe storage, treatment, transportation, and disposal of hazardous wastes.

State Water Resources Control Board (SWRCB): The State Water Resources Control Board (SWRCB) was created by the California legislature in 1967. The mission of SWRCB is to ensure the highest reasonable

quality for waters of the State, while allocating those waters to achieve the optimum balance of beneficial uses. The joint authority of water allocation and water quality protection enables SWRCB to provide comprehensive protection for California's waters.

California Department of Industrial Relations – Division of Occupational Safety and Health (Cal OSHA): In California, every employer has a legal obligation to provide and maintain a safe and healthful workplace for employees, according to the California Occupational Safety and Health Act of 1973 (per Title 8 of the CCR). The Division of Occupational Safety and Health (Cal/OSHA) program is responsible for enforcing California laws and regulations pertaining to workplace safety and health and for providing assistance to employers and workers about workplace safety and health issues. Cal/OSHA regulations are administered through Title 8 of the CCR. The regulations require all manufacturers or importers to assess the hazards of substances that they produce or import and all employers to provide information to their employees about the hazardous substances to which they may be exposed.

California Fire Code: The California Fire Code is Part 9 of the California Code of Regulations, Title 24, also referred to as the California Building Standards Code. The California Fire Code incorporates the Uniform Fire Code with necessary California amendments. This Code prescribes regulations consistent with nationally recognized good practice for the safeguarding to a reasonable degree of life and property from the hazards of fire explosion, and dangerous conditions arising from the storage, handling and use of hazardous materials and devices, and from conditions hazardous to life or property in the use or occupancy of buildings or premises and provisions to assist emergency response personnel.

3.9.3 Local Regulatory Setting

Sutter County Airport Comprehensive Land Use Plan: The SCACLUP was adopted in April 1994 by the Sacramento Area Council of Governments (SACOG). SACOG is the designated Airport Land Use Commission (ALUC) for Sacramento, Sutter, Yolo and Yuba Counties under the provisions of the California Public Utilities Code, Chapter 4, Article 3.5, Section 21670.1 Airport Land Use Commission Law. The purpose of the ALUC law is to (1) protect public health, safety, and welfare through the adoption of land use standards that minimize the public's exposure to safety hazards and excessive levels of noise, and (2) Prevent the encroachment of incompatible land uses around public-use airports, thereby preserving the utilities of these airports into the future.

3.9.4 Impact Assessment/Environmental Consequences:

- a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*
- b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?*

The only hazardous materials associated with the construction of this hotel facility will be those materials associated with grading and construction equipment, which typically includes solvents, oil and fuel. Provided that these materials are legally and properly used and stored, the proposed project will not create a significant hazard to the public or the environment through the routine transport, use, or disposal of these materials. On an ongoing basis the only anticipated hazardous waste generated by the occasional users of the facility that throw away unwanted items. It is potentially possible an unwanted item could contain a hazardous material. However, assuming proper and legal disposal of those wastes there should not be a significant impact from hazardous materials.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

There is not a school within one-quarter mile of the project. Further, assuming proper and legal use and disposal there will be no significant impacts from the waste generated by the hotel.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section and, as a result, would create a significant hazard to the public or the environment?

The property is not on any listings of sites that are contaminated by hazardous wastes. Therefore, there is not a potential for significant impacts from a known hazardous materials site.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

The Project is not located within the Sutter County Airport or the Yuba County Airport Land Use Plans, nor is it located within two miles of a public use airport.

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

The Yuba City Fire Department and Police Department serve this area. Neither agency has expressed concern over impacts the Project may have on any emergency response plans. Accordingly, there will be no significant impacts to an emergency response plan.

g) 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?

The Project site is located within the Yuba City urban area and the urban area is surrounded by irrigated agricultural lands. There are no wildlands on the site or in the immediate vicinity. Accordingly, there will be no significant impacts from potential wildland fires.

3.10 Hydrology and Water Quality

Table 3.10: Hydrology and Water Quality				
Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?			X	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impeded sustainable groundwater management of the basin?			X	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would:				
i) result in substantial erosion or siltation on- or off-site?			X	
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?			X	
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			X	
iv) impede or redirect flood flows?				X
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?			X	
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			X	

3.10.1 Federal Regulatory Setting

Clean Water Act: The Clean Water Act (CWA) is intended to restore and maintain the chemical, physical, and biological integrity of the nation's waters (33 CFR 1251). The regulations implementing the CWA protect waters of the U.S. including streams and wetlands (33 CFR 328.3). The CWA requires states to set standards to protect, maintain, and restore water quality by regulating point source and some non-point source discharges. Under Section 402 of the CWA, the National Pollutant Discharge Elimination System (NPDES) permit process was established to regulate these discharges.

Federal Emergency Management Agency (FEMA) Flood Zones: The National Flood Insurance Act (1968) makes available federally subsidized flood insurance to owners of flood-prone properties. To facilitate identifying areas with flood potential, Federal Emergency Management Agency (FEMA) has developed Flood Insurance Rate Maps (FIRM) that can be used for planning purposes. Flood hazard areas identified on the Flood

Insurance Rate Map are identified as a Special Flood Hazard Area (SFHA). SFHA are defined as the area that will be inundated by the flood event having a 1-percent chance of being equaled or exceeded in any given year. The 1-percent annual chance flood is also referred to as the base flood or 100-year flood. SFHAs are labeled as Zone A, Zone AO, Zone AH, Zones A1-A30, Zone AE, Zone A99, Zone AR, Zone AR/AE, Zone AR/AO, Zone AR/A1-A30, Zone AR/A, Zone V, Zone VE, and Zones V1-V30. Moderate flood hazard areas, labeled Zone B or Zone X (shaded) are also shown on the FIRM, and are the areas between the limits of the base flood and the 0.2-percent-annual-chance (or 500-year) flood. The areas of minimal flood hazard, which are the areas outside the SFHA and higher than the elevation of the 0.2-percent-annual-chance flood, are labeled Zone C or Zone X (unshaded).

3.10.2 State Regulatory Setting

State Water Resources Control Board: The State Water Resources Control Board (SWRCB) is the agency with jurisdiction over water quality issues in the State of California. The WRCB is governed by the Porter-Cologne Water Quality Act (Division 7 of the California Water Code), which establishes the legal framework for water quality control activities by the SWRCB. The intent of the Porter-Cologne Act is to regulate factors which may affect the quality of waters of the State to attain the highest quality which is reasonable, considering a full range of demands and values. Much of the implementation of the SWRCB's responsibilities is delegated to its nine Regional Boards. The Project site is located within the Central Valley Regional Water Quality Control board.

Central Valley Regional Water Quality Control Board (CVRWQCB): administers the NPDES storm water-permitting program in the Central Valley region. Construction activities on one acre or more are subject to the permitting requirements of the NPDES General Permit for Discharges of Storm Water Runoff Associated with Construction Activity (General Construction Permit). Additionally, CVRWQCB is responsible for issuing Waste Discharge Requirements Orders under California Water Code Section 13260, Article 4, Waste Discharge Requirements.

State Department of Water Resources: California Water Code (Sections 10004 et seq.) requires that the State Department of Water Resources update the State Water Plan every five years. The 2013 update is the most current review and included (but is not limited to) the following conclusions:

- The total number of wells completed in California between 1977 and 2010 is approximately 432,469 and ranges from a high of 108,346 wells for the Sacramento River Hydrologic Region to a low of 4,069 wells for the North Lahontan Hydrologic Region.
- Based on the June 2014 California Statewide Groundwater Elevation Monitoring (CASGEM) basin prioritization for California's 515 groundwater basins, 43 basins are identified as high priority, 84 basins as medium priority, 27 basins as low priority, and the remaining 361 basins as very low priority.
- The 127 basins designated as high or medium priority account for 96 percent of the average annual statewide groundwater use and 88 percent of the 2010 population overlying the groundwater basin area.
- Depth-to-groundwater contours were developed for the unconfined aquifer system in the Central Valley. In the Sacramento Valley, the spring 2010 groundwater depths range from less than 10 feet below ground surface (bgs) to approximately 50 feet bgs, with local areas showing maximum depths of as much as 160 feet bgs.
- The most prevalent groundwater contaminants affecting California's community drinking water wells are arsenic, nitrate, gross alpha activity, and perchlorate.

California Government Code 65302 (d): The General Plan must contain a Conservation Element for the conservation, development, and utilization of natural resources including water and its hydraulic force, forests, soils, river and other waters, harbors, fisheries, wildlife, minerals, and other natural resources. That portion of the conservation element including waters shall be developed in coordination with any County-wide water agency and with all district and city agencies which have developed, served, controlled or conserved water for any purpose for the County or city for which the plan is prepared. Coordination shall include the discussion and evaluation of any water supply and demand information described in Section 65352.5 if that information has been submitted by the water agency to the city or County. The conservation element may also cover:

- The reclamation of land and waters.
- Prevention and control of the pollution of streams and other waters.
- Regulation of the use of land in stream channels and other areas required for the accomplishment of the conservation plan.
- Prevention, control, and correction of the erosion of soils, beaches, and shores.
- Protection of watersheds.
- The location, quantity and quality of the rock, sand, and gravel resources.
- Flood control.

Sustainable Groundwater Management Act: On September 16, 2014, Governor Edmund G. Brown Jr. signed historic legislation to strengthen local management and monitoring of groundwater basins most critical to the state's water needs. The three bills, SB 1168 (Pavley) SB 1319 (Pavley) and AB 1739 (Dickinson) together makeup the Sustainable Groundwater Management Act. The Sustainable Groundwater Management Act comprehensively reforms groundwater management in California. The intent of the Act is to place management at the local level, although the state may intervene to manage basins when local agencies fail to take appropriate responsibility. The Act provides authority for local agency management of groundwater and requires creation of groundwater sustainability agencies and implementation of plans to achieve groundwater sustainability within basins of high and medium priority.

3.10.3 Impact Assessment/Environmental Consequences:

- a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?*

Most of the City's public water supply comes from the Feather River. The water is pumped from the river to the Water Treatment Plant located in northern Yuba City. The plant also sometimes utilizes a groundwater well in addition to surface water supplies due to recent drought conditions. Since the hotel will only receive water through the City system, and all wastewater will be collected via the Yuba City wastewater collection system, it is unlikely that the project could significantly impact the water quality in the City system.

All of the wastewater generated by the hotel will flow into the City wastewater treatment facility which is in compliance with all state water discharge standards. The wastewater from the hotel is not expected to generate any unique type of waste that would cause the system to become out of compliance with state standards.

All storm water runoff associated with the project will ultimately drain into the Feather River. The water quality of the stormwater runoff is addressed through General Plan Implementing Policies 8.5-I-1 through 8.5-I-10 which require a wide range of developer and City actions involving coordination with the State Regional Water Quality Control Board, protecting waterways, and following Yuba City's adopted Best Management Practices for new construction.

With the level of oversight on the City's water supply, and enforcement of Best Management Practices at construction sites, there will not be significant impacts on the City's water and waste-water systems or storm water drainage system.

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impeded sustainable groundwater management of the basin?

The Project will be connected to the City's water system. While consumption of City water will increase with the project, very little, if any, groundwater will be utilized, as the City primarily utilizes surface water supplies in its system. Therefore, the impacts on groundwater resources will be very minimal and will not have the potential to create any significant impacts.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would:

i) result in substantial erosion or siltation on- or off-site?

ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?

iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

There will be an increased amount of stormwater drainage caused by new impermeable surfaces created by this development, which will ultimately drain into the Feather River. The Project will be required to construct the local collection facilities and pay the appropriate fees to for its fair share of improvements and expansion to the existing drainage system that will be connected too. Also, as noted above, all new construction must involve use of Best Management Practices. Assuming all required standards are met there is not expected to be any significant impacts from additional storm water drainage from the site.

iv) impede or redirect flood flows?

According to the Federal Emergency Management Agency this portion of the City is outside of the 100-year flood plain. This is due to the existing levee system that contains seasonally high-water flows from the nearby Feather River from flooding areas outside of the levee system. Additional construction within the City that is outside of the levee system does not impact the levee system and therefore does not increase, impede, or otherwise have any effect on the highwater flows within the levee system. Therefore, there is no impact on the high-water flows within the Feather River levee system.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

This portion of the City is outside of the 100-year flood plain. The City is not close to the ocean or any large lakes so a seiche is unlikely to happen in or near the City. The City is located inland from the Pacific Ocean, so people or structures in the City would not be exposed to inundation by tsunami. Mudflows and

landslides are unlikely to happen due to the relatively flat topography within the project area. Thus, it is unlikely that the project site would be subject to inundation by a seiche, tsunami, mudflow, or landslide. Therefore, there is no potential for significant impacts from any of these types of events.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

As noted above, all new construction is required to utilize Best Management Practices. Assuming all required standards are met, the quality of runoff water from the Project will not create any significant impacts. Also, the City primarily utilizes surface water for its water source. As such, there will be no significant impacts on groundwater.

3.11 Land Use and Planning

Table 3.11: Land Use and Planning					
Would the project:		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	Physically divide an established community?				X
b)	Cause a significant environmental impact due to a conflict with any land use plan, policy or regulation adopted for the purpose of avoiding or mitigating an environmental effect?			X	

3.11.1 Environmental Setting/Affected Environment

The project will be on a 3.36-acre property that is abutted on three sides by existing light industrial uses and a former railroad right away along the south side. There are no nearby residences or otherwise sensitive users (two existing non-conforming on-site residences will be removed as part of the project).

3.11.2 Federal Regulatory Setting

There are no federal or state regulations pertaining to land use and planning relevant to the proposed Project.

3.11.3 Local Regulatory Setting

Yuba City General Plan, Land Use Element: The Land Use Element of the General Plan establishes guidance for the ultimate pattern of growth in the City's Sphere of Influence. It provides direction regarding how lands are to be used, where growth will occur, the density/intensity and physical form of that growth, and key design considerations.

3.11.4 Impact Assessment/Environmental Consequences:

a) Physically divide an established community?

The project will not physically divide an established community. Instead it is considered infill within an existing light industrial area in the City. The development of the underutilized property is surrounded by commercials and light industrial uses.

b) Cause a significant environmental impact due to a conflict with any land use plan, policy or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

The hotel project is consistent with the Regional Commercial General Plan designation. The project is a permitted use in the C-3 Zone District but is going through this discretionary review due to its larger size. Since it is a permitted use, the Project is not in conflict with any land use policies which and as such will not create any significant environmental impacts.

3.12 Mineral Resources

Table 3-12:: Mineral Resources				
Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
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?				X

3.12.1 Federal Regulatory Setting

There are no federal regulations pertaining to mineral resources relevant to the proposed Project.

3.12.2 State Regulatory Setting

California Surface Mining and Reclamation Act of 1975: Enacted by the State Legislature in 1975, the Surface Mining and Reclamation Act (SMARA), Public Resources Code Section 2710 et seq., insures a continuing supply of mineral resources for the State. The act also creates surface mining and reclamation policy to assure that:

- Production and conservation of minerals is encouraged;
- Environmental effects are prevented or minimized;
- Consideration is given to recreational activities, watersheds, wildlife, range and forage, and aesthetic enjoyment;
- Mined lands are reclaimed to a useable condition once mining is completed; and

- Hazards to public safety both now and in the future are eliminated.

