

## Attachment A

### B Street Project Class 32 Categorical Exemption

The California Environmental Quality Act (CEQA) Guideline Section 15332 identifies the Class 32 categorical exemption for projects characterized as in-fill development. This exemption is intended to promote infill development within urbanized areas. The class consists of in-fill projects which are within the city limits and are consistent with applicable local general plan designation and policies and zoning designation and regulations. This class does not apply to projects which would result in any significant traffic, noise, air quality, or water quality effects. Projects under this exemption must meet Part 1 conditions (a) through (e) described in the analysis below and must not trigger exceptions to the exemption in Part 2.

Infill development is often defined as new development and redevelopment projects located on vacant or underutilized land within existing developed areas. Infill development is one strategy for revitalizing declining city and suburban cores and town centers. It promotes efficient and cost-effective use of existing infrastructure and services (such as streets, transit, and utilities), and expands opportunities for housing, recreation, and economic growth.

#### Part 1: Qualifications

The B Street Project includes a Use Permit and Design Review to allow redevelopment of an infill site and construction of a 113-room hotel, drive-thru restaurant and retail space on a 4.9-acre site, consistent with the General Plan and Zoning Districts.

The proposed project meets the following thresholds:

**(a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.**

The subject land has a General Plan Land Use designation of Commercial and Industrial and is zoned C-3 General Commercial and M-1 Light Industrial. The Project includes minor entitlements including a development plan review, Use Permit for a drive-through quick serve restaurant and Design Review Permit for the entire site. Hotels are allowed by right in the C-3 district. Grocery and other indoor retail are permitted by right in both the C-3 and M-1 Districts. The proposed project complies with the applicable general plan policies. It also complies with the zoning regulations including permissible uses, height, parking/loading, and drive-through standards.

**(b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.**

#### Land Use

The site is located in an urban area on a site that has been previously developed and is surrounded by existing development. The Project is less than five-acres in size and is located in the downtown area within the City Marysville. The surrounding built-up area is characterized by commercial retail and industrial uses. State Route 70 (SR 70) also known as B Street is a four-lane facility that links the City of Marysville with regional areas to the south and north, located on the west side of the site (B Street). To the east is an elevated portion of the Union Pacific Railroad tracks and residences beyond. West of B Street is Ellis Lake, which is surrounded by

urban uses including commercial establishments and residences. On the south side of the project is a Quick Stop self-serve filling station and mini-market with an existing access easement to the parcel on the south via 12<sup>th</sup> Street. To the north is 14<sup>th</sup> Street and retail development.

The project is consistent with the density established by zoning, and is compatible with the plans, policies and regulations associated with properties zoned General Commercial and Industrial.

**(c) The project site has no value as habitat for endangered, rare or threatened species.**

The site is currently vacant and contains disturbed urban (ruderal) habitat. Impervious surfaces (pavement) covers a majority of the site. The site was previously developed with a bar, a car sales lot, Dairy Queen, single family residences, a motel, and mobile home park in the past. These uses were previously demolished. The project site does not contain wetlands, riparian habitat, or special status species habitat. There is no value as habitat for endangered, rare or threatened species.

**(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.**

As described below, the site will not result in any significant effects relating to traffic, noise, air quality or water quality. Measures are incorporated into the project to ensure that there are no impacts.

**(e) The site can be adequately served by all required utilities and public services.**

The project site is located in an urban area served by all necessary municipal utilities (i.e. water, wastewater, stormwater, electricity, natural gas and solid waste) as well as public services such as fire and police. Existing water, stormwater, sewer, gas and electricity lines are located both within the project site and adjacent to the site.

**Traffic:** The project is accessible by existing curb cuts on B Street and 14<sup>th</sup> Street, and an access easement over the Quick Stop site to 12<sup>th</sup> Street. The project would not include roadway or transportation system changes. Existing curb cuts for driveways will be maintained. No improvements to B Street are proposed.

**Vehicular Access and Circulation.** Access would be provided to the site via two driveways on B Street and one driveway on 14<sup>th</sup> Street. An access easement across the filling station site is provided from 12<sup>th</sup> Street. The drive-through restaurant has been designed to include two queuing lanes and is substantially set back from B Street so that queuing will not occur on the adjacent street. Pedestrian linkages would be included within the parking areas.

Starting on July 1, 2020, the state of California directed that agencies analyzing the transportation impacts of new projects must now look at a metric known as vehicle miles traveled (VMT) instead of level of service (LOS) to determine CEQA impacts. VMT measures how much actual auto travel (additional miles driven) a proposed project would create on California roads. If the project adds excessive car travel onto roads, the project may cause a significant transportation impact.

A VMT screening criteria assessment was conducted by Flecker Associates, Transportation Engineers, (December 2023) for the site using the state Office of Planning and Research (OPR)

screening criteria to determine whether the project would result in any significant effects relating to traffic. OPR allows mixed-use projects to be analyzed separately by use.