Areas in the State (city or county) that do not have their own regulations for mining and reclamation activities rely on the Department of Conservation, Division of Mines and Geology, Office of Mine Reclamation to enforce this law. SMARA contains provisions for the inventory of mineral lands in the State of California.

The State Geologist, in accordance with the State Board's Guidelines for Classification and Designation of Mineral Lands, must classify Mineral Resource Zones (MRZ) as designated below:

- MRZ-1. Areas where available geologic information indicates that there is minimal likelihood of significant resources.
- MRZ-2. Areas underlain by mineral deposits where geologic data indicate that significant mineral deposits are located or likely to be located.
- MRZ-3. Areas where mineral deposits are found but the significance of the deposits cannot be evaluated without further exploration.
- MRZ-4. Areas where there is not enough information to assess the zone. These are areas that have unknown mineral resource significance.

SMARA only covers mining activities that impact or disturb the surface of the land. Deep mining (tunnel) or petroleum and gas production is not covered by SMARA.

3.12.3 Impact Assessment/Environmental Consequences:

- a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?*
- b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?*

The Yuba City General Plan does not recognize any mineral resource zone within the City limits, and no mineral extraction facilities currently exist within the City. Because of this, the property contains no known mineral resources and there is little opportunity for mineral resource extraction. As such, the project will not have an impact on mineral resources.

3.13 Noise

Table 3.13: Noise

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

3.13.1 Environmental Setting/Affected Environment for Noise

Noise can be generally defined as unwanted sound. Sound, traveling in the form of waves from a source, exerts a sound pressure level (referred to as sound level) which is measured in decibels (dB), with 0 dB corresponding roughly to the threshold of human hearing and 120 to 140 dB corresponding to the threshold of pain.

Sound pressure fluctuations can be measured in units of hertz (Hz), which correspond to the frequency of a particular sound. Typically, sound does not consist of a single frequency, but rather a broad band of frequencies varying in levels of magnitude (sound power). The sound pressure level, therefore, constitutes the additive force exerted by a sound corresponding to the frequency/sound power level spectrum.

The typical human ear is not equally sensitive to all frequencies of the audible sound spectrum. As a consequence, when assessing potential noise impacts, sound is measured using an electronic filter that de-emphasizes the frequencies below 1,000 Hz and above 5,000 Hz in a manner corresponding to the human ear's decreased sensitivity to low and extremely high frequencies instead of the frequency mid-range. This method of frequency weighting is referred to as A-weighting and is expressed in units of A-weighted decibels (dBA). Frequency A-weighting follows an international standard methodology of frequency de-emphasis and is typically applied to community noise measurements.

Noise exposure is a measure of noise over a period of time. Noise level is a measure of noise at a given instant in time. Community noise varies continuously over a period of time with respect to the contributing sound sources of the community noise environment. Community noise is primarily the product of many distant noise sources, which constitute a relatively stable background noise exposure, with the individual contributors unidentifiable. The background noise level changes throughout a typical day, but does so gradually, corresponding with the addition and subtraction of distant noise sources such as traffic and atmospheric conditions. What makes community noise constantly variable throughout a day, besides the slowly changing background noise, is the addition of short duration single event noise

sources (e.g., aircraft flyovers, motor vehicles, sirens), which are readily identifiable to the individual receptor. These successive additions of sound to the community noise environment vary the community noise level from instant to instant, requiring the measurement of noise exposure over a period of time to legitimately characterize a community noise environment and evaluate cumulative noise impacts.

3.13.2 Environmental Setting/Affected Environment for Groundborne Vibration

Vibration is the periodic oscillation of a medium or object. Vibration sources may be continuous, such as factory machinery, or transient, such as explosions. As is the case with airborne sound, ground borne vibrations may be described by amplitude and frequency. Vibration amplitudes are usually expressed in peak particle velocity (PPV) or root mean squared (RMS), as in RMS vibration velocity. The PPV and RMS (VbA) vibration velocity are normally described in inches per second (in/sec). PPV is defined as the maximum instantaneous positive or negative peak of a vibration signal and is often used in monitoring of blasting vibration because it is related to the stresses that are experienced by buildings.

Although PPV is appropriate for evaluating the potential for building damage, it is not always suitable for evaluating human response. As it takes some time for the human body to respond to vibration signals, it is more prudent to use vibration velocity when measuring human response. The typical background vibration velocity level in residential areas is approximately 50 VdB. Groundborne vibration is normally perceptible to humans at approximately 65 VdB. For most people, a vibration-velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels.

Typical outdoor sources of perceptible ground borne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. Construction vibrations can be transient, random, or continuous. The approximate threshold of vibration perception is 65 VdB, while 85 VdB is the vibration acceptable only if there are an infrequent number of events per day.

3.13.3 Federal Regulatory Setting

Federal Vibration Policies: The Federal Railway Administration (FRA) and the Federal Transit Administration (FTA) have published guidance relative to vibration impacts. According to the FRA, fragile buildings can be exposed to ground-borne vibration levels of 90 VdB without experiencing structural damage.⁹⁷ The FTA has identified the human annoyance response to vibration levels as 75 VdB.

3.13.4 State Regulatory Setting

California Noise Control Act: The California Noise Control Act was enacted in 1973 (Health and Safety Code §46010 et seq.), and states that the Office of Noise Control (ONC) should provide assistance to local communities in developing local noise control programs. It also indicates that ONC staff would work with the Department of Resources Office of Planning and Research (OPR) to provide guidance for the preparation of the required noise elements in city and county General Plans, pursuant to Government Code § 65302(f). California Government Code § 65302(f) requires city and county general plans to include a noise element. The purpose of a noise element is to guide future development to enhance future land use compatibility.

Title 24 – Sound Transmission Control: Title 24 of the California Code of Regulations (CCR) codifies Sound Transmission Control requirements, which establishes uniform minimum noise insulation performance standards for new hotels, motels, dormitories, apartment houses, and dwellings other than detached single-family dwellings. Specifically, Title 24 states that interior noise levels attributable to exterior

sources shall not exceed 45 dBA CNEL in any habitable room of new dwellings Title 24, Part 2 requires an acoustical report that demonstrates the achievements of the required 45 dBA CNEL. Dwellings are designed so that interior noise levels will meet this standard for at least ten years from the time of building permit application.

3.13.5 Local Regulatory Setting

The **City of Yuba City General Plan** presents the vision for the future of Yuba City, and outlines several guiding policies and policies relevant to noise.

The following goals and policies from the City of Yuba City General Plan¹ are relevant to noise.

Guiding Policies

- 9.1-G-1 Strive to achieve an acceptable noise environment for the present and future residences of Yuba City.
- 9.1-G-2 Incorporate noise considerations into land use planning decisions and guide the location and design of transportation facilities to minimize the effects of noise on adjacent land uses.
- Implementing Policies
- 9.1-I-1 Require a noise study and mitigation for all projects that have noise exposure greater than “normally acceptable” levels. Noise mitigation measures include, but are not limited to, the following actions:
 - Screen and control noise sources, such as parking and loading facilities, outdoor activities and mechanical equipment,
 - Increase setbacks for noise sources from adjacent dwellings,
 - Retain fences, walls, and landscaping that serve as noise buffers,
 - Use soundproofing materials and double-glazed windows, and
 - Control hours of operation, including deliveries and trash pickup, to minimize noise impacts.
- 9.1-I-3 In making a determination of impact under the California Environmental Quality Act (CEQA), consider an increase of four or more dBA to be "significant" if the resulting noise level would exceed that described as normally acceptable for the affected land use in Figure 5.
- 9.1-I-4 Protect especially sensitive uses, including schools, hospitals, and senior care facilities, from excessive noise, by enforcing “normally acceptable” noise level standards for these uses.
- 9.1-I-5 Discourage the use of sound walls. As a last resort, construct sound walls along highways and arterials when compatible with aesthetic concerns and neighborhood character. This would be a developer responsibility.
- 9.1-I-6 Require new noise sources to use best available control technology (BACT) to minimize noise from all sources.
- 9.1-I-7 Minimize vehicular and stationary noise sources and noise emanating from temporary activities, such as construction.

¹ City of Yuba, 2004. *City of Yuba General Plan*. April 8, 2004.

Table 1: Noise Exposure

LAND USE CATEGORY	COMMUNITY NOISE EXPOSURE - Ldn or CNEL (dBA)													
	50		55		60		65		70		75		80	
Residential – Low Density Single Family, Duplex, Mobile Home														
Residential – Multi-Family														
Transient Lodging – Motel/Hotel														
Schools, Libraries, Churches, Hospitals, Nursing Homes														
Auditorium, Concert Hall, Amphitheaters														
Sports Arena, Outdoor Spectator Sports														
Playgrounds, Neighborhood Parks														
Golf Courses, Riding Stables, Water Recreation, Cemeteries														
Office Buildings, Business, Commercial and Professional														
Industrial, Manufacturing, Utilities, Agriculture														
	Normally Acceptable: Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.													
	Conditionally Acceptable: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features are included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.													
	Normally Unacceptable: New construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirement must be made and needed noise insulation features included in the design.													
	Clearly Unacceptable: New construction or development generally should not be undertaken.													
Source: State of California, Governor's Office of Planning and Research, 2003. General Plan Guidelines.														

City of Yuba City Municipal Code: Title 4, Chapter 17, Section 4-17.10(e) of the Yuba City Municipal Code prohibits the operation of noise-generating construction equipment before 6:00 a.m. or after 9:00 p.m. daily, except Sunday and State or federal holidays when the prohibited time is before 8:00 a.m. and after 9:00 p.m.

3.13.6 Impact Assessment/Environmental Consequences:

- a) *Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies established in the local general plan or noise ordinance, or applicable standards of other agencies?*

There will be a temporary increase in noise during construction of the hotel facility, which will primarily occur during daylight hours, Monday through Saturday. Noise from construction activities would contribute to the noise environment in the immediate project vicinity. Activities involved in construction could generate maximum noise levels, as indicated in Table 2, ranging from 79 to 91 dBA at a distance of 50 feet, without feasible noise control (e.g., mufflers) and ranging from 75 to 80 dBA at a distance of 50 feet, with feasible noise control. However, due to the limited duration of the construction activities, that the construction will occur during the less sensitive daylight hours, and considering there are no nearby sensitive receptors, including any residences, the noise effects from this activity are expected to be less than significant.

Table 2: Noise Levels of Typical Construction		
Type of Equipment ⁽¹⁾	dBA at 50 ft.	
	Without Feasible Noise Control ⁽²⁾	With Feasible Noise Control
Dozer or Tractor	80	75
Excavator	88	80
Scraper	88	80
Front End Loader	79	75
Backhoe	85	75
Grader	85	75
Truck	91	75
⁽¹⁾ US Environmental Protection Agency. "Noise from Construction Equipment and Operations, Building Equipment and Home Appliances." Figure IV.H-4. 1971.		
⁽²⁾ Feasible noise control includes the use of intake mufflers, exhaust mufflers and engine shrouds operating in accordance with manufacturers specifications		

Short-term noise impacts (and possibly some ground borne vibrations if site compaction is required prior to construction) can be expected resulting from site grading and construction activities. Construction-related noise impacts will be less than significant because adherence to City construction standards is required. These standards limit the hours of operation for construction and use of heavy machinery to daytime hours. Further the construction noise is of limited duration, further limiting any adverse impacts.

Once constructed the hotel will generally not be a significant noise generator. There is no nightclub/live music being considered as part of the hotel. Therefore, there is not expected to be a significant increase in noise levels.

b) Generation of excessive ground borne vibration or ground borne noise levels?

Construction activity can result in varying degrees of ground vibration, depending on the equipment and methods employed. Operation of construction equipment causes ground vibrations that spread through the ground and diminish in strength with distance. Table 3 describes the typical construction equipment vibration levels.

Table 3: Typical Construction Levels	
Equipment ⁽¹⁾	VdB at 25 ft2
Small Bulldozer	58
Vibratory Roller	94
Jackhammer	79
Loaded Trucks	86
⁽¹⁾ US Environmental Protection Agency. "Noise from Construction Equipment and Operations, Building Equipment and Home Appliances." Figure IV.H-4. 1971.	

Vibration levels of construction equipment in Table 3 are 25 feet from the equipment. As noted above, construction activities are limited to daylight hours. Infrequent construction-related vibrations would be short-term and temporary, and operation of heavy-duty construction equipment would be intermittent throughout the day during construction. Therefore, with the short duration of grading activities associated with the project, the approximate reduction of 6 VdB for every doubling of distance from the source, the temporary impact to any uses in the vicinity of the project would be less than significant.

c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

The Project is not located within the Sutter County Airport or the Yuba County Airport Land Use Plans, nor is the Project within two miles of a public use airport.

3.14 Population and Housing

Table 4-14: Population and Housing				
Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			X	
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?			X	

3.14.1 Environmental Setting/Affected Environment

The proposed Project is located in an urbanized area of the City and has two nonconforming single-family residences on it. The site, including the single-family residences, is surrounded by light industrial and commercial uses. Any further new development in the area would likely require demolition of other buildings. All City infrastructure currently serves this area.

3.14.2 Federal Regulatory Setting

There are no federal regulations, plans, programs, or guidelines associated with population or housing that are applicable to the proposed Project.

3.14.3 State Regulatory Setting

California law (Government Code Section 65580, et seq.) requires cities and counties to include a housing element as a part of their general plan to address housing conditions and needs in the community. Housing elements are prepared approximately every eight years, following timetables set forth in the law. The housing element must identify and analyze existing and projected housing needs and “make adequate provision for the existing and projected needs of all economic segments of the community,” among other requirements. The City recently adopted its current Housing Element.

3.14.4 Regional Regulatory Setting

State law mandates that all cities and counties offer a portion of housing to accommodate the increasing needs of regional population growth. The statewide housing demand is determined by the California Department of Housing and Community Development (HCD), while local governments and councils of governments decide and manage their specific regional and jurisdictional housing needs and develop a regional housing needs assessment (RHNA).

In the greater Sacramento region, which includes the City of Yuba City, SACOG has the responsibility of developing and approving an RHNA and a Regional Housing Needs Plan (RHNP) every eight years

(Government Code, Section 65580 et seq.). This document has a central role of distributing the allocation of housing for every county and city in the SACOG region. Housing needs are assessed for very low income, low income, moderate income, and above moderate households.²

As described above, SACOG is the association of local governments that includes Yuba City, along with other jurisdictions comprising the six counties in the greater Sacramento region. In addition to preparing the Metropolitan Transportation Plan and Sustainable Communities Strategy for the region, SACOG approves the distribution of affordable housing in the region through its RHNP. SACOG also assists in planning for transit, bicycle networks, clean air and serves as the Airport Land Use Commission for the region.³

3.14.5 Impact Assessment/Environmental Consequences:

a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Upon buildout the proposed Project will result in a hotel and related facilities. This is on a property that is surrounded by light industrial uses which essentially makes this an infill project. As such, City services and streets already serve this area. Further, the project is consistent with the General Plan, which describes the larger overall land use pattern for the City and all of the basic infrastructure needs to support that growth. Therefore, unplanned growth will not occur and, as a result, the Project does not have the potential to generate any significant impacts on the population or housing in Yuba City.

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

There will be two nonconforming single-family residences removed as part of the project. As the General Plan designates this area for commercial development, the homes are considered non-confirming uses. Since the two residences are non-conforming (planned to be removed at some point with conforming uses) and that they consist of a very small portion of the several thousands of housing units in the City, their removal is considered to be a less than significant impact.

² Sacramento Area Council of Governments. 2012. Regional Needs Housing Plan 2013-2021. Adopted September 20, 2012. Page 4. Table 1.

³ Sacramento Area Council of Governments. 2017. About SACOG. SACOG website. Available: <http://www.sacog.org/about/>. Accessed July 25, 2017.

3.15 Public Services

Table 3.15: Public Services				
Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) 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 government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i) Fire protection?			X	
ii) Police protection?			X	
iii) Schools?			X	
iv) Parks?			X	
v) Other public facilities?			X	

3.15.1 Environmental Setting/Affected Environment

Law enforcement for the proposed new housing will be provided by the Yuba City Police Department. Fire protection is provided by the Yuba City Fire Department. Nearby parks and other urban services will occasionally be utilized by employees and hotel users, including streets, Police and Fire services. Stormwater drainage will also be provided by Yuba City.

3.15.2 Federal Regulatory Setting

National Fire Protection Association: The National Fire Protection Association (NFPA) is an international nonprofit organization that provides consensus codes and standards, research, training, and education on fire prevention and public safety. The NFPA develops, publishes, and disseminates more than 300 such codes and standards intended to minimize the possibility and effects of fire and other risks. The NFPA publishes the NFPA 1, Uniform Fire Code, which provides requirements to establish a reasonable level of fire safety and property protection in new and existing buildings.

3.15.3 State Regulatory Setting

California Fire Code and Building Code: The 2013 California Fire Code (Title 24, Part 9 of the California Code of Regulations) establishes regulations to safeguard against hazards of fire, explosion, or dangerous conditions in new and existing buildings, structures, and premises. The Fire Code also establishes requirements intended to provide safety and assistance to fire fighters and emergency responders during emergency operations. The provision of the Fire Code includes regulations regarding fire-resistance rated construction, fire protection systems such as alarm and sprinkler systems, fire service features such as fire

apparatus access roads, fire safety during construction and demolition, and wildland urban interface areas.

California Health and Safety Code (HSC): State fire regulations are set forth in Sections 13000 et seq. of the California HSC, which includes regulations for building standards (as set forth in the CBC), fire protection and notification systems, fire protection devices such as extinguishers, smoke alarms, childcare facility standards, and fire suppression training.

California Master Mutual Aid Agreement: The California Master Mutual Aid Agreement is a framework agreement between the State of California and local governments for aid and assistance by the interchange of services, facilities, and equipment, including but not limited to fire, police, medical and health, communication, and transportation services and facilities to cope with the problems of emergency rescue, relief, evacuation, rehabilitation, and reconstruction.

3.15.4 Impact Assessment/Environmental Consequences:

a) 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 government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

Fire Protection: The Yuba City Fire Department provides fire protection services to the site. As part of this public review process the Fire Department reviewed the application and determined that Woodward Street, with the improvements proposed to be included as part of this project, would be adequate to provide emergency responses. At the time of development, the Fire Department will review the detailed building plans for compliance with local and state fire codes. Also, the project will pay all applicable fire related development impact fees to support its fair share of the system.

Police Protection: The Yuba City Police Department will provide police services to the site. The Police Department reviewed the proposal and did not express concerns. Since all new development pays development impact fees intended to offset the cost of additional police facilities and equipment resulting from this growth, the impacts on police services will be less than significant.

Parks: As there is no residential growth associated with this project, it will not significantly impact any existing recreational activities or induce greater population growth, there would be no need for additional park or recreational services or facilities as a result of proposed Project implementation. As such there would be no potential for significant impacts on the City park system.

Schools: The proposed Project itself does not include construction of any residential structures. Regardless, the Project will be required to pay its proportional faire-share of development impact fees, which helps offset any population growth as a result of this project.

Other Public Facilities: The Project will be connected to City water and wastewater systems. As such, the Project must pay connection fees that are utilized for expansion of the treatment plant. The City also collects development impact fees for County services that are provided, such as the library system and justice system. The Gilsizer Drainage District already serves this area and can accommodate the additional storm water runoff generated by the additional impermeable surfaces created by the hotel and vehicle parking area.

Accordingly, the project will have a less than significant impact regarding the provision of public services.

3.16 Recreation

Table 3-16: Recreation				
Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?			X	
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?			X	

3.16.1 Environmental Setting/Affected Environment

Yuba City has 22 City-owned parks and recreational areas, managed by the City's Parks and Recreation Department. This consists of four community parks, 15 neighborhood parks, and three passive or mini parks.

3.16.2 Federal Regulatory Setting

There are no federal regulations regarding parks and open space that are applicable to the proposed Project.

3.16.3 State Regulatory Setting

State Public Park Preservation Act: The primary instrument for protecting and preserving parkland is the Public Park Preservation Act of 1971. Under the PRC section 5400-5409, cities and counties may not acquire any real property that is in use as a public park for any non-park use unless compensation or land, or both, are provided to replace the parkland acquired. This provides no net loss of parkland and facilities.

Quimby Act: California Government Code Section 66477, referred to as the Quimby Act, permits local jurisdictions to require the dedication of land and/or the payment of in-lieu fees solely for park and recreation purposes. The required dedication and/or fee are based upon the residential density and housing type, land cost, and other factors. Land dedicated and fees collected pursuant to the Quimby Act may be used for developing new or rehabilitating existing park or recreational facilities.

3.16.4 Local Regulatory Setting

The Yuba City General Plan and the City's Parks Master Plan provide a goal of providing 5 acres of public parkland per 1,000 residents, while it also requires 1 acre of Neighborhood Park for every 1,000 residents. The City's development impact fee program collects fees for new development which is allocated for the acquisition and development of open space in the City.

3.16.5 Impact Assessment/Environmental Consequences:

b) 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?

Since there is no residential development associated with the Project, the Project will not significantly increase the use of the City's park system.

As there is no population growth associated with the proposed Project, construction or expansion of nearby recreational facilities will not be necessary. Also, there will be an on-site exercise facility for customer use. Therefore, the impact on the City park system from this Project is less than significant.

c) 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?

The project does not involve residential or recreation facilities. The City's development impact fee program collects fees for new development, which is allocated for the acquisition and development of open space in the City. Given this system which is already in place, this potential impact is considered to be less than significant.

3.17 Transportation/Traffic

Table 4-17: Transportation Recreation				
Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?			X	
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3 subdivision (b)?			X	
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	
d) Result in inadequate emergency access?			X	

3.17.1 Federal Regulatory Setting

Federal Highway Administration: FHWA is the agency of the U.S. Department of Transportation (DOT) responsible for the Federally funded roadway system, including the interstate highway network and portions of the primary State highway network. FHWA funding is provided through the Safe, Accountable, Flexible, Efficiency Transportation Equity Act: A Legacy for Users (SAFETEA-LU). SAFETEA-LU can be used to fund local transportation improvement projects, such as projects to improve the efficiency of existing roadways, traffic signal coordination, bikeways, and transit system upgrades.

Several federal regulations govern transportation issues. They include:

- Title 49, CFR, Sections 171-177 (49 CFR 171-177), governs the transportation of hazardous materials, the types of materials defined as hazardous, and the marking of the transportation vehicles.
- Title 49 CFR 350-399, and Appendices A-G, Federal Motor Carrier Safety Regulations, address safety considerations for the transport of goods, materials, and substances over public highways.

3.17.2. State Regulatory Setting

The measurement of the impacts of a project's traffic is set by the CEQA Guidelines. Section 15064.3 of the Guidelines states that vehicle miles traveled (VMT) is the most appropriate measure of transportation impacts. VMT is a metric which refers to the amount of distance of automobile traffic that is generated by a project. Per the Guidelines "Vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact." "Projects that decrease vehicle miles traveled compared to existing conditions should be presumed to have a less than significant environmental impact."

The CEQA Guidelines also states that the lead agency (Yuba City) may "choose the most appropriate methodology to evaluate a project's vehicle miles traveled ...". As this is a new form of calculating significant traffic events, the City has not yet determined its own methodology to calculate levels of significance for VMT. Until that methodology is determined, for purposes of this initial study the information provided by the Sacramento Council of Governments (SACOG) and the CA Office of Planning and Research is utilized. A review of these studies indicates several factors that may be utilized for determining levels of significance. One is that if the project will generate less than 110 vehicle trips per day, it is assumed that with the small size of the project, the impact is less than significant. A second criteria is that for a project, on a per capita or per employee basis, the VMT will be at least 15 percent below that of existing development is a reasonable threshold for determining significance.

As this is a new methodology, future projects may utilize different criterion as they become available.

3.17.3. Local Regulatory Setting

The Yuba City General Plan Transportation Element has policies regulating all mode of transportation and related activities. Specifically, there are Implementing Policies regarding Traffic Levels of Service that are relevant to project review process:

- 5.2-I-12 Develop and manage the roadway system to obtain LOS D or better for all major roadways and intersections in the City. This policy does not extend to residential streets (i.e., streets with direct driveway access to homes) or bridges across the Feather River nor does the policy apply to state highways and their intersections, where Caltrans policies apply. Exceptions to LOS policy may be

allowed by the City Council in areas, such as downtown, where allowing a lower LOS would result in clear public benefits. Specific exceptions granted by the Council shall be added to the list of exceptions below:

- SR 20 (SR 99 to Feather River Bridge) – LOS F is acceptable;
- SR 20 (Feather River Bridge) – LOS F is acceptable;
- Bridge Street (Twin Bridges across the Feather River) – LOS F is acceptable; and
- Lincoln Road (New bridge across the Feather River) - LOS F is acceptable.

No new development will be approved unless it can be shown that required level of service can be maintained on the affected roadways.

5.2-I-13 Develop and manage residential streets (i.e., streets with direct driveway access to homes) to limit average daily traffic volumes to 2,500 or less and 85th percentile speeds to 25 miles per hour or less.

5.2-I-14 Require traffic impact studies for all proposed new developments that will generate significant amounts of traffic.

Specific thresholds will be based on location and project type, and exceptions may be granted where traffic studies have been completed for adjacent development.

5.2-I-15 Improve intersections as needed to maintain LOS standards and safety on major arterials.

3.17.4. Impact Assessment/Environmental Consequences:

a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Both the Yuba City Public Works Department and Caltrans have reviewed the Project for consistency with local and regional transportation plans and programs and for public safety. Both agencies determined that with the conditions applied to the project for street improvements, the Project would meet all standards. Therefore, the impacts on the transportation system will be less than significant.

b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3 subdivision (b)?

This CEQA section describes specific considerations for evaluating a project's transportation impacts in terms of Vehicle Miles Traveled (VMT). SACOG, in its "Technical Advisory: On Evaluating Transportation Impacts in CEQA" provides two criteria for which if the project meets either of them, the traffic impacts are considered less than significant. One criterion is that the project generates less than 110 vehicle trips per day. The Project will exceed this criterion, so it is not considered any further in this review.

The second criterion is that if a project, on a per capita or per employee basis, the VMT will be at least 15 percent below that of existing development is a reasonable threshold for determining significance. SACOG also has released a draft document (SB 743 regional screening maps) that provides mapping data indicating the average miles traveled for different areas within and around Yuba City. The range of the categories are:

Less than 50% of regional average.

50-85% of regional average.

85-100% of the regional average.

115-150% of the regional average.

More than 150% of the regional average.

If a project lies within an area that generates less than 85% of the regional average, SACOG considers it to be insignificant.

Considering this last standard in relation to this Project, there are two parts to this response. One is the impacts caused by the travelers to or through the City that utilize the hotel, and second, the traffic generated by the local users of the convention/banquet hall and the hotel employees.

Regarding the traffic generated by travelers that will utilize this hotel, that mileage will already be generated by travelers to and through the City regardless of this Project. In other words, if a traveler does not have this hotel to occupy, they will stay at another hotel, potentially in another City. As such, the long-distance travel by the hotel users is not applicable to this review.

Regarding the traffic generated by local hotel/conference center users and the hotel employees, the SACOG maps for the Project area the estimated average vehicle distance traveled per residence is in the 50-85% range of the norm. In other words, per the SACOG regional screening maps this project is located in an area that meets the 15 percent vehicle trip reduction criteria. Thus, the transportation impacts from this Project are consistent with CEQA Guidelines Section 15063.4(b) and it follows that the vehicle miles generated by this project are considered to be less than significant.

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

The proposed Project will utilize the existing roadway system. Woodward Street will be widened and improved as to be safe for the expected traffic increase. Caltrans has reviewed the impact that the additional traffic will have on the Woodward Street/SR 99 intersection, concluding that the project does not include any components that would significantly increase hazards due to a design feature (e.g., dangerous intersection) or incompatible uses (e.g., farm equipment). Caltrans also stated that if the intersection is impacted it can close the opening in the median, thus prohibiting left turn movements. As such, no significant adverse impacts from traffic hazards will occur because of the proposed Project.

d) Result in inadequate emergency access?

The Project has been reviewed by both the Yuba City Police and Fire Departments. With the proposed street improvements included in the conditions of approval, both agencies were satisfied with the access to the property. The Woodward Street access will also remain open during the construction of the hotel. Therefore, the impacts on access to the site will be less than significant.

3.18 Tribal Cultural Resources

Table 3-18: Tribal Cultural Resources

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

3.18.1 Federal Regulatory Setting

This section describes the affected environment and regulatory setting for Tribal Cultural Resources (TCRs) in the Master Plan. The following analysis of the potential environmental impacts related to TCRs is derived primarily from the following sources:

- California Native American Heritage Commission Sacred Lands File Search, December 11, 2017
- Ethnographic overview of the Nisenan culture
- Environmental Impact Report for the City of Yuba City General Plan (2004)
- Consultation record with California Native American tribes under Assembly Bill 52 and Senate Bill 18

3.18.2 State Regulatory Setting

Assembly Bill 52: Effective July 1, 2015, Assembly Bill 52 (AB 52) amended CEQA to require that: 1) a lead agency provide notice to any California Native American tribes that have requested notice of projects proposed by the lead agency; and 2) for any tribe that responded to the notice within 30 days of receipt with a request for consultation, the lead agency must consult with the tribe. Topics that may be addressed during consultation include TCRs, the potential significance of project impacts, type of environmental document that should be prepared, and possible mitigation measures and project alternatives.

Pursuant to AB 52, Section 21073 of the Public Resources Code defines California Native American tribes as “a Native American tribe located in California that is on the contact list maintained by the NAHC for the

purposes of Chapter 905 of the Statutes of 2004.” This includes both federally and non-federally recognized tribes.

Section 21074(a) of the Public Resource Code defines TCRs for the purpose of CEQA as:

- 1) Sites, features, places, cultural landscapes (geographically defined in terms of the size and scope), sacred places, and objects with cultural value to a California Native American tribe that are either of the following:
 - a. included or determined to be eligible for inclusion in the California Register of Historical Resources; and/or
 - b. included in a local register of historical resources as defined in subdivision (k) of Section 5020.1; and/or
 - c. a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.

Because criteria a and b also meet the definition of a Historical Resource under CEQA, a TCR may also require additional consideration as a Historical Resource. TCRs may or may not exhibit archaeological, cultural, or physical indicators.

Recognizing that California tribes are experts in their TCRs and heritage, AB 52 requires that CEQA lead agencies initiate consultation with tribes at the commencement of the CEQA process to identify TCRs. Furthermore, because a significant effect on a TCR is considered a significant impact on the environment under CEQA, consultation is required to develop appropriate avoidance, impact minimization, and mitigation measures.