The proposed grocery store is 16,000 square feet and the proposed quick serve restaurant is 2,223 square feet. The retail portion of the project, the grocery store and quick service restaurant, totaling 18,500 square feet total can be considered locally serving retail. Local serving retail space of 50,000 square feet or less is presumed to have a less than significant effect.

The proposed hotel was analyzed with map-based screening. This considers whether a project is in a VMT efficient area where regional VMT reduction goals are already satisfied. The project must be consistent in size and land use type (i.e., density, mix of uses, transit accessibility, etc.) as the surrounding built environment.

The Sacramento Area Council of Governments (SACOG) has identified Low VMT generating locations within this region, including Marysville. The project location within the SACOG region was determined. Because Cal Green 2022 identifies hotels as part of residential construction for certain traffic and vehicular purposes, the analysis considered VMT characteristics of residential per capita as identified from the SACOG Residential VMT Hex (screening) maps.

As shown in the table below, the Regional County average residential VMT is 20.82 VMT per day. The hex map location containing the B Street project has a rate of 13.18 VMT per day. The OPR screening threshold is a 15% reduction from the regional average, or 17.70 VMT per day. Because the B Street project location is more than 15% lower than the regional average (it is 25.5% below the regional average), the VMT for the hotel use is presumed to be less than significant.

VMT ANALYSIS RESULTS					
Land Use	Per Capita VMT			B Street Hotel Reduction from Average	Jurisdiction Goal Met?
	Regional Average	15% Reduction Goal	B St Hotel		
Hotel (Residential)	20.82	17.70	13.18	-25.5%	Yes

The project will provide needed retail services, proximate to existing residents and businesses in the Downtown area that will reduce trips. The project's location within a VMT efficient area also means that the hotel use is presumed to be less than significant. Therefore, there will be no significant transportation impacts.

**Noise:** Construction is anticipated to take approximately 18-months. Construction equipment such as tractors, loaders and backhoes will be used. Noise generated during excavation, grading, site preparation and building construction would result in construction noise. However, no residential or noise-sensitive uses are immediately adjacent to the site. The Project will be required to maintain construction noise consistent with the recently adopted Noise Ordinance including the following:

- Hours of construction would be restricted to the hours of 7:00 a.m. to 7:00 p.m. weekdays and 8:00 a.m. to 7 p.m. weekends.

Therefore, there would be no significant noise impacts.

**Air Quality:** The project includes hotel and retail use that will not generate new substantial sources of air pollutant emissions. As indicated above, the project will provide needed retail services in an urban infill area, proximate to jobs and housing. It will provide electric vehicle charging stations and infrastructure above what is required by the Calgreen Building Code. The additional charging infrastructure will result in a greenhouse gas (GHG) reduction of 10.1% and will meet the reduction goal (Flecker Associates, VMT Study). Therefore, the impact is less than significant.

**Project Subject to Uniformly Applicable Development Policies:** The Project is located within the Northern Sacramento Valley Planning Area 2012 Air Quality Attainment Plan

In 2010, an update to the 1994 Air Quality Attainment Plan was prepared for the Northern Sacramento Valley Air Basin (NSVAB), which includes Yuba County. The plan proposes rules and regulations that would limit the number of certain emissions, in accordance with the 1994 State Implementation Plan (SIP). The 2010 update summarizes the feasible control measure adoption status of each air district in the NSVAB, including the Feather River Air Quality Management District (FRAQMD). The 2010 update was adopted by the FRAQMD, and the Project would be required to comply with its provisions. In addition, the Project will be required to pay air quality fees to FRAQMD. Therefore, there would be no significant air quality impacts.

#### **Stormwater/Water Quality**

**Project Subject to Uniformly Applicable Development Policies:** The Project involves excavation and movement of soil. Such soil disturbance carries with it the risk of unintended discharges offsite. Such discharges would be prevented, however, through the use of Best Management Practices (BMP). The Project may result in ground disturbance equal to or greater than one acre in size and would then be within the jurisdiction of the Central Valley Regional Water Quality Control Board (RWQCB), which develops and enforces water quality objectives and implementation plans that safeguard the quality of water resources in its region. Prior to construction of a project greater than one acre, the RWQCB requires a project applicant to file for a National Pollution Discharge Elimination System (NPDES) General Permit. The General Permit process requires the project applicant to 1) notify the State, 2) prepare and implement a Storm Water Pollution Prevention Plan (SWPPP), and 3) to monitor the effectiveness of the plan. The project does not conflict with any water quality control plan or sustainable groundwater management plan.

The Project will not affect groundwater recharge, alter the existing drainage pattern including through the alteration of the course of a stream or river, or create substantial additional sources of polluted runoff. Thus, the Project will have no additional impact on groundwater supplies, runoff, or other impacts on water quality.