3.18.3 Cultural Setting

The Nisenan (also referred to as Southern Maidu) inhabited the General Plan area prior to large-scale European and Euroamerican settlement of the surrounding area. Nisenan territory comprised the drainages of the Yuba, Bear, and American Rivers, and the lower drainages of the Feather River. The Nisenan, together with the Maidu and Konkow, their northern neighbors, form the Maiduan language family of the Penutian linguistic stock (Shipley 1978:89). Kroeber (1976:392) noted three dialects: Northern Hill Nisenan, Southern Hill Nisenan, and Valley Nisenan. Although cultural descriptions of this group in the English language are known from as early as 1849, most of our current cultural knowledge comes from various anthropologists in the early part of the 20th century (Levy 1978:413; Wilson and Towne 1978:397).

The basic subsistence strategy of the Nisenan was seasonally mobile hunting and gathering. Acorns, the primary staple of the Nisenan diet, were gathered in the valley along with seeds, buckeye, salmon, insects, and a wide variety of other plants and animals. During the warmer months, people moved to mountainous areas to hunt and collect food resources, such as pine nuts. Bedrock and portable mortars and pestles were used to process acorns. Nisenan settlement patterns were oriented to major river drainages and tributaries. In the foothills and lower Sierra Nevada, Nisenan located their villages in large flats or ridges near major streams. These villages tended to be smaller than the villages in the valley. (Wilson and Towne 1978:389–390.)

Trade provided other valuable resources that were not normally available in the Nisenan environment. The Valley Nisenan received black acorns, pine nuts, manzanita berries, skins, bows, and bow wood from the Hill Nisenan to their east, in exchange for fish, roots, grasses, shells, beads, salt, and feathers (Wilson and Towne 1978). To obtain, process, and utilize these material resources, the Nisenan had an array of tools to assist them. Wooden digging sticks, poles for shaking acorns loose, and baskets of primarily willow and redbud were used to gather vegetal resources. Stone mortars and pestles were used to process many of the vegetal foods; baskets, heated stones, and wooden stirring sticks were used for cooking. Basalt and obsidian were primary stone materials used for making knives, arrow and spear points, clubs, arrow straighteners, and scrapers. (Wilson and Towne 1978.)

Nisenan settlement locations depended primarily on elevation, exposure, and proximity to water and other resources. Permanent villages were usually located on low rises along major watercourses. Village size ranged from three houses to 40 or 50 houses. Larger villages often had semi-subterranean dance houses that were covered in earth and tule or brush, and had a central smoke hole at the top and an entrance that faced east (Wilson and Towne 1978:388). Early Nisenan contact with Europeans appears to have been limited to the southern reaches of their territory. Spanish expeditions intruded into Nisenan territory in the early 1800s. In the two or three years following the gold discovery, Nisenan territory was overrun by immigrants from all over the world. Gold seekers and the settlements that sprang up to support them were nearly fatal to the native inhabitants. Survivors worked as wage laborers and domestic help and lived on the edges of foothill towns. Despite severe depredations, descendants of the Nisenan still live in their original land area and maintain and pass on their cultural identity.

3.18.4 Summary of Native American Consultation

In September of 2014, the California Legislature passed Assembly Bill (AB) 52, which added provisions to the PRC regarding the evaluation of impacts on tribal cultural resources under CEQA, and consultation requirements with California Native American tribes. In particular, AB 52 now requires lead agencies to analyze project impacts on “tribal cultural resources” separately from archaeological resources (PRC § 21074; 21083.09). AB 52 also requires lead agencies to engage in additional consultation procedures with respect to California Native American tribes (PRC § 21080.3.1, 21080.3.2, 21082.3).

As part of the review of the 2017 project for a 83 room hotel on this site, no cultural resources were discovered. Although this newer project was expanded by an additional eight rooms, and the conference/banquet facility is expanding from 6,000 to 8,000 square feet, the building footprint remains similar but the site disturbance area is somewhat expanded by adding two single-family residential lots. The expansion area has also been highly disturbed due to two single-family residences on it for many years as well as landscaping. Therefore, a new site review was not considered to be warranted for this newer project.

3.18.5 Tribal Cultural Resources within Project Area

In the absence of specific information from California Native American Tribes, information about potential impacts to TCRs or Native American Cultural Places was drawn from the ethnographic context (summarized above) and the results of a search of the Sacred Lands File of the NAHC. The ethnographic information reviewed for the project, including ethnographic maps, does not identify any villages, occupational areas, or resource procurement locations in or around the current project area. Further, the areas of highest sensitivity are closer to the Feather River. In addition, the Sacred Lands File failed to identify any sacred lands or tribal resources in or near the project area.

3.18.6 Thresholds of Significance

AB 52 established that a substantial adverse change to a TCR has a significant effect on the environment. The thresholds of significance for impacts to TCRs are as follows:

Would the Project cause a substantial adverse change to a TCR, defined in Section 21074 as sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a Native American tribe that are:

- Included or determined to be eligible for inclusion in the California Register of Historical Resources;
- Included in a local register of historical resources as defined in subdivision k of Section 5010.1; and/or
- Determined by the City to be significant, as supported by substantial evidence, including:
 - A cultural landscape with a geographically defined boundary;
 - A historical resource as described in Section 21084.1 (either eligible for or listed on the California Register of Historical Resources or listed on a local registry);
 - A unique archaeological resource as defined in Section 21083.2; and/or
 - A non-unique archaeological resource as defined in Section 21083.2.

In assessing substantial adverse change, the City must determine whether or not the project will adversely affect the qualities of the resource that convey its significance. The qualities are expressed through integrity. Integrity of a resource is evaluated with regard to the retention of location, design, setting, materials, workmanship, feeling, and association [CCR Title 14, Section 4852(c)]. Impacts are significant if the resource is demolished or destroyed or if the characteristics that made the resource eligible are materially impaired [CCR Title 14, Section 15064.5(a)]. Accordingly, impacts to a TCR would likely be significant if the project negatively affects the qualities of integrity that made it significant in the first place. In making this determination, the City need only address the aspects of integrity that are important to the TCR's significance.

3.18.7 Impact Assessment/Environmental Consequences:

a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k).

There are no significant buildings on the property that will be removed as part of this project. Therefore, there will be no potential significant impacts on any historical resources, directly or indirectly.

b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

As part of the review of the 2017 project of a similar nature, no cultural resources were discovered. Although this project was expanded with an additional hotel rooms and an expanded convention/banquet center, the building footprint is similar except the site disturbance area is somewhat expanded by adding two single-family residential lots to the disturbance area. From the 2017 review, no known TCRs were

identified (as defined in Section 21074) within the proposed project area. The expansion area has also been highly disturbed due to two single-family residences on it for many years as well as landscaping. Given the level of previous disturbance within the Project area, it is not expected that any TCRs would remain. However, during grading and excavation activities, there is a potential to encounter native soils, which may contain undiscovered TCRs. In the unlikely event resources are discovered during ground disturbing activities that are associated with Native American culture, compliance with the TCR Mitigation Measures provided below would reduce the potential impacts to a less than significant level.

3.18.8 Tribal Cultural Mitigation Measures

Tribal Cultural Resources Mitigation 1: Post Ground Disturbance A minimum of seven days prior to beginning earthwork, clearing, and grubbing, or other soil disturbing activities, the applicant shall notify lead agency of the proposed earthwork start-date. The lead agency shall contact the United Auburn Indian Community (UAIC) with the proposed earthwork start-date and a UAIC Tribal Representative or Tribal Monitor shall be invited to inspect the project site, including any soil piles, trenches, or other disturbed areas, within the first five days of groundbreaking activity, or as appropriate for the type and size of the project. During this inspection, a UAIC Tribal Representative or Tribal Monitor may provide an on-site meeting for construction personnel information on TCRs and workers awareness brochure.

If any TCRs are encountered during this initial inspection, or during any subsequent construction activities, work shall be suspended within 100 feet of the find and measures included in the **Unanticipated Discoveries Mitigation Measure 2** shall be implemented. Preservation in place is the preferred alternative under CEQA and UAIC protocols, and every effort must be made to preserve the resources in place, including through project redesign.

The contractor shall implement any measures deemed by CEQA lead agency to be necessary and feasible to preserve in place, avoid, or minimize significant effects to the resources, including the use of paid Native American Monitor during ground disturbing activities.

Tribal Cultural Resources Mitigation 2: Unanticipated Discoveries: If any suspected TCRs are discovered during ground disturbing construction activities, all work shall cease within 100 feet of the find, or an agreed upon distance based on the project area and nature of the find. A Tribal Representative from a California Native American Tribe that is traditionally and culturally affiliated with a geographic area shall be immediately notified and shall determine if the find is a TCR (PRC 21074). The Tribal Representative will make recommendations for further evaluation and treatment as necessary.

Preservation in place is the preferred alternative under CEQA and UAIC protocols, and every effort must be made to preserve the resources in place, including through project redesign. Culturally appropriate treatment may be, but is not limited to, processing materials for reburial, minimizing handling of cultural objects, leaving objects in place within the landscape, returning objects to a location within the project area where they will not be subject to future impacts. The Tribe does not consider curation of TCR's to be appropriate or respectful and request that materials not be permanently curated, unless approved by the Tribe.

The contractor shall implement any measures deemed by the CEQA lead agency to be necessary and feasible to preserve in place, avoid, or minimize impacts to the resource, including but limited to, facilitating the appropriate tribal treatment of the find, as necessary. Treatment that preserves or restores the cultural character and integrity of a Tribal Cultural Resource may include Tribal monitoring, culturally appropriate recovery of cultural objects, and reburial of cultural objects or cultural soil.

Work at the discovery location cannot resume until all necessary investigation and evaluation of the discovery under the requirements of CEQA, including AB 523 has been satisfied.

3.19 Utilities and Service Systems

Table 3-19: Utilities and Service Systems				
Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water or wastewater treatment or storm drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			X	
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			X	
c) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			X	
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			X	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			X	

3.19.1 Environmental Setting/Affected Environment

Wastewater:

Yuba City owns, operates, and maintains the wastewater collection, treatment, and disposal system that provides sewer service to approximately 60,000 residents and numerous businesses. The remainder of the residents and businesses in the Yuba City Sphere of Influence (SOI) are currently serviced by private septic systems. In the early 1970s, the City's original sewage treatment plant was abandoned and the current Wastewater Treatment Facility (WWTF) was constructed.

Water:

The water supply source for the City is surface water from the Feather River with use of a backup groundwater well. The City of Yuba City is a public water agency with approximately 18,045 connections. City policy only allows areas within the City limits to be served by the surface water system.

Reuse and Recycling:

Solid waste generated in Yuba City is collected by Recology Yuba-Sutter. Recology offers residential, commercial, industrial, electronic, and hazardous waste collection, processing, recycling, and disposal, as well as construction and demolition waste processing, diversion, and transfer to a disposal facility. The City's municipal solid waste is delivered to the Ostrom Road Landfill; a State-permitted solid waste facility that provides a full range of transfer and diversion services. This landfill has a remaining capacity of 39,223,000 cubic yards (90 percent remaining capacity reported in 2007).⁴

3.19.2 Federal Regulatory Setting

National Pollutant Discharge Elimination System: Discharge of treated wastewater to surface water(s) of the U.S., including wetlands, requires an NPDES permit. In California, the RWQCB administers the issuance of these federal permits. Obtaining a NPDES permit requires preparation of detailed information, including characterization of wastewater sources, treatment processes, and effluent quality. Any future development that exceeds one acre in size would be required to comply with NPDES criteria, including preparation of a Stormwater Pollution Prevention Plan (SWPPP) and the inclusion of BMPs to control erosion and offsite transport of soils.

3.19.3 State Regulatory Setting

State Water Resources Control Board (SWRCB): Waste Discharge Requirements Program. State regulations pertaining to the treatment, storage, processing, or disposal of solid waste are found in Title 27, CCR, Section 20005 et seq. (hereafter Title 27). In general, the Waste Discharge Requirements (WDRs) Program (sometimes also referred to as the "Non-Chapter 15 (Non-15) Program") regulates point discharges that are exempt pursuant to Subsection 20090 of Title 27 and not subject to the Federal Water Pollution Control Act. Exemptions from Title 27 may be granted for nine categories of discharges (e.g., sewage, wastewater, etc.) that meet, and continue to meet, the preconditions listed for each specific exemption. The scope of the WDRs Program also includes the discharge of wastes classified as inert, pursuant to Section 20230 of Title 27. Several programs are administered under the WDR Program, including the Sanitary Sewer Order and recycled water programs.

Department of Resources Recycling and Recovery (CalRecycle): The Department of Resources Recycling and Recovery (CalRecycle) is the State agency designated to oversee, manage, and track the 76 million tons of waste generated each year in California. CalRecycle develops laws and regulations to control and manage waste, for which enforcement authority is typically delegated to the local government. The board works jointly with local government to implement regulations and fund programs.

The Integrated Waste Management Act of 1989 (PRC 40050 et seq. or Assembly Bill (AB 939, codified in PRC 40000), administered by CalRecycle, requires all local and county governments to adopt a Source Reduction and Recycling Element to identify means of reducing the amount of solid waste sent to landfills. This law set reduction targets at 25 percent by the year 1995 and 50 percent by the year 2000. To assist local jurisdictions in achieving these targets, the California Solid Waste Reuse and Recycling Access Act of 1991 requires all new developments to include adequate, accessible, and convenient areas for collecting and loading recyclable and green waste materials.

Regional Water Quality Control Boards: The primary responsibility for the protection of water quality in California rests with the State Water Resources Control Board (State Board) and nine Regional Water Quality Control Boards. The State Board sets statewide policy for the implementation of state and federal

⁴ CalRecycle, 2017. Available: <http://www.calrecycle.ca.gov/SWFacilities/Directory/58-AA-0011/Detail/>. Accessed August 15, 2017.

laws and regulations. The Regional Boards adopt and implement Water Quality Control Plans (Basin Plans), which recognize regional differences in natural water quality, actual and potential beneficial uses, and water quality problems associated with human activities.

National Pollutant Discharge Elimination System (NPDES) Permit: As authorized by the Clean Water Act (CWA), the National Pollutant Discharge Elimination System (NPDES) Permit Program controls water pollution by regulating point sources that discharge pollutants into water of the United States. In California, it is the responsibility of Regional Water Quality Control Boards (RWQCB) to preserve and enhance the quality of the state's waters through the development of water quality control plans and the issuance of waste discharge requirements (WDRs). WDRs for discharges to surface waters also serve as NPDES permits.

California Department of Water Resources: The California Department of Water Resources (DWR) is a department within the California Resources Agency. The DWR is responsible for the State of California's management and regulation of water usage.

3.19.4 Impact Assessment/Environmental Consequences:

a) Require or result in the relocation or construction of new or expanded water or wastewater treatment or storm drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

The hotel will connect to both the City water system and wastewater collection system. The location of this proposal is within an area already served by City services, so no extension of the water distribution or wastewater collection systems will be needed.

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Regarding the long-term adequacy of the City's water system, the City's Water Treatment plant (WTP), for which its primary source of water is from the Feather River, also has adequate capacity to accommodate this project. The WTP uses two types of treatment systems, conventional and membrane treatment. The permitted capacity of the conventional WTP is 24 million gallons per day (mgd). The membrane treatment system has a permitted capacity of 12 mgd. Water produced from the conventional and the membrane treatment plants are blended for chlorine disinfection. Operating the conventional and membrane treatment facilities provides a total WTP capacity of 36 mgd. The City is permitted to draw 30 mgd from the Feather River. The current maximum day use is 26 mgd. The City also has an on-site water well at the water plant that supplements the surface water when needed.

The City has adopted a Water Master Plan to expand the water treatment plant to the extent that it will accommodate the overall growth of the City. The ongoing expansion of the plant to accommodate growth beyond this project is funded by the connection fees paid by each new connection. Therefore, the impact on the water treatment facilities will be less than significant.

Stormwater drainage in this area is provided by a combination of Yuba City drainage lines and the Gilsizer Drainage District. This project has been determined by the respective agencies to be able to accommodate the additional drainage generated by this project. Further, the project will be responsible to pay the fees to the drainage district that mitigates the project's impacts on the system. Thus, the impacts on the stormwater drainage system will be less than significant.

The connections to nearby electric power facilities, natural gas facilities and telecommunication facilities to this property are provided by private companies, none of which have voiced concerns over the extensions of their services to this project site. With these considerations the impact on these types of facilities are expected to be less than significant.

c) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

The Project will connect to the City's wastewater treatment system. The Yuba City Wastewater Treatment Facility (WWTF) has available capacity to accommodate new growth. The WWTF current permitted capacity is 10.5 mgd (annual average dry weather flow). The existing average influent flow to the WWTF is approximately 6 mgd. The remaining treatment capacity at the WWTF can be used to accommodate additional flow from the future developments.

d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals.

As of June 25, 2021, the Recology Ostrom Road Landfill Remaining Site Net Airspace is 33,764,000 cy; Remaining Net Refuse Capacity is 21,297,000 tons; and Remaining Landfill Service Life is 53 years. Given this action, this impact would be considered less than significant.

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

Recology Yuba-Sutter provides solid waste disposal for the area as well as for all of Sutter and Yuba Counties. There is adequate collection and landfill capacity to accommodate the proposed development.

3.20 Wildfire

Table 3-20: Wildfire				
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?			X	
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?			X	
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?			X	

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?			X	
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3.20.1 Environmental Setting/Affected Environment

Wildland fires are an annual hazard in Sutter County, particularly in the vicinity of the Sutter Buttes, and, to a lesser degree due to urbanized development, Yuba City. Wildland fires burn natural vegetation on undeveloped lands and include rangeland, brush, and grass fires. Long, hot, and dry summers with temperatures often exceeding 100°F add to the County's fire hazard. Human activities are the major causes of wildland fires, while lightning causes the remaining wildland fires. Irrigated agricultural areas, which tend to surround Yuba City, are considered a low hazard for wildland fires.

The California Department of Forestry and Fire Protection's Fire and Resource Assessment Program identifies fire threat based on a combination of two factors: 1) fire frequency, or the likelihood of a given area burning, and 2) potential fire behavior (hazard). These two factors are combined in determining the following Fire Hazard Severity Zones: Moderate, High, Very High, Extreme. These zones apply to areas designated as State Responsibility Areas – areas in which the State has primary firefighting responsibility. The project site is not within a State Responsibility Area and therefore has not been placed in a Fire Hazard Severity Zone.

3.20.2 Impact Assessment/ Environmental Consequences

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

As discussed in Section 3.17 the Project has been reviewed by both the Yuba City Police and Fire Departments. With the proposed Woodward Street improvements included in the conditions of approval, both agencies were satisfied with the access to the property. The Woodward Street access will also remain open during the construction of the hotel. Therefore, the impacts on access to the site will be less than significant and possibly improved.

Therefore, the impacts of the project related to emergency response or evacuations would be less than significant.

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

The Project site is in a level urban area with little, if any, native vegetation remaining, and the greater urban area is surrounded by irrigated farmland. This type of environment is generally not subject to wildfires. In light of this, the exposure of hotel users and employees to wildfire is less than significant.

c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

As discussed above, the site is not near any wildland areas and the project itself will not create any improvements that potentially could generate wildfire conditions. As such the Project will not be constructing or maintaining wildfire related infrastructure such as fire breaks, emergency water sources,

etc. Thus, the project will not create any potential significant impacts that could result from these types of improvements.

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

The project site is in a topographically flat area. There are no streams or other channels that cross the site. As such, it is not expected that people or structures would be exposed to significant risks from changes resulting from fires in steeper areas, including downslope or downstream flooding or landslides. Impacts of the Project related to these issues would be less than significant.

3.21 Mandatory Findings of Significance

Table 3.21: Mandatory Findings of Significance				
Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important example of the major periods of California history or prehistory?			X	
b) Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)			X	
c) Have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?			X	

3.21.1 Impact Assessment/Environmental Consequences:

a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important example of the major periods of California history or prehistory?

The land was stripped many years ago of native vegetation for agricultural uses. Further, the Hotel Project is located in the midst of the urban area, where natural habitat was removed long ago. Therefore, the construction of this hotel will not significantly degrade the quality of the natural environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate an important example of the major periods of California history or prehistory.

The analysis conducted in this Initial Study/Mitigated Negative Declaration results in a determination that the proposed Project, with its mitigation measures, will have a less than significant effect on the local environment.

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)

CEQA Guidelines Section 15064(i) states that a Lead Agency shall consider whether the cumulative impact of a project is significant and whether the effects of the project are cumulatively considerable. The assessment of the significance of the cumulative effects of a project must, therefore, be conducted in connection with the effects of past projects, other current projects, and probable future projects.

This Project is consistent with the and policies of the General Plan. As such the traffic generated by the Project is within what was anticipated in the General Plan which considered anticipated future growth of the area. The City has adequate water and wastewater capacity, and the project will be extending those services to the site. Stormwater drainage will also meet all City standards. The City has good development and design standards that will be applied to the project. The loss of agricultural land is cumulative but based on City and County agricultural protection program, the loss is limited to within the urban areas of the cities which is a minor portion of the entire County. The FRAQMD also did not comment that the project would create any significant cumulative impacts on air quality. Therefore, there are no significant impacts that will be individually limited but cumulatively considerable.

c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?

The proposed Project in and of itself would not create a significant hazard to the public or the environment. Construction-related air quality, noise, and hazardous materials exposure impacts would occur for a very short period and only be a minor impact during that time period. Therefore, the proposed project would not have any direct or indirect significant adverse impacts on humans.

4. Section References and/or Incorporated by Reference

According to Section 15150 of the CEQA Guidelines, an ND may incorporate by reference all or portions of another document that is a matter of public record. The incorporated language will be considered to be set forth in full as part of the text of the ND. All documents incorporated by reference are available for review at, or can be obtained through, the City of Yuba City Development Services Department located at the address provided above. The following documents are incorporated by reference:

KD Anderson & Associates Inc, Woodward Avenue Hotel Project: Parking Assessment Update, June 3, 2022.

Fehr & Peers, Inc. September 2020. SB 743 Implementation Guidelines for City of Yuba City.

Governor's Office of Planning and Research, November 2017. Technical Advisory on Evaluating Transportation Impacts in CEQA.

Sacramento Area Council of Governments. Hex Maps. Work VMT-2020 MTP/SCS (Adopted).

California Department of Conservation, Division of Land Resource Protection (CDC DLRP). 2014. Farmland Mapping and Monitoring Program – Sutter County Important Farmland 2012. August 2014.

California Department of Conservation, Division of Land Resource Protection (CDC DLRP). 2013. Sutter County Williamson Act FY 2013/2014.

Carollo. 2011. City of Yuba City 2010 Urban Water Management Plan. June 2011.

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https://www.municode.com/library/ca/yuba_city/codes/code_of_ordinances

Dyett & Bhatia. 2004. City of Yuba City General Plan. Adopted April 8, 2004.

Yuba City General Plan, 2004 Environmental Impact Report. (SCH #2001072105).

Fehr & Peers Associates, Inc. 1995. Yuba-Sutter Bikeway Master Plan. December 1995.

"Determination of 1-in-200 Year Floodplain for Yuba City Urban Level of Flood Protection Determination," prepared for Yuba City by MBK Engineers, November 2015.

Sutter County General Plan.

Feather River Air Quality Management District (FRAQMD) CEQA Significance Thresholds.

Yuba Sutter Transit Route Map.

California Department of Conservation, California Geological Survey. "Fault Zone Activity Map." Alquist-Priolo Earthquake Fault Zones.

California Department of Toxic Substances Control (DTSC). 2016. EnviroStor. Available at <http://www.envirostor.dtsc.ca.gov/public/>

California Department of Conservation, Division of Land Resource Protection Farmland Mapping and Monitoring Program – Sutter County Important Farmland Map.

Federal Emergency Management Agency (FEMA), Flood Insurance Rate Maps.

Carollo. 2011. City of Yuba City 2010 Urban Water Management Plan. June 2011.

City of Yuba City Wastewater Master Plan.

Sutter County Airport Comprehensive Land Use Plan, April, 1994.

Yuba County Airport Land Use Compatibility Plan, Sept., 2010.

California Department of Transportation (Caltrans). 2011. California Scenic Highway Mapping System website. Updated September 7, 2011. Available at http://dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm

City of Yuba City
MITIGATION MEASURES AND MONITORING PLAN
Woodward Street Hotel (Springhill Suites) and Conference Center:
Initial Study and Mitigated Negative Declaration EA 22-08
For Amended Development Plan 17-01

Impact	Mitigation Measure	Responsible Party	Timing
3.7 Geology and Soils	<p>Paleontological Mitigation Measure 1: Mitigation Measure 1 shall be placed as a note on the Demolition and Grading Plans. If paleontological resources are found, the construction manager shall halt all activity and immediately contact the Development Services Department at 530-822-4700.</p> <p>Mitigation shall be conducted as follows:</p> <ol style="list-style-type: none"> 1. Identify and evaluate paleontological resources by intense field survey where impacts are considered high; 2. Assess effects on identified sites; 3. Consult with the institutional/academic paleontologists conducting research investigations within the geological formations that are slated to be impacted; 4. Obtain comments from the researchers; 5. Comply with researchers' recommendations to address any significant adverse effects where determined by the City to be feasible. <p>In considering any suggested mitigation proposed by the consulting paleontologist, the City's Community Development Department Staff shall determine whether avoidance is necessary and feasible in light of factors such as the nature of the find, project design, costs, Specific or General Plan policies and land use assumptions, and other considerations. If avoidance is unnecessary or infeasible, other appropriate measures (e.g., data recovery) shall be instituted. Work may proceed on other parts of the project site while mitigation for paleontological resources is carried out.</p>	Developer, Public Works Dept., Development Services Dept.	During construction phase
3.8. Greenhouse Gases	<p>Greenhouse Gas Mitigation 1: The site grading and construction of the self-storage facility shall comply with the GHG Reduction Measures provided in the adopted Yuba City Resource Efficiency Plan.</p>	Development Services Dept.	Prior to issuance of building permits.

<p>3.18. Tribal Cultural Resources</p>	<p>Tribal Cultural Resources Mitigation 1: Post Ground Disturbance A minimum of seven days prior to beginning earthwork, clearing, and grubbing, or other soil disturbing activities, the applicant shall notify lead agency of the proposed earthwork start-date. The lead agency shall contact the United Auburn Indian Community (UAIC) with the proposed earthwork start-date and a UAIC Tribal Representative or Tribal Monitor shall be invited to inspect the project site, including any soil piles, trenches, or other disturbed areas, within the first five days of groundbreaking activity, or as appropriate for the type and size of the project. During this inspection, a UAIC Tribal Representative or Tribal Monitor may provide an on-site meeting for construction personnel information on TCRs and workers awareness brochure.</p> <p>If any TCRs are encountered during this initial inspection, or during any subsequent construction activities, work shall be suspended within 100 feet of the find and measures included in the Unanticipated Discoveries Mitigation Measure 2 shall be implemented. Preservation in place is the preferred alternative under CEQA and UAIC protocols, and every effort must be made to preserve the resources in place, including through project redesign.</p> <p>The contractor shall implement any measures deemed by CEQA lead agency to be necessary and feasible to preserve in place, avoid, or minimize significant effects to the resources, including the use of paid Native American Monitor during ground disturbing activities.</p> <p>Tribal Cultural Resources Mitigation 2: Unanticipated Discoveries: If any suspected TCRs are discovered during ground disturbing construction activities, all work shall cease within 100 feet of the find, or an agreed upon distance based on the project area and nature of the find. A Tribal Representative from a California Native American Tribe that is traditionally and culturally affiliated with a geographic area shall be immediately notified and shall determine if the find is a TCR (PRC 21074). The Tribal Representative will make recommendations for further evaluation and treatment as necessary.</p> <p>Preservation in place is the preferred alternative under CEQA and UAIC protocols, and every effort must be made to preserve the resources in place, including through project redesign. Culturally appropriate treatment may be, but is not limited to, processing materials for reburial, minimizing handling of cultural objects, leaving objects in place within the landscape, returning objects to a location within the project area where they will not be subject to future impacts. The Tribe does not consider</p>	<p>Developer, Public Works Dept., Development Services Dept.</p>	<p>During construction phase</p>
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	<p>curation of TCR's to be appropriate or respectful and request that materials not be permanently curated, unless approved by the Tribe.</p> <p>The contractor shall implement any measures deemed by the CEQA lead agency to be necessary and feasible to preserve in place, avoid, or minimize impacts to the resource, including but limited to, facilitating the appropriate tribal treatment of the find, as necessary. Treatment that preserves or restores the cultural character and integrity of a Tribal Cultural Resource may include Tribal monitoring, culturally appropriate recovery of cultural objects, and reburial of cultural objects or cultural soil.</p> <p>Work at the discovery location cannot resume until all necessary investigation and evaluation of the discovery under the requirements of CEQA, including AB 523 has been satisfied.</p>		
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ATTACHMENT 4

June 3, 2022

Mr. Simon Gill
1815 Turin Drive
Yuba City, CA 95993-1423
Bkgill76@hotmail.com

RE: WOODWARD AVENUE HOTEL PROJECT: PARKING ASSESSMENT UPDATE.

Dear Mr. Gill:

Thank you for your call regarding the Woodward Avenue Hotel project. As we discussed in 2017 our firm prepared a parking utilization assessment for the site that evaluated the adequacy of the available on-site parking supply for both the regular operation of a hotel and for events in the conference center. That assessment, which is attached, identified operational strategies to ensure that the available parking supply was adequate for the project as it was then presented.

The project has been modified by acquiring additional property, and both on-site facilities and available parking have been changed. You have asked for our opinion as to the adequacy of the new parking supply for the modified project.

Project Description

The approved and currently proposed project are described below in Table 1. As shown the amount of conference space and the number of guest rooms have increased slightly, and the number of on-site parking spaces has been increased. Because most of the additional conference space is for ancillary support activities, the number of persons accommodated in the conference space is unchanged.

TABLE 1 DESIGN PARAMETERS FOR WOODWARD AVENUE SPRINGHILL SUITES			
Parameter	Approved Plan	Proposed Plan	Change
Guest Rooms	83	91	+8
Conference / Meeting Space	5,000 sf	8,000 sf	3,000 sf
Maximum Attendance	500 persons	500 persons	0 persons
Dining / Bar Area	1,200 – 1,500 sf	1,250 – 1,500 sf	0 sf
Employees	20	20	0
Regular Parking Spaces	107	189	82
Valet Parking Spaces	64	90	26
Total On-site Parking Supply	171	279	108

Assessment

Original Project. Our original 2017 assessment estimated the project's maximum concurrent parking demand for the site (i.e., guests, employees and attendees) based on methods prescribed by the Urban Land Institute (ULI) based on the size of the conference space (i.e., 5,000 sf) and, alternatively, based on the maximum anticipated attendance in the conference space (i.e., 500 persons) with average and local automobile occupancy rates. This information is summarized in Table 2. The parking balance (i.e., difference between parking demand and parking supply) was -23 spaces based on the size of the conference area, -81 spaces based on the maximum anticipated attendance and average auto occupancy. Based on the local automobile occupancy rates seen in Yuba City, a 500-person banquet yielded a parking balance of -6 spaces. The report then identified mitigation strategies relating to blocking out additional guest rooms for attendees, increasing use of alternative transportation modes, and satellite parking.

TABLE 2 MIXED USE PARKING UTILIZATION SUMMARY FOR WOODWARD AVENUE SPRINGHILL SUITES			
Parameter	Approved Plan	Proposed Plan	Change
<i>Conference / Meeting Space</i>	<i>5,000 sf</i>	<i>8,000 sf</i>	<i>3,000 sf</i>
Maximum Concurrent Parking Demand	194 spaces	296 spaces	+102
Available Parking	171 spaces	279 spaces	+108
Balance	-23	-17	+6
<i>Maximum Attendance</i>	<i>500 persons</i>	<i>500 persons</i>	<i>0 persons</i>
Average Automobile Occupancy Rate	2.5 persons per vehicle		
Maximum Concurrent Parking Demand	252 spaces	256 spaces	+4
Available Parking	171	279	+108
Balance	-81	+23	+104
<i>Maximum Attendance</i>	<i>500 persons</i>	<i>500 persons</i>	<i>0 persons</i>
Local Automobile Occupancy Rate	4.0 persons per vehicle		
Maximum Concurrent Parking Demand	177 spaces	181 spaces	+4
Available Parking	171	279	+108
Balance	-6	+98	+104

Proposed Project. The parking utilization assessment results for the project now proposed are also noted in Table 2. As noted, based on demands associated with the size of the conference space, the new project would result in a slight better overall parking demand supply balance (i.e., plus 6 spaces). However, since the number of persons in the conference space hasn't increased, the parking supply exceeds the anticipated demand. Using average automobile occupancy rates the project could now have 23 regular/valet parking spaces that were unoccupied. At the automobile occupancy rates observed locally, there could be 98 regular / valet spaces that were not used.

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Conclusion

The proposed plan clearly accommodates the likely combined parking demands for the site.

Thank you for your attention to this information. Please feel free to contact me if you have any questions.

Sincerely Yours,

KD Anderson & Associates, Inc.

A handwritten signature in black ink, appearing to read 'K. D. Anderson', with a long horizontal flourish extending to the right.

Kenneth D. Anderson, P.E.
President

Attachment

MEMO

To: Simon Gill

From: Ken Anderson, **KD Anderson & Associates**

Date: September 27, 2017

Re: **Woodward Hotel Parking Evaluation**

This technical memorandum summarizes KDAnderson & Associates evaluation of the adequacy of parking for the Woodward Hotel project. Our evaluation makes the following assumptions regarding site development and operation based on the attached site plan:

1. 83 guestrooms
2. 5,000 sq. ft. of flexible conference / ballroom / meeting space
3. 1,200-1,500 sq. ft. of dining area / bar area catering to in-house guests
4. 20 employees
5. 170 regular on-site parking spaces

Background Information

The City of Yuba City zoning code does not include requirements for these specific uses in combination. The closest land uses are noted in Table 1, and the sum of the individual code requirements for parking is also noted. Because concurrent demand is not a factor under code, independent analysis of the concurrent parking demands of each use is required.

TABLE 1 YUBA CITY PARKING REQUIREMENTS UNDER ZONING CODE			
Use	Requirements	Quantity	Spaces
Motels and hotels	1 space per unit, plus 1 space for each 2 employees, plus as required for associated facilities	83 rooms 20 employees	83 10
Churches, stadiums, arenas, assembly halls, clubs and auditoriums	1 parking space for each 4 fixed seats. For uses without fixed seats, 1 space for each 40 sf of assembly seating area	5,000 sf	125
Restaurant and cocktail lounges	1 space for each 3 seats, plus 1 space for each 50 sf of dance floor or assembly area without fixed seats.	58 seats	19
	Total		237

KD Anderson & Associates, Inc.

3853 Taylor Road, Suite G • Loomis, CA 95650 • (916) 660-1555 • Fax (916) 660-1535

Urban Land Institute. I reviewed information regarding shared parking demands in the *Urban Land Institute (ULI)* publication *Shared Parking* (2005). This document expands upon the Institute of Transportation Engineers (ITE) publication *Parking Generation* and includes information regarding the parking needs of conference centers and hotels. The document also suggests how to approach the issue of concurrent parking demands when a portion of the conference attendees stay at the hotel. This approach accounts for seasonal variation in the use of hotels, and the variation in parking demands for all uses that occurs throughout the day.

Capacity Under Uniform Fire Code. The City of Yuba City provided information regarding the maximum number of persons who could be in the conference/ ballroom / meeting space under the Uniform Fire Code (UFC), as noted in Table 2. The project proponents anticipate up to 500 persons using this space.

TABLE 2 CONFERENCE / MEETINGS SPACE OCCUPANCY UNDER UNIFORM FIRE CODE		
Attendance Type	Occupancy Rate (persons per sf)	Maximum Occupancy (persons)
Concentrated Use – Chairs Only	7.0	714
Un-Concentrated Table and Chairs	15	333
Standing	5	1,000

Assessment

We first made an assessment using ULI data and methodology for shared parking to identify the parking demands typically occurring with hotels and conference centers. Under their guidelines “base” estimates are made for the independent peak demand for each use before adjustment factors are applied to reduce that demand to account for time of day, seasonal variation, use of alternative transportation modes and concurrent use.

Unadjusted Parking Demands. Table 3 shows the calculation of the unadjusted parking demands for the Hotel and Conference space based on ULI rates. As shown, the unadjusted parking demand rate applied to conference / banquet facilities is one parking space for each 30 ksf of conference area and 1 space per 10 ksf of bar area.

Summing the individual forecasts, the unadjusted peak parking demands for all uses would total 270 spaces on a weekday and 262 spaces on a weekend.

Adjusted Demands by Time of Day. Table 4 shows how the parking demand will vary over the day as the demands of each use change and after the effects of shared parking are addressed. As a worst case we have based this evaluation on the peak demand month (i.e., June) and assumed

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no discount for alternative transportation modes (i.e., all guests arrive by private automobile). We investigated weekday and weekend conditions at 2:00 p.m. when parking demands would be high for adjoining businesses, 6:00 p.m. when conference space use would peak and 10:00 p.m. when hotel parking demand would be greatest.

For the 2:00 p.m. condition the parking demands are reduced from the peak based on relative use of each space at that time and concurrent use of spaces. As shown in our calculations, in the early afternoon both the hotel and conference space use roughly 60% to 65% of the unadjusted peak parking demand. Based on information provided by the project proponent we assumed on weekdays that 60% of the hotel guests would attend the conference (i.e., non-captive adjustment of 40%) and that some of the conference attendees may leave the site at that time (i.e., non-captive adjustment of 90%). These assumptions reflect the understanding that the number of available room is relatively small compared to the overall parking demands of a conference of this size. We have assumed that if the facilities were being well used that it is unlikely that the small restaurant / bar would create its own parking demand, but this use could keep more hotel guests and conference / banquet attendees on site. At 2:00 p.m. the total parking demand is 123 spaces (weekday) to 131 (weekend) spaces.

The parking demands at 6:00 p.m. are greater than in the early afternoon. At that time the conference center generates its theoretical maximum demand, but the hotel demand is less than its peak. The total parking demands for the hotel and conference space reaches 180 to 194 spaces.

Eventually the demand is reduced later in the evening as the conference comes to a close. While the hotel is approaching its peak demand at 10:00 p.m., the conference center is less used. The total at that time ranges from 112 to 117 parking spaces.

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TABLE 3 BASE UNADJUSTED PEAK PARKING DEMANDS BASED ON ULI RATES										
Land Use	Unit	Quantity	Weekday				Weekend			
			Guest		Employee		Guest		Employees	
			Rate	Unadjusted Spaces	Rate	Unadjusted Spaces	Rate	Unadjusted Spaces	Rate	Unadjusted Spaces
Hotel - Business	room	83	1.0	83	-	-	0.90	75	-	-
	employees	20	-	-	0.25	5	-	-	0.18	4
Conference Center / Banquet Room	KSF GLA	5.0	1/ 30 ksf	167	-	-	1/ 30 ksf	167	-	-
Restaurant Lounge	KSF GLA	1.5	1/ 10 ksf	15	-	-	1/ 10 ksf	15	-	-
Total				265		5		257		6

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TABLE 4
ADJUSTED CONCURRENT PARKING DEMANDS BASED ON ULI DATA

Land Use	Period	Unadjusted Demand	Month	Month Adjustment	Time	Time Adjustment	Non Captive Adjustment	Mode Adjustment	Adjusted Demand
Hotel	weekday	83	June	100%	2:00 p.m.	60%	40%	100%	20
Conference Center		167		100%		65%	90%	100%	98
Bar		15		98%		33%	0%	100%	0
Employees		5		100%		100%	100%	100%	5
Total		270							123
Hotel	weekend	75	June	100%	2:00 p.m.	60%	40%	100%	18
Conference Center		167		100%		65%	100%	100%	109
Bar		15		98%		33%	0%	100%	0
Employees		4		100%		100%	100%	100%	4
Total		261							131
Hotel	weekday	83	June	100%	6:00 p.m.	75%	40%	100%	25
Conference Center		167		100%		100%	90%	100%	150
Bar		15		98%		55%	0%	100%	0
Employees		5		100%		100%	100%	100%	5
Total		270							180
Hotel	weekend	75	June	100%	6:00 p.m.	75%	40%	100%	23
Conference Center		167		100%		100%	100%	100%	167
Bar		15		98%		55%	0%	100%	0
Employees		4		100%		100%	100%	100%	4
Total		261							194
Hotel	weekday	83	June	100%	10:00 p.m.	95%	40%	100%	32
Conference Center		167		100%		50%	90%	100%	75
Bar		15		98%		60%	0%	100%	0
Employees		5		100%		100%	100%	100%	5
Total		270							112
Hotel	weekend	75	June	100%	10:00 p.m.	95%	40%	100%	29
Conference Center		167		100%		50%	100%	100%	84
Bar		15		98%		60%	0%	100%	0
Employees		4		100%		100%	100%	100%	4
Total		261							117

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Parking Demand Based on Attendance. It is also possible to estimate the site parking demand based on the number of persons at an event at the site in the conference / banquet space. As indicated in Table 5, a 500 person event would be expected to create a peak demand for 200 parking spaces based on “typical” automobile occupancy rates, or 125 spaces based on the occupancy rate reported for community events in Yuba City.

TABLE 5 PEAK PARKING DEMANDS BASED ON UFC				
Description	Persons	Qualifier	Average Auto Occupancy	Vehicles
Banquet	500	Typical national average	2.5	200
	500	Local social events	4.0	125

These peak parking demands can be substituted for ULI peak parking demand estimates for the conference space. Concurrent parking demands for use of the hotel and conference center / banquet were determined for the three time periods assuming a peak demand of 200 spaces with all attendees arriving by automobile. The number of persons attending a banquet and also staying at the hotel is unlikely to be as great as may occur with a conference, and we have assumed 25% of the hotel guests attend the banquet. The total concurrent parking demands under this scenario are noted in Table 6. A similar comparison has been made assuming the automobile occupancy rate reported for local events and the correspondingly lower parking demand (i.e., 125 spaces), and this information is presented in Table 7.

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TABLE 6
ADJUSTED CONCURRENT PARKING DEMANDS BASED ON PARKING DEMANDS ASSOCIATED WITH
CONFERENCE SPACE / BANQUET ROOM ATTENDANCE OF 500 AND TYPICAL AUTO OCCUPANCY

Land Use	Period	Unadjusted Demand	Month	Month Adjustment	Time	Time Adjustment	Non Captive Adjustment	Mode Adjustment	Adjusted Demand
Hotel	weekday	83	June	100%	2:00 p.m.	60%	75%	100%	37
Conference Center		200		100%		100%	100%	100%	200
Employees		5		100%		100%	100%	100%	5
Total		255							242
Hotel	weekend	75	June	100%	2:00 p.m.	60%	75%	100%	34
Conference Center		200		100%		100%	100%	100%	200
Employees		4		100%		100%	100%	100%	4
Total		246							238
Hotel	weekday	83	June	100%	6:00 p.m.	75%	75%	100%	47
Conference Center		200		100%		100%	100%	100%	200
Employees		5		100%		100%	100%	100%	5
Total		255							252
Hotel	weekend	75	June	100%	6:00 p.m.	75%	75%	100%	42
Conference Center		200		100%		100%	100%	100%	200
Employees		4		100%		100%	100%	100%	4
Total		246							244
Hotel	weekday	83	June	100%	10:00 p.m.	95%	75%	100%	63
Conference Center		200		100%		50%	100%	100%	100
Employees		5		100%		100%	100%	100%	5
Total		255							168
Hotel	weekend	75	June	100%	10:00 p.m.	95%	75%	100%	53
Conference Center		200		100%		50%	100%	100%	100
Employees		4		100%		100%	100%	100%	4
Total		246							157

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TABLE 7
ADJUSTED CONCURRENT PARKING DEMANDS BASED ON PARKING DEMANDS ASSOCIATED WITH
CONFERENCE SPACE / BANQUET ROOM ATTENDANCE OF 500 AND LOCAL AUTO OCCUPANCY

Land Use	Period	Unadjusted Demand	Month	Month Adjustment	Time	Time Adjustment	Non Captive Adjustment	Mode Adjustment	Adjusted Demand
Hotel	weekday	83	June	100%	2:00 p.m.	60%	75%	100%	37
Conference Center		125		100%		100%	100%	100%	125
Employees		5		100%		100%	100%	100%	5
Total		255							167
Hotel	weekend	75	June	100%	2:00 p.m.	60%	75%	100%	34
Conference Center		125		100%		100%	100%	100%	125
Employees		4		100%		100%	100%	100%	4
Total		246							163
Hotel	weekday	83	June	100%	6:00 p.m.	75%	75%	100%	47
Conference Center		125		100%		100%	100%	100%	125
Employees		5		100%		100%	100%	100%	5
Total		255							177
Hotel	weekend	75	June	100%	6:00 p.m.	75%	75%	100%	42
Conference Center		125		100%		100%	100%	100%	125
Employees		4		100%		100%	100%	100%	4
Total		246							171
Hotel	weekday	83	June	100%	10:00 p.m.	95%	75%	100%	63
Conference Center		125		100%		50%	100%	100%	63
Employees		5		100%		100%	100%	100%	5
Total		255							131
Hotel	weekend	75	June	100%	10:00 p.m.	95%	75%	100%	53
Conference Center		125		100%		50%	100%	100%	63
Employees		4		100%		100%	100%	100%	4
Total		246							120

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Assessment – Supply / Demand Balance. It is important to note that these parking demand forecasts represent a “worst case” approach based on maximum use of the facilities during the peak month, and the demands are likely to be lower at other times of the year. For example, ULI data suggests that the demand adjustments for business hotels can be as low as 67% during off-peak months.

The “balance” between identified parking demands and on-site supply (170 spaces) has been determined, as shown in Table 8. The extent to which the available supply satisfies the calculated demand has been determined under ULI and occupancy criteria.

Potential Mitigations. Most hotels with conference space handle events of varying size throughout the year. From the standpoint of marketing it is important to be able to offer to accommodate large numbers of persons even if such events occur infrequently. Most hotels handle occasional peak parking demands that exceed the regular parking supply, and in this case management strategies to accommodate peak demand would be applicable. Potential solutions provided elsewhere include:

Alternative Transportation Modes / Satellite Parking. This assessment assumes that all guests and attendees arrive by automobile and all would need to park at the site. In concept it is possible to reduce the project’s on-site parking demand by bringing guest to the site using alternative transportation modes. For example, a hotel shuttle that links the site with the Sacramento Airport may reduce use of the private automobile by guests and reduce parking demand. If 10% of the rooms were occupied by guests who employed an airport shuttle, then the early evening parking demand could be reduced by 5 spaces.

Similarly, satellite parking might be employed during large events to reduce the on-site parking demands created by attendees. Guests would need to be notified of the satellite location, either before the travel to the event or by signing as they arrive. The satellite location would need to be relatively easy for guest to find or a valet service would need to be provided for guest vehicles. Satellite parking that is beyond comfortable walking distance would require a shuttle service between the project and that offsite location.

On-site Valet Parking. Many hotels make use of valet parking to increase the on-site parking capacity during special events. Under a valet system it is possible to store vehicles within some of the site’s parking aisles, while some designated spaces would be reserved for hotel guests who still need to travel during events. However, the issue of emergency fire access needs to be addressed as it is not permissible to valet in fire lanes.

The number of additional vehicles that might be valet parked has been identified. Under the current plan there are two parking aisles that are not fire lanes, and the project architects believes that 50 vehicles could be accommodated two abreast in these aisles.

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TABLE 8
PARKING SUPPLY / DEMAND BALANCE

Method	Time	Day	Demand	Supply	Balance	Mitigation					
						Valet Parking	Balance	Block out 60% of rooms & Airport Shuttle	Balance	Cap attendance	Balance
ULI Rates	2:00 p.m.	Weekday	123	170	+47						
		Weekend	131		+39						
	6:00 p.m.	Weekday	180		-10	+50	+40				
		Weekend	194		-24	+50	+26				
	10:00 p.m.	Weekday	112		+58						
		Weekend	117		+53						
500 persons Typical auto occupancy (200 spaces)	2:00 p.m.	Weekday	242		-72	+50	-22	+25	+3		
		Weekend	238		-68	+50	-18	+22	+4		
	6:00 p.m.	Weekday	252		-82	+50	-32	+31	+1	498	0
		Weekend	234		-74	+50	-24	+27	+3		
	10:00 p.m.	Weekday	168		+2						
		Weekend	157		+13						
500 persons Local auto occupancy (125 spaces)	2:00 p.m.	Weekday	167		+3						
		Weekend	163		+7						
	6:00 p.m.	Weekday	177		-7	+50	+43				
		Weekend	171		-1	+50	+49				
	10:00 p.m.	Weekday	131		+39						
		Weekend	120		+50						

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Hotel Room Management. The preceding analysis assumes that some event guests will also be attending the hotel. The hotel operator could elect to further lower the number of spaces needed by hotel guests by blocking out rooms that would not be rented on the day that a major event occurred to anyone who was not attending the event.

Result Balance under ULI rates. With the parking demands suggested under ULI rates for a conference the on-site supply would be adequate in the mid-afternoon and late evening, but the site would be short 24 spaces at 6:00 p.m. On-site valet parking would provide enough additional spaces to yield a positive balance at that time.

Result Balance Based on Attendance. Assuming the automobile occupancy rates reported locally, the site would meet its parking demands in the afternoon and in the evening, but would be slightly deficient at 6:00 p.m. However, valet parking and shuttle to the airport would provide enough additional spaces to meet the demand.

The parking demands for the conference banquet space based on attendance are greater under typical automobile occupancy rates (i.e., 200 peak vehicles), and the supply / demand balance is negative in the mid-afternoon and early evening before becoming positive in the late evening. Under these assumptions mitigation would be needed. Valet parking would help but would not by themselves eliminate the deficiency. The next step might be to block out additional rooms and provide an airport shuttle. If the number of rooms associated with events guests increased from 25% to 60%, then 16 to 22 fewer parking spaces might be needed by hotel guests during the 6:00 p.m. period. The shuttle would also reduce the demand to the level noted in Table 8.

With these measures the site achieves a positive balance under all but one time period. The final mitigation could be to cap attendance. If all other measures were implemented as described, then theoretically max attendance in the range of 498 persons on weekday would deliver a neutral parking balance, and the parking supply would be adequate. Alternatively, it would be possible to combine some level of room blocking with an alternative attendance cap and achieve a neutral parking balance.

Conclusions

The estimated concurrent parking demands of the Hotel and conference space may occasionally exceed the regular on-site parking supply of 170 spaces. This is not unusual for hotels that offer these amenities since it is generally impractical to provide regular parking in a quantity that may only be used a few times each year. A normal “conference / convention” event using all the conference space will require the use of valet parking to keep the total demand on-site.

The parking demand of a banquet type event could depend on attendance and on the automobile occupancy rates achieved by guests. The project proponents would like to be able to host 500

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persons. With the auto occupancy rates reported at local community events in Yuba City this crowd can be accommodated using valet parking.

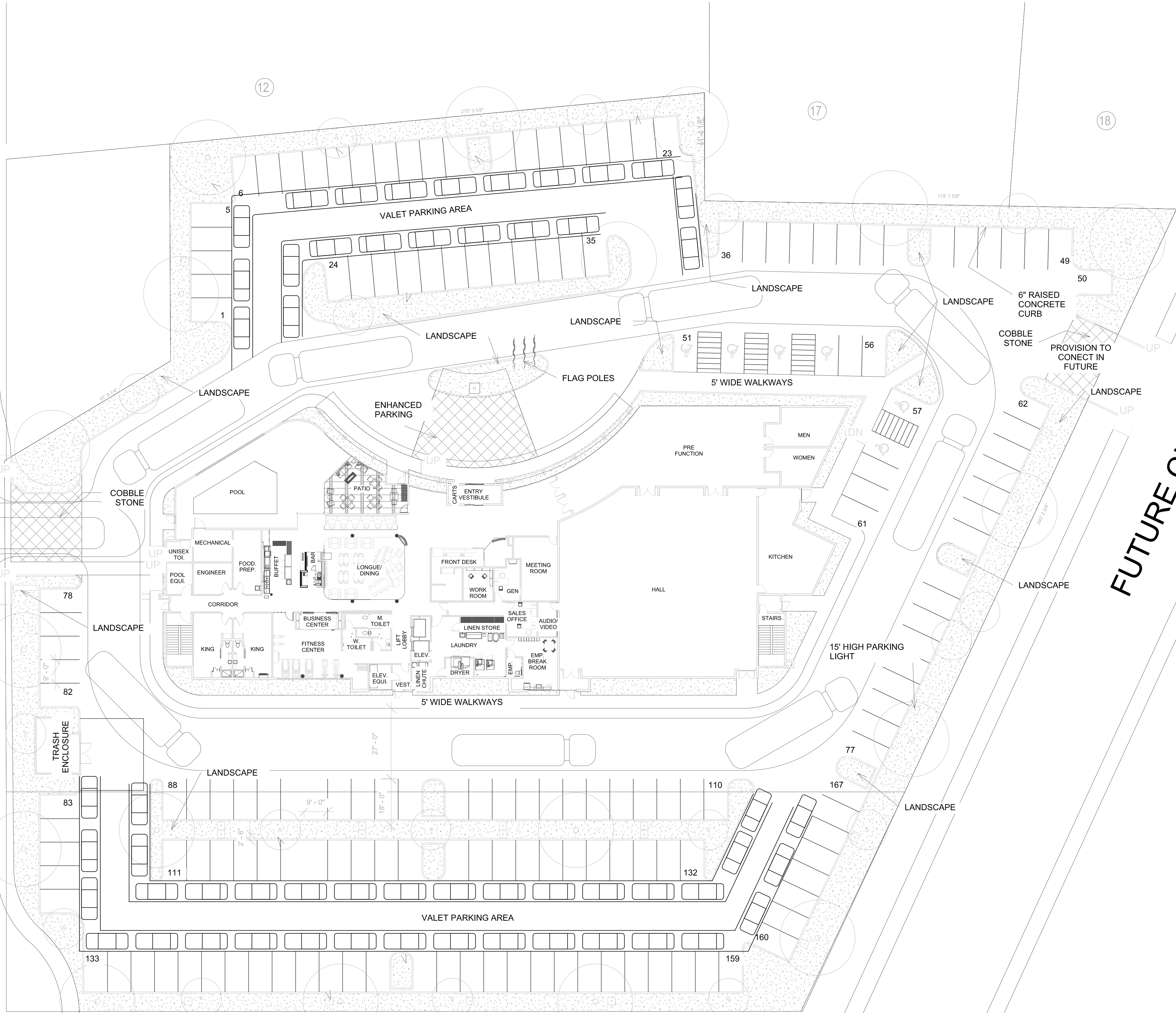
The banquet parking demands could be greater if the automobile occupancy rates normally anticipated for dinner events nationally are achieved (i.e., 2.5 persons per vehicle). Under these conditions demand could exceed the onsite supply even with valet parking. Assuming that an airport shuttle was provided and in addition the hotel operator blocked out 60% of the rooms for event guests, then 498 to 500 persons could be accommodated on a weekday and weekend before the on-site parking supply was exceeded.

Thank you for your attention to this information. Please feel free to call me if you have any questions.

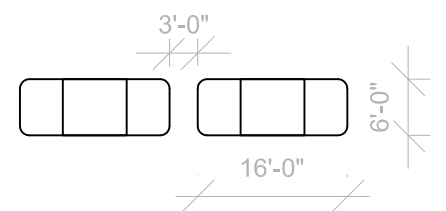
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WOODARD STREE

FUTURE CIVIC CENTER BLVD.



SITE PLAN



MEMO

To: Simon Gill

From: Ken Anderson, **KD Anderson & Associates**

Date: September 27, 2017

Re: **Woodward Hotel Parking Evaluation**

This technical memorandum summarizes KDAnderson & Associates evaluation of the adequacy of parking for the Woodward Hotel project. Our evaluation makes the following assumptions regarding site development and operation based on the attached site plan:

1. 83 guestrooms
2. 5,000 sq. ft. of flexible conference / ballroom / meeting space
3. 1,200-1,500 sq. ft. of dining area / bar area catering to in-house guests
4. 20 employees
5. 170 regular on-site parking spaces

Background Information

The City of Yuba City zoning code does not include requirements for these specific uses in combination. The closest land uses are noted in Table 1, and the sum of the individual code requirements for parking is also noted. Because concurrent demand is not a factor under code, independent analysis of the concurrent parking demands of each use is required.

TABLE 1 YUBA CITY PARKING REQUIREMENTS UNDER ZONING CODE			
Use	Requirements	Quantity	Spaces
Motels and hotels	1 space per unit, plus 1 space for each 2 employees, plus as required for associated facilities	83 rooms 20 employees	83 10
Churches, stadiums, arenas, assembly halls, clubs and auditoriums	1 parking space for each 4 fixed seats. For uses without fixed seats, 1 space for each 40 sf of assembly seating area	5,000 sf	125
Restaurant and cocktail lounges	1 space for each 3 seats, plus 1 space for each 50 sf of dance floor or assembly area without fixed seats.	58 seats	19
	Total		237

KD Anderson & Associates, Inc.

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Urban Land Institute. I reviewed information regarding shared parking demands in the *Urban Land Institute (ULI)* publication *Shared Parking* (2005). This document expands upon the Institute of Transportation Engineers (ITE) publication *Parking Generation* and includes information regarding the parking needs of conference centers and hotels. The document also suggests how to approach the issue of concurrent parking demands when a portion of the conference attendees stay at the hotel. This approach accounts for seasonal variation in the use of hotels, and the variation in parking demands for all uses that occurs throughout the day.

Capacity Under Uniform Fire Code. The City of Yuba City provided information regarding the maximum number of persons who could be in the conference/ ballroom / meeting space under the Uniform Fire Code (UFC), as noted in Table 2. The project proponents anticipate up to 500 persons using this space.

TABLE 2 CONFERENCE / MEETINGS SPACE OCCUPANCY UNDER UNIFORM FIRE CODE		
Attendance Type	Occupancy Rate (persons per sf)	Maximum Occupancy (persons)
Concentrated Use – Chairs Only	7.0	714
Un-Concentrated Table and Chairs	15	333
Standing	5	1,000

Assessment

We first made an assessment using ULI data and methodology for shared parking to identify the parking demands typically occurring with hotels and conference centers. Under their guidelines “base” estimates are made for the independent peak demand for each use before adjustment factors are applied to reduce that demand to account for time of day, seasonal variation, use of alternative transportation modes and concurrent use.

Unadjusted Parking Demands. Table 3 shows the calculation of the unadjusted parking demands for the Hotel and Conference space based on ULI rates. As shown, the unadjusted parking demand rate applied to conference / banquet facilities is one parking space for each 30 ksf of conference area and 1 space per 10 ksf of bar area.

Summing the individual forecasts, the unadjusted peak parking demands for all uses would total 270 spaces on a weekday and 262 spaces on a weekend.

Adjusted Demands by Time of Day. Table 4 shows how the parking demand will vary over the day as the demands of each use change and after the effects of shared parking are addressed. As a worst case we have based this evaluation on the peak demand month (i.e., June) and assumed

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no discount for alternative transportation modes (i.e., all guests arrive by private automobile). We investigated weekday and weekend conditions at 2:00 p.m. when parking demands would be high for adjoining businesses, 6:00 p.m. when conference space use would peak and 10:00 p.m. when hotel parking demand would be greatest.

For the 2:00 p.m. condition the parking demands are reduced from the peak based on relative use of each space at that time and concurrent use of spaces. As shown in our calculations, in the early afternoon both the hotel and conference space use roughly 60% to 65% of the unadjusted peak parking demand. Based on information provided by the project proponent we assumed on weekdays that 60% of the hotel guests would attend the conference (i.e., non-captive adjustment of 40%) and that some of the conference attendees may leave the site at that time (i.e., non-captive adjustment of 90%). These assumptions reflect the understanding that the number of available room is relatively small compared to the overall parking demands of a conference of this size. We have assumed that if the facilities were being well used that it is unlikely that the small restaurant / bar would create its own parking demand, but this use could keep more hotel guests and conference / banquet attendees on site. At 2:00 p.m. the total parking demand is 123 spaces (weekday) to 131 (weekend) spaces.

The parking demands at 6:00 p.m. are greater than in the early afternoon. At that time the conference center generates its theoretical maximum demand, but the hotel demand is less than its peak. The total parking demands for the hotel and conference space reaches 180 to 194 spaces.

Eventually the demand is reduced later in the evening as the conference comes to a close. While the hotel is approaching its peak demand at 10:00 p.m., the conference center is less used. The total at that time ranges from 112 to 117 parking spaces.

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TABLE 3 BASE UNADJUSTED PEAK PARKING DEMANDS BASED ON ULI RATES										
Land Use	Unit	Quantity	Weekday				Weekend			
			Guest		Employee		Guest		Employees	
			Rate	Unadjusted Spaces	Rate	Unadjusted Spaces	Rate	Unadjusted Spaces	Rate	Unadjusted Spaces
Hotel - Business	room	83	1.0	83	-	-	0.90	75	-	-
	employees	20	-	-	0.25	5	-	-	0.18	4
Conference Center / Banquet Room	KSF GLA	5.0	1/ 30 ksf	167	-	-	1/ 30 ksf	167	-	-
Restaurant Lounge	KSF GLA	1.5	1/ 10 ksf	15	-	-	1/ 10 ksf	15	-	-
Total				265		5		257		6

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TABLE 4
ADJUSTED CONCURRENT PARKING DEMANDS BASED ON ULI DATA

Land Use	Period	Unadjusted Demand	Month	Month Adjustment	Time	Time Adjustment	Non Captive Adjustment	Mode Adjustment	Adjusted Demand
Hotel	weekday	83	June	100%	2:00 p.m.	60%	40%	100%	20
Conference Center		167		100%		65%	90%	100%	98
Bar		15		98%		33%	0%	100%	0
Employees		5		100%		100%	100%	100%	5
Total		270							123
Hotel	weekend	75	June	100%	2:00 p.m.	60%	40%	100%	18
Conference Center		167		100%		65%	100%	100%	109
Bar		15		98%		33%	0%	100%	0
Employees		4		100%		100%	100%	100%	4
Total		261							131
Hotel	weekday	83	June	100%	6:00 p.m.	75%	40%	100%	25
Conference Center		167		100%		100%	90%	100%	150
Bar		15		98%		55%	0%	100%	0
Employees		5		100%		100%	100%	100%	5
Total		270							180
Hotel	weekend	75	June	100%	6:00 p.m.	75%	40%	100%	23
Conference Center		167		100%		100%	100%	100%	167
Bar		15		98%		55%	0%	100%	0
Employees		4		100%		100%	100%	100%	4
Total		261							194
Hotel	weekday	83	June	100%	10:00 p.m.	95%	40%	100%	32
Conference Center		167		100%		50%	90%	100%	75
Bar		15		98%		60%	0%	100%	0
Employees		5		100%		100%	100%	100%	5
Total		270							112
Hotel	weekend	75	June	100%	10:00 p.m.	95%	40%	100%	29
Conference Center		167		100%		50%	100%	100%	84
Bar		15		98%		60%	0%	100%	0
Employees		4		100%		100%	100%	100%	4
Total		261							117

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Parking Demand Based on Attendance. It is also possible to estimate the site parking demand based on the number of persons at an event at the site in the conference / banquet space. As indicated in Table 5, a 500 person event would be expected to create a peak demand for 200 parking spaces based on “typical” automobile occupancy rates, or 125 spaces based on the occupancy rate reported for community events in Yuba City.

TABLE 5 PEAK PARKING DEMANDS BASED ON UFC				
Description	Persons	Qualifier	Average Auto Occupancy	Vehicles
Banquet	500	Typical national average	2.5	200
	500	Local social events	4.0	125

These peak parking demands can be substituted for ULI peak parking demand estimates for the conference space. Concurrent parking demands for use of the hotel and conference center / banquet were determined for the three time periods assuming a peak demand of 200 spaces with all attendees arriving by automobile. The number of persons attending a banquet and also staying at the hotel is unlikely to be as great as may occur with a conference, and we have assumed 25% of the hotel guests attend the banquet. The total concurrent parking demands under this scenario are noted in Table 6. A similar comparison has been made assuming the automobile occupancy rate reported for local events and the correspondingly lower parking demand (i.e., 125 spaces), and this information is presented in Table 7.

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Conference Center		200		100%		100%	100%	100%	200
Employees		5		100%		100%	100%	100%	5
Total		255							242
Hotel	weekend	75	June	100%	2:00 p.m.	60%	75%	100%	34
Conference Center		200		100%		100%	100%	100%	200
Employees		4		100%		100%	100%	100%	4
Total		246							238
Hotel	weekday	83	June	100%	6:00 p.m.	75%	75%	100%	47
Conference Center		200		100%		100%	100%	100%	200
Employees		5		100%		100%	100%	100%	5
Total		255							252
Hotel	weekend	75	June	100%	6:00 p.m.	75%	75%	100%	42
Conference Center		200		100%		100%	100%	100%	200
Employees		4		100%		100%	100%	100%	4
Total		246							244
Hotel	weekday	83	June	100%	10:00 p.m.	95%	75%	100%	63
Conference Center		200		100%		50%	100%	100%	100
Employees		5		100%		100%	100%	100%	5
Total		255							168
Hotel	weekend	75	June	100%	10:00 p.m.	95%	75%	100%	53
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Employees		4		100%		100%	100%	100%	4
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Employees		4		100%		100%	100%	100%	4
Total		246							163
Hotel	weekday	83	June	100%	6:00 p.m.	75%	75%	100%	47
Conference Center		125		100%		100%	100%	100%	125
Employees		5		100%		100%	100%	100%	5
Total		255							177
Hotel	weekend	75	June	100%	6:00 p.m.	75%	75%	100%	42
Conference Center		125		100%		100%	100%	100%	125
Employees		4		100%		100%	100%	100%	4
Total		246							171
Hotel	weekday	83	June	100%	10:00 p.m.	95%	75%	100%	63
Conference Center		125		100%		50%	100%	100%	63
Employees		5		100%		100%	100%	100%	5
Total		255							131
Hotel	weekend	75	June	100%	10:00 p.m.	95%	75%	100%	53
Conference Center		125		100%		50%	100%	100%	63
Employees		4		100%		100%	100%	100%	4
Total		246							120

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Assessment – Supply / Demand Balance. It is important to note that these parking demand forecasts represent a “worst case” approach based on maximum use of the facilities during the peak month, and the demands are likely to be lower at other times of the year. For example, ULI data suggests that the demand adjustments for business hotels can be as low as 67% during off-peak months.

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Alternative Transportation Modes / Satellite Parking. This assessment assumes that all guests and attendees arrive by automobile and all would need to park at the site. In concept it is possible to reduce the project’s on-site parking demand by bringing guest to the site using alternative transportation modes. For example, a hotel shuttle that links the site with the Sacramento Airport may reduce use of the private automobile by guests and reduce parking demand. If 10% of the rooms were occupied by guests who employed an airport shuttle, then the early evening parking demand could be reduced by 5 spaces.

Similarly, satellite parking might be employed during large events to reduce the on-site parking demands created by attendees. Guests would need to be notified of the satellite location, either before the travel to the event or by signing as they arrive. The satellite location would need to be relatively easy for guest to find or a valet service would need to be provided for guest vehicles. Satellite parking that is beyond comfortable walking distance would require a shuttle service between the project and that offsite location.

On-site Valet Parking. Many hotels make use of valet parking to increase the on-site parking capacity during special events. Under a valet system it is possible to store vehicles within some of the site’s parking aisles, while some designated spaces would be reserved for hotel guests who still need to travel during events. However, the issue of emergency fire access needs to be addressed as it is not permissible to valet in fire lanes.

The number of additional vehicles that might be valet parked has been identified. Under the current plan there are two parking aisles that are not fire lanes, and the project architects believes that 50 vehicles could be accommodated two abreast in these aisles.

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TABLE 8
PARKING SUPPLY / DEMAND BALANCE

Method	Time	Day	Demand	Supply	Balance	Mitigation					
						Valet Parking	Balance	Block out 60% of rooms & Airport Shuttle	Balance	Cap attendance	Balance
ULI Rates	2:00 p.m.	Weekday	123	170	+47						
		Weekend	131		+39						
	6:00 p.m.	Weekday	180		-10	+50	+40				
		Weekend	194		-24	+50	+26				
	10:00 p.m.	Weekday	112		+58						
		Weekend	117		+53						
500 persons Typical auto occupancy (200 spaces)	2:00 p.m.	Weekday	242		-72	+50	-22	+25	+3		
		Weekend	238		-68	+50	-18	+22	+4		
	6:00 p.m.	Weekday	252		-82	+50	-32	+31	+1	498	0
		Weekend	234		-74	+50	-24	+27	+3		
	10:00 p.m.	Weekday	168		+2						
		Weekend	157		+13						
500 persons Local auto occupancy (125 spaces)	2:00 p.m.	Weekday	167		+3						
		Weekend	163		+7						
	6:00 p.m.	Weekday	177		-7	+50	+43				
		Weekend	171		-1	+50	+49				
	10:00 p.m.	Weekday	131		+39						
		Weekend	120		+50						

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Hotel Room Management. The preceding analysis assumes that some event guests will also be attending the hotel. The hotel operator could elect to further lower the number of spaces needed by hotel guests by blocking out rooms that would not be rented on the day that a major event occurred to anyone who was not attending the event.

Result Balance under ULI rates. With the parking demands suggested under ULI rates for a conference the on-site supply would be adequate in the mid-afternoon and late evening, but the site would be short 24 spaces at 6:00 p.m. On-site valet parking would provide enough additional spaces to yield a positive balance at that time.

Result Balance Based on Attendance. Assuming the automobile occupancy rates reported locally, the site would meet its parking demands in the afternoon and in the evening, but would be slightly deficient at 6:00 p.m. However, valet parking and shuttle to the airport would provide enough additional spaces to meet the demand.

The parking demands for the conference banquet space based on attendance are greater under typical automobile occupancy rates (i.e., 200 peak vehicles), and the supply / demand balance is negative in the mid-afternoon and early evening before becoming positive in the late evening. Under these assumptions mitigation would be needed. Valet parking would help but would not by themselves eliminate the deficiency. The next step might be to block out additional rooms and provide an airport shuttle. If the number of rooms associated with events guests increased from 25% to 60%, then 16 to 22 fewer parking spaces might be needed by hotel guests during the 6:00 p.m. period. The shuttle would also reduce the demand to the level noted in Table 8.

With these measures the site achieves a positive balance under all but one time period. The final mitigation could be to cap attendance. If all other measures were implemented as described, then theoretically max attendance in the range of 498 persons on weekday would deliver a neutral parking balance, and the parking supply would be adequate. Alternatively, it would be possible to combine some level of room blocking with an alternative attendance cap and achieve a neutral parking balance.

Conclusions

The estimated concurrent parking demands of the Hotel and conference space may occasionally exceed the regular on-site parking supply of 170 spaces. This is not unusual for hotels that offer these amenities since it is generally impractical to provide regular parking in a quantity that may only be used a few times each year. A normal “conference / convention” event using all the conference space will require the use of valet parking to keep the total demand on-site.

The parking demand of a banquet type event could depend on attendance and on the automobile occupancy rates achieved by guests. The project proponents would like to be able to host 500

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persons. With the auto occupancy rates reported at local community events in Yuba City this crowd can be accommodated using valet parking.

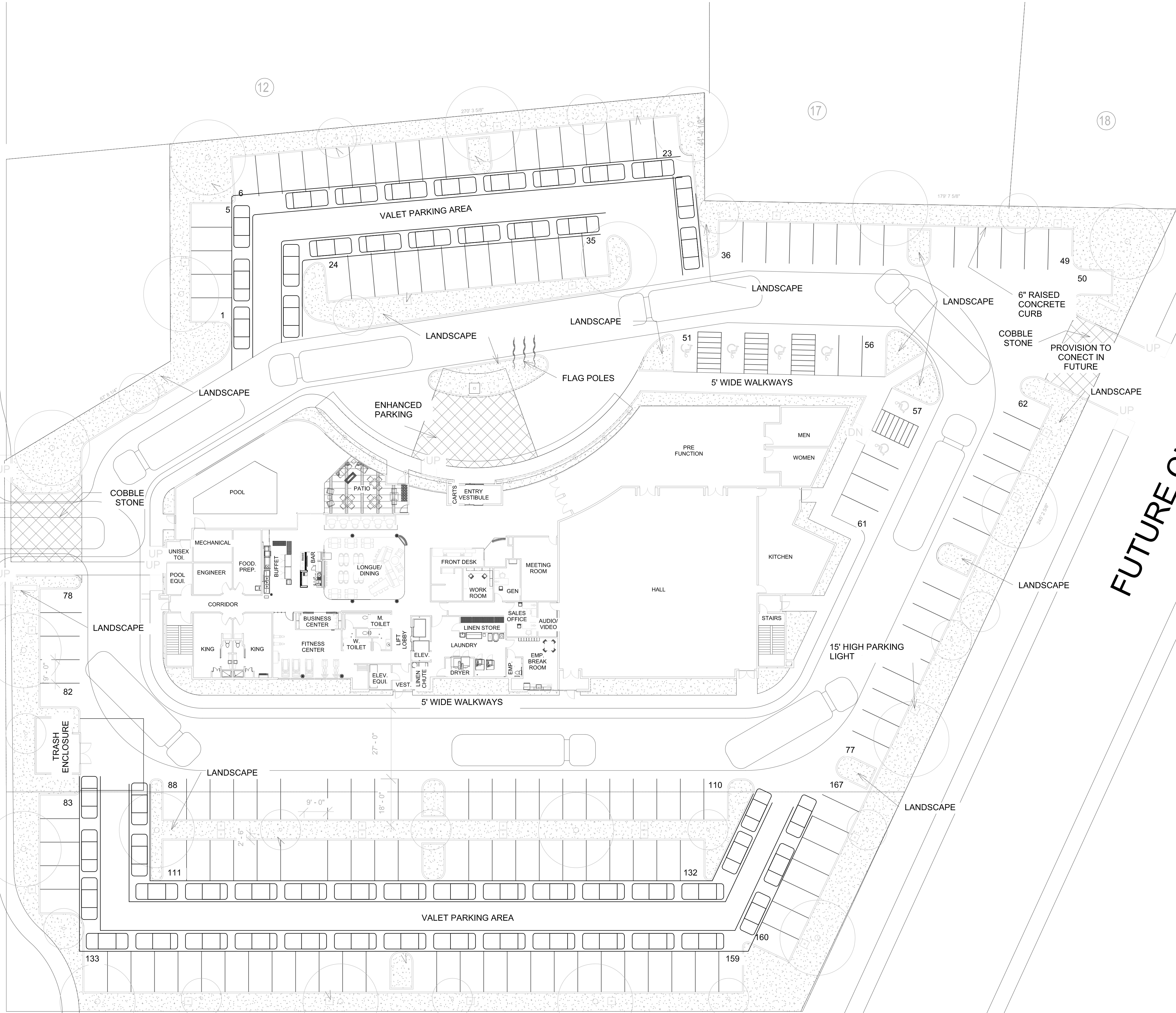
The banquet parking demands could be greater if the automobile occupancy rates normally anticipated for dinner events nationally are achieved (i.e., 2.5 persons per vehicle). Under these conditions demand could exceed the onsite supply even with valet parking. Assuming that an airport shuttle was provided and in addition the hotel operator blocked out 60% of the rooms for event guests, then 498 to 500 persons could be accommodated on a weekday and weekend before the on-site parking supply was exceeded.

Thank you for your attention to this information. Please feel free to call me if you have any questions.

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WOODARD STREE

FUTURE CIVIC CENTER BLVD.



SITE PLAN